



TRANSPORTATION PLANNING ORGANIZATION

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

October 23, 2018
4:00 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. PUBLIC COMMENTS (Limited to 2 minutes)

4. PRESENTATION ITEMS

A. US 441/US 301 FROM SR 200 TO BASELINE ROAD RESURFACING

FDOT will present the resurfacing project that is scheduled for FY 2020.

B. CENTRAL FLORIDA MPO ALLIANCE MEETING REPORT

Commissioner Stone shall present a summary of the MPO Alliance meeting on October 12, 2018.

5. ACTION ITEMS

A. TIP AMENDMENT I-75 FRAME ARTERIALS

Staff will present a proposed amendment to the TIP regarding the I-75 FRAME-OFF system for review and approval.

B. 'ROLL-FORWARD' TIP

Staff will present the amended "Roll-Forward" Transportation Improvement Program. This document has been prepared from the latest draft of the Florida Department of Transportation's Tentative Work Program. Staff is recommending approval of the FY 2018/2019-2022/2023 Roll-Forward Transportation Improvement Program.

C. BRIDGE AND PAVEMENT CONDITION AND MOBILITY PERFORMANCE MEASURES

Staff will present the targets for the required Federal Performance Measures for review and approval.

D. DIRECTOR PERFORMANCE IMPROVEMENT PLAN

Jared Sorensen will present the Director's Performance Improvement Plan for review and approval.

- 6. CONSENT AGENDA**
 - A. MINUTES – SEPTEMBER 20, 2018**
- 7. COMMENTS BY FDOT**
- 8. COMMENTS BY TPO STAFF**
 - A. FINANCIAL BILLING**
- 9. COMMENTS BY TPO MEMBERS**
- 10. PUBLIC COMMENT (Limited to 2 minutes)**
- 11. ADJOURNMENT**

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

The next regular meeting of the Transportation Planning Organization will be held on November 27, 2018.



October 19, 2018

TO: TPO Board Members

FROM: Michael Daniels, Director

SUBJECT: CFMPOA Alliance Meeting, October 12, 2018 Summary

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) is a coalition of transportation and government organizations committed to addressing transportation challenges in the larger Central Florida area.

The Alliance has a policy board of 18 members, three from each of its six-member organizations. (Lake-Sumter MPO, Polk County TPO, Space Coast TPO, River to Sea TPO, Metroplan MPO and the Ocala/Marion TPO). Representatives from the Florida Department of Transportation participate as well. The group meets three times per year and operates on the basis of consensus.

Commissioner Stone shall present a summary of the October 12th meeting.

CFMPOA Meeting Highlights – October 12, 2018

- **Chairwoman's Announcements:** Commissioner Leslie Campione, Lake-Sumter MPO, opened the meeting at 10:00 a.m. and welcomed everyone. Commissioner Campione led the Pledge of Allegiance. She called attention to the Delegation Reports which are provided for informational purposes. The Alliance members received reports from Secretary Mike Shannon with FDOT District 5 and Mr. Jim Martin with the Florida Turnpike Enterprise.
- **Action Items:**
 - The CFMPOA approved the January 19, 2018 meeting minutes.
 - The CFMPOA granted final approval of the Regional Prioritized Project List and Revised Prioritization Process as presented by Ms. Lois Bollenback, Staff Director, River to Sea TPO.
 - The CFMPOA granted final approval to the Regional Transit Study Report as presented by Mr. Mark Hardgrove, Planning Innovations.

There were no public comments on any of the action items.

- **Presentations:** The members of the Alliance received presentations as follows:
 - Mr. Alex Trauger, HDR, gave an update on the truck parking study results and takeaways from the Truck Parking Study Stakeholder meetings. Copies of his presentation were distributed to Alliance members.
 - Ms. Nikhila Rose, MetroPlan Orlando, provided an overview of the latest Regional Indicators Report which is updated annually in accordance with the Alliance Interlocal agreement. Discussion ensued concerning the accuracy of traffic counts for major roadways presented for CR 44/I-95 and LPGA Boulevard. Ms. Rose stated to Alliance that FDOT was the source of the traffic count for AADT, but that she would check the accuracy of the numbers. (Following the Alliance meeting Ms. Rose reported that the traffic counts noted on the FDOT traffic count were accurate but that they only reflected one-way travel. She reported that she would update the report with an explanation. Mr. Jon Cheney (Volusia County) also provided follow up information).
 - The Staff Directors from each M/TPO provided an update on progress being made to close the gaps along the Florida Coast to Coast Trail.
 - Ms. Sarah Kraum, Space Coast TPO, provided an in-depth overview of the economic benefits the City of Titusville has reaped since being designated as a Florida Trail Town.

Link to all presentations received on October 12th:

<https://metroplanorlando.org/meetings/central-florida-mpo-alliance-10-12-18/>

- **Work Session Items:**
 - Ms. Virginia Whittington, MetroPlan Orlando, gave a presentation to the members of the Alliance to provide an overview of the history of the CFMPOA, to highlight accomplishments and projects of the CFMPOA, and to solicit direction regarding the upcoming year. She reviewed the 2019 proposed meeting schedule and proposed revisions to the Interlocal agreement.
 - Ms. Whittington, MetroPlan Orlando, presented two proposed options for the 2019 meeting schedule. Discussion ensued regarding the 2019 meeting schedule with unanimous approval of: January 11, 2019, April 12, 2019 and October 11, 2019. The members of the Alliance also agreed that all meetings will continue to be held at MetroPlan Orlando.
 - Ms. Whittington, MetroPlan Orlando, presented proposed amendments to the Interlocal Agreement. The members of the Alliance agreed that each of the six member organizations shall appoint three voting members and up to three alternates; that the Alliance will meet in January/February, April and September/October at MetroPlan Orlando; that the selection of officers will remain the same; and that the designated member count for a quorum will remain at ten.

- Ms. Whittington, MetroPlan Orlando, presented the selection of officers for 2019. The members of the Alliance were supportive of the rotation of officers. The members of the Alliance unanimously agreed to appoint Councilmember Deb Denys, River to Sea TPO as Chair; Mayor Roy Tyler, Polk TPO as Vice-Chair and Commissioner Michelle Stone, Ocala/Marion as Secretary.
 - Ms. Whittington, MetroPlan Orlando, acknowledged outgoing Alliance members: Deputy Mayor Trey Holton, Space Coast TPO, Vice-Mayor Leigh Matusick, River to Sea TPO, and Vice-Mayor Lita Handy-Peters, River to Sea TPO. She thanked them for their time served and commitment to the Alliance.
- **Board Member Comments:** In reference to the discussion on the Truck Parking Study, Commissioner Constantine called attention to a letter recently sent to Secretary Mike Dew regarding a potential private truck stop in Seminole County.
 - **Next Board Meeting – January 11, 2019 at MetroPlan Orlando**



October 3, 2018

TO: TPO Board Members
FROM: Kenneth Odom, Transportation Planner
RE: FY 2018/2019-2022/2023 TIP AMENDMENT

In order to ensure that the Ocala/Marion County TIP reflects the most current project information, it is necessary to periodically amend the document. Amendments to the TIP are typically required:

- To add or delete a project;
- To change the state or federal funding allocation of a project;
- To change the year of anticipated funding of a project phase;
- To change the scope of work of a project;
- To change the source of federal or state funds.

The FDOT is requesting the TIP be amended to reflect the additional funding allocations to two projects. They are as follows:

- **440900-2:** *Add \$4.44 Million to CST for FRAME-OFF ITS Systems*

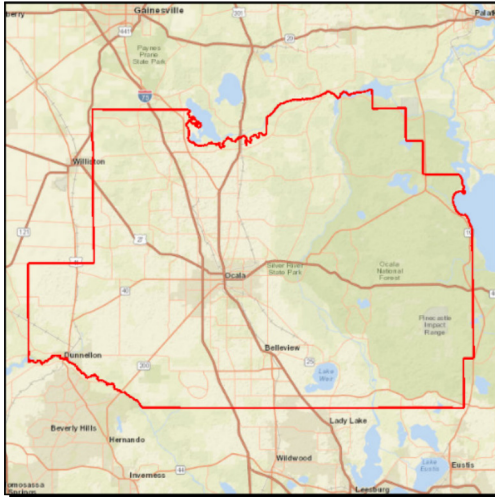
Specific details regarding the additional allocations to these projects will be discussed at the October 23rd, 2018 meeting.

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

4409002

I-75 FRAME OFF SYSTEM

Non-SIS



Work Summary: ITS COMMUNICATION SYSTEM

From:

To:

Lead Agency: Managed by FDOT

Length: .000

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	10,000	0	0	0	0	10,000
DSB	ACFP	448,239	0	0	0	0	448,239
CST	ACFP	6,046,220	0	0	0	0	6,046,220
Total		6,504,459	0	0	0	0	6,504,459

Prior Cost < 2018/19: 410,419

Future Cost > 2022/23: 0

Total Project Cost: 6,914,878

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



October 5, 2018

TO: TPO Board Members

FROM: Kenneth Odom, Transportation Planner

**RE: DRAFT FY 2018/2019-2022/2023 'ROLL-FORWARD'
TRANSPORTATION IMPROVEMENT PROGRAM**

Attached is the DRAFT 'Roll-Forward' 2018/2019 – 2022/2023 Transportation Improvement Program (TIP) for your review. This document has been prepared from the latest draft of the Florida Department of Transportation's Tentative Work Program.

Notable changes include:

- **433651-1:** CR 484 Interchange Improvements – Add \$985K CST
- **435209-1:** NW 49th Street Interchange – Add \$442 PE
- **440900-2:** I-75 'FRAME OFF' System (ITS) – Add \$4.45 Million CST
- **431798-3:** NE 36th Ave. Rail Bridge – Add \$1.15 Million CST
- **433652-1:** SR 40 from SW 27th Ave to SW 40th Ave – Add \$990K ROW

TPO staff will present these, and additional, changes to committee members at the October 23rd. TPO staff is requesting approval of the projects and their associated tables within the DRAFT 'Roll-Forward' TIP.

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

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

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ROLL-FORWARD
2018/2019 – 2022/2023
TRANSPORTATION
IMPROVEMENT PROGRAM



Adopted October XX, 2018

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Ocala/Marion County Transportation Planning Organization

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GLOSSARY OF ABBREVIATIONS

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

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

EXECUTIVE SUMMARY

PURPOSE

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

Federal and State Funded Highway Projects

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

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

Public Transportation Element

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

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

Transportation Disadvantaged Program. This arrangement has proved to provide a complete, comprehensive and cost effective transportation system for the citizens of Ocala and Marion County.

The SunTran service consists of six routes. In downtown Ocala, five of the six routes meet at the Central Transfer Station and provide service to Ocala. The Central Transfer Station is a multi-modal terminal providing connections to Greyhound services and formerly to AMTRAK. The sixth route operates from southeast Ocala to the community of Silver Springs Shores. A transfer station located at the Marion County Public Health Unit provides access to the downtown routes from this route. SunTran's routes were developed to provide the greatest access for passengers to local hospitals, major employers, shopping sites, medical offices, schools and housing opportunities. Service operates from approximately 5:00 a.m. to 10:00 p.m. Monday through Saturday. The basic adult fare for SunTran is \$1.50. A reduced fare of \$0.75 is offered throughout the day for seniors, persons with disabilities, and persons with Medicare cards as well as retired and active duty military. Youth and students pay \$1.10. Children five years of age or lower ride free. SunTran also has discounted monthly passes for all categories of passengers. Fares for Marion Transit Service paratransit services are \$2.00. (OIT)

The National Transit Database Report for FY 2018 showed that SunTran provided 30,943 revenue hours and 483,342 revenue miles of service to 409,623 unlinked passengers. Total annual operating expenses for the period were \$1.82 million. Also included in this Element are funds provided to Marion Transit Services for the provision of transportation services under the Transportation Disadvantaged Program. The State of Florida

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

Aviation Element

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

FINANCIAL PLAN

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

PROJECT SELECTION PROCESS

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

The FDOT shall give priority to those projects that are:

1. Designed to maximize safe and efficient travel;
2. Identified in approved local government comprehensive plans to receive local matching funds in accordance with the provisions of Section 335.20 or to be funded pursuant to the provisions of Section 339.12;

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

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

Amendments to or Removals from Transportation Improvement Program

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

Therefore, the TPO may not remove or reschedule any local City, County, or City/County funded level of service project from the current TIP to a subsequent TIP without an amendment.

However, if a locally funded project is a non-level of service requirement, the TPO may unilaterally add, remove, or reschedule any project to the TIP.








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

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

SAFETY/PERFORMANCE MANAGEMENT MEASURES





Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures

the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

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

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

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

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



Rate of Serious Injuries per 100M VMT.

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

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that zero deaths vision. As such, the TPO is supporting the adoption of the FDOT statewide HSIP interim safety performance measures and FDOT's 2018 safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths.

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 the each corridor and the overall system as a whole.

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

Exhibit A

Ocala / Marion County Transportation Planning Organization Calendar Year Targets

Safety Performance Measures	2018 Performance Measure Target
Number of Fatalities	73*
Rate of Fatalities per 100 VMT	1.54
Number of Serious Injuries	354*
Rate of Serious injuries per 100 million VMT	7.44
Number of non-motorized fatalities and serious injuries	47*

*The fatality, serious injury and non-motorized fatalities and serious injury targets were determined by using historical trend data as provided by FDOT to predict the 2017 & 2018 Vehicle Miles Traveled (VMT) Data and multiplying that number by the average rate, which was determined by using FDOT data.

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

The table below identifies performance measures outlined in the final rule for transit asset management.

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

Transit Asset Management Performance Targets

On October 1, 2018, the Ocala/Marion TPO established the following transit asset targets for the TPO’s planning area:

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Articulated Bus	n/a	0%
	Bus	12	80%
	Mini-Bus	10	80%
	Van	n/a	0%

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
	Etc.	n/a	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	7	80%
	Trucks and other Rubber Tire Vehicles	7	80%
	Maintenance Equipment	10-20	80%
	Etc.	n/a	0%
Infrastructure			
% of track segments with performance restrictions	Rail fixed guideway track	n/a	%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	%
	Maintenance	n/a	%
	Parking Structures	n/a	%
	Passenger Facilities	n/a	%
	Shelter	n/a	%
	Storage	n/a	%
	Etc.	n/a	%

The Ocala/Marion TPO TIP was developed and is managed in cooperation with SunTran. It reflects the investment priorities established in the 2040 Ocala/Marion County TPO LRTP. Transit asset condition and state of good repair is a consideration in the methodology Ocala/Marion County TPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the TPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the TPO's planning area. The TPO's goal of improving transit asset condition is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The SunTran bus system administered by the Ocala/Marion TPO, is committed to effectively managing its capital assets and maintaining its system in a State of Good Repair (SGR) to enhance safety, reduce maintenance costs, increase reliability and improve service delivery. This policy outlines the agencies approach to overall asset management, identifies responsibility for monitoring and administering the Transit Asset Management (TAM) Plan and is established to ensure compliance with federal laws and regulations including Moving Ahead for Progress in the 21st Century (MAP-21) and 49 U.S.C. Section 5326.

SunTran has 6 bus routes predominantly in and around the City of Ocala. This agency receives financial assistance through the Federal Transit Administration, State Block Grant and Local funds. While our main assets are bus vehicles, we also manage an operation and maintenance building and service vehicles which all work together to provide the best service for the Ocala/Marion County area.

For the purposes of complying with applicable federal regulations, SunTran, as a Tier II provider (100 or fewer vehicles in peak revenue service), has developed a TAM plan which includes the following required elements:

1. An inventory of the number and type of capital assets that includes all capital assets owned by the agency except "non- service vehicle" equipment with an acquisition value under \$50,000.
2. A condition assessment of inventoried assets in a level of detail sufficient to:
 - a. Monitor and predict the performance of the assets
 - b. Inform the investment prioritization
3. A description of analytical processes or decision-support tools that allows SunTran to estimate capital investment needs over time and develop an investment prioritization
4. A project based prioritization of investments, developed in accordance with CFR 49 Section 625.33.

CONSISTENCY WITH OTHER PLANS

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

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

State & Federal Consistency

Ocala/Marion County TIP

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

FDOT Freight Plan

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

FDOT Asset Management Plan

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

Administrative Amendments

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

PROJECT PRIORITY SELECTION PROCESS

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

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

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

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

OCALA/MARION COUNTY TPO
ADOPTED FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS	
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS				
1	NW 49th Street Interchange (FDOT FM# 435209-1)	-	-	-	-	-	-	-	-	Yes	New Interchange	ROW/CST	Project Manager: Heather Grubert MLOU Approved: 1/26/2015 IBR Approval Date: June 2016 Working with Marion County/FDOT to possibly expedite project schedule.
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PD&E	\$21,649										
		PE					\$1,661,140						
2	SR 40 Downtown Operational Improvement												
A	SR 40 at NE 1st Avenue (EB Left-Turn) (FDOT FM# 431935-1) - Phase I	0.63	4	D	32,400	34,700	107%		F	No	Traffic Ops Improvement	CST	Project Manager: Gene Verano
B	US 441 to NE 8th Avenue (FDOT FM# 431935-1) - Phase II	0.63	4	D	32,400	34,700	107%		F	No	Pedestrian and Traffic Ops	CST	Project Manager: Gene Verano
	Phase II	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PE	\$91,230										
3	SR 40 East Multi-Modal Improvement												
	NE 49th Terrace to NE 60th Court (FDOT FM# 435490-1)	1.5	4	D	32,400	20,900	65%		C	No	Add turn-lanes, enhanced illumination, pedestrian safety measures.	PE	Project Manager: Amir Asgarik
4	SR 40/US 441 Intersection Op. Improvement I												
	NW 2nd St to SW Broadway Street (FDOT FM# 433661-1)	0.16	6	D	50,000	34,900	70%		C	No	Add Dedicated Turn Lanes, Pedestrian Improvements & Enhanced Illumination	FULLY FUNDED	Project Manager: Anthony Miller Plans Complete:12/2016 Fully funded.
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW			\$697,200	\$667,200		\$240,000					
		CST					\$2,796,481						
5	US 441 Intersection Op. Improvement II at SR 464 (FDOT FM# 433660-1)	NA	6	D	50,000	25,300	51%		C	No	Add Dedicated Turn Lanes and Pedestrian	CST	Project Manager: Anthony Miller Plans Complete:7/2016 \$2,100,603 LRE
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW		\$175,000	\$340,000	\$213,300	\$120,000	\$43,680					
6	SR 35 Intersection Op. Improvement at SR 25, Foss Rd., & Robison Rd. (FDOT FM# 435208-1)	NA	2	D	14,800	16,500	111%		F	No	Add SB Right-Turn Lanes	ROW/CST	Project Manager: Amir Asgarik Wait for finalized scope to determine if ROW is necessary.
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PE				\$1,005,000							
7	SR 40/SR 35 Intersection Improvement (FDOT FM# 435490-1)	0.1	4	D	32,400	20,900	65%		C	No	Intersection reconstruction at SR 35.	PE	Project Manager: Amir Asgarik
8	SR 40 West Multi-Modal Improvement CSX Rail Bridge to I-75	2.8	4	D	32,400	33,000	102%		F	No	Sidewalk Widening & Reconditioning	PE	Project Manager: Amir Asgarik
9	US 41 SW 111TH PL LN to SR 40 (FDOT FM# 238648-1)	3.6	2	D	18,600	23,000	124%		D	No	Add 2 Lanes	FULLY FUNDED	Project Manager: Kathy Enot Plans Complete: 9/2013, Update: 4/2017
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW		\$4,210,727									
		CST					\$42,827,665						

IBR - Interchange Justification Report
PD - Project Development Enviro Study
PE - Preliminary Engineering
ROW - Right-of-Way Acquisition
CST - Construction

OCALA/MARION COUNTY TPO
ADOPTED FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS			
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS						
10	SR 200														
	CR 484 to Citrus County Line (FDOT FM# 238651-1)	3.2	2	C	8,400	15,100	180%		F	No	Add 2 Lanes	CST	Project Manager: Naziru Isaac Plans Complete: 1/2017 Right of way complete Estimate: \$34,465,223 (LRE 8/11/2015)		
11	SR 40/I-75 Interchange Operational Improvements														
	SW 40 th Avenue to SW 27th Avenue (FDOT FM# 433652-1)	-	4	D	32,400	28,500	88%		D	Yes	Operations Improvements at I-75 interchange and at SW 27 th Ave intersection.	CST	Project Manager: Taleb Shams Plans complete: 5/2017 Right of way: FY 2018-2019		
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23							
		ROW				\$1,220,000	\$2,170,000	\$1,412,409							
12	CR 484/I-75 Interchange Operational Improvements														
	SW 20 th Avenue Road to CR 475A (FDOT FM# 433651-1 & -2 & -3)	-	4	D	32,400	28,100	87%		D	Yes	Operational/Capacity Improvements	ROW	Project Manager: Su Hao Plans complete: 7/2017 LF: \$4,393,910 (2nd ROW)		
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23							
		PE		\$105,000											
		ROW		\$1,340,000	\$1,110,000	\$250,000	\$138,000								
		CST				\$7,934,381									
13	NE 36 th Avenue														
	SR 492 to NE 35 th Street (FDOT FM# 431798-1)	1.6	2	D	14,040	11,700	83%		D	No	Add 2 Lanes	N/A	Project Manager: Tye Garner LDCA Scheduled Approval: 12/2015 Segment only for PD&E		
	PD&E Underway	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23							
	Implementation Phases:														
	SR 492 to NE 20th Place (.4 miles) (FDOT FM# 431798-2)										Add 2 Lanes	ROW	Project Manager: Tye Garner Plans complete: 5/2017		
	(.4 miles) (FDOT FM# 431798-3) Project includes grade separation over CSX S line										Add 2 Lanes & Bridge over CSX rail line	FULLY FUNDED	Project Manager: Heather Grubert Plans complete: 5/2017		
		PE	\$123,833												
		ROW	\$4,251,558	\$4,285,000	\$1,615,550	\$257,840									
		RRU		\$650,000											
	(.8 miles) (FDOT FM# 431798-4)			\$14,840,792							Add 2 Lanes	ROW	Project Manager: Tye Garner Plans complete: 5/2017		
14	Marion Oaks Extension and Flyover														
	SW 18th Ave Rd to CR 475/w I-75 Flyover	2.4	2	-	-	-	-	-	-	No	New 2 Lane Road/w New Overpass	PD&E	New Project		
15	Emerald Road Extension														
	SE 92nd Loop to Emerald Road	0.5	2	-	-	-	-	-	-	No	New 2 Lane Road	PD&E	New Project		
16	SR 40														
	CR 328 to US 41 (FDOT FM# 238720-1)	9.8	2	C	16,400	8,200	50%		C	No	Add 2 Lanes	ROW	Project Manager: Kathy Enot Plans complete: 3/2010 Next phase right of way		
17	NW 37th Avenue														
	SR 40 to US 27	1.63	2	-	-	-	-	-	-	No	New 2 Lane Road	PE	New Project		
18	NE 8th Avenue														
	SR 40 to SR 492	0.85	4	E	28,900	8,600	30%		C	No	Remove 2 Lanes/ Multi-modal enhancements	PE	New Project		

IR - Interchange Justification Report
PD - Project Development Enviro Study
PE - Preliminary Engineering
ROW - Right of Way Acquisition
CST - Construction

OCALA/MARION COUNTY TPO
ADOPTED FY 2024 PRIORITY PROJECTS

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

IR - Interchange Justification Report
PD - Project Development Enviro Study
PE - Preliminary Engineering
ROW - Right-of-Way Acquisition
CST - Construction

Off-System Priorities

2024 OFF-SYSTEM PRIORITIES

Priority	Project	From	To	Length (mi)	Agency	Project Type	Phase	Phase Estimate	Notes
1	SW 44 th Avenue	SR200	SW 20th Street	1.7	Ocala	Capacity	CST	\$ 4,600,000	New 4-lane.
2A	SW 49 th Avenue	Osceola Boulevard	SW 95th Street	4.1	MC	Capacity	CST	\$ 16,290,000	Funded in FY2019. \$9.0M local funds, \$7.3 FDOT funds.
2B	SW 49 th Avenue	Marion Oaks Trail	Marion Oaks Manor	3.0	MC	Capacity	PE	\$ 1,340,000	Widen existing two-lane corridor to four-lanes and construct new four-lane road. (PE-
3A	SE 113th St	Hames Road	SE 56th Avenue	0.14	Qty of Belleview	Sdewalk	DES	TBD	Add sidewalks on the north side of the corridor.
3B	US301	320' N of SE 62nd Ave Rd	SE 115th Lane	0.22	Qty of Belleview	Sdewalk	DES/BLD	\$ 110,000	Add sidewalks on the west side of the corridor. (PE_ \$ 15K, CST-\$ 95K)
4	East Pennsylvania Avenue (CR484) Bicycle	Rainbow River Bridge	US41	0.8	Qty of Dunnellon	Bike Path	DES	\$ 242,167	Project to add bicycle path facilities and improved access to Blue Run Park.
5	Countywide ITS Operations & Maintenance	-	-	-	Ocala & MC	O/M	-	\$ 500,000	Annual allocation (\$250K each agency) for ITS Ops & Maintenance.
6	NE 19th Avenue	SR492	NE 28th St	0.99	Qty of Ocala	Sdewalk	DES	TBD	Add Sdewalks
7	NE 7th Street	NE 36th Ave	NE 44th Ave	0.75	Qty of Ocala	Sdewalk	DES	TBD	Add Sdewalks
8	Marion Oaks Boulevard	at CR484	-	-	MC	Reconfigure Intersection	DES	TBD	Study to reconfigure intersection and signalization.
9	CR315 Resurfacing	CR316	CR318	9.9	MC	Resurfacing	CST	\$ 6,700,000	Reclaim, resurface, widen and add shoulders.
10	Lake Tusawilla Flood Relief	NE Watula Avenue	-	-	Qty of Ocala	Flood Mitigation	DES	\$ 5,000,000	Expand Lake Tusawilla mitigate flooding on NE Watula Ave and the CSX rail line.
2024 OFF-SYSTEM PRIORITIES (FULLY FUNDED)									
(1)	Osceola Linear Park	SE 3rd Street	NE 5th Street	0.52	Ocala	Linear Park	CST	\$ 700,000	Funded in FY2018. Full remodel of the corridor to include multi-modal facilities
(2)	SunTran Replacement Buses	-	-	-	SunTran	Transit	-	\$ 3,600,000	Funded in FY2019. Replacement of seven transit buses. Two have been ordered.
(3)	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	0.83	MC	Sdewalks	DES	\$ 325,000	PE funded in FY2019. CST funded in FY2021.
(4)	NW 110th Ave	N of SR40	NW 21st Street	1.51	MC	Widen Shoulders	CST	\$ 336,952	Widen shoulders to mitigate roadway departure crashes.

Ocala/Marion County TPO
Regional Trail Priorities
FY2018

Priority	Project	From	To	Length (mi)	Regional Trail	Phase	Phase Estimate	Notes
1	Pruitt Trail	Bridges Road	SR200	9.5	HOF	CST	\$ 3,325,000	CST FY2021 (Delayed). Project will be divided into two separate segments because of ROW negotiation delays.
2	SR200 Trails/Wildlife Underpass	at SR200		TBD	HOF	CST	TBD	
3	Ocala to Silver Springs Trail	Osceola Trail	Silver Springs State Park	6	-	CST	\$ 1,800,000	DES FY2020. (\$253,000)
4	CR484 - Pennsylvania Ave. Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	0.8	-	DES	\$ 75,000	Total project cost estimated at \$4 Million. Will include significant utilities infrastructure update.
5	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	5	-	DES	\$ 155,000	Design funded in FY2019.
6	Silver Springs Bikeway Phase II	Baseline Paved Trail - North Trailhead	CR42	18.5	HOF	DES	\$ 555,000	
7	Belleview Greenway Trail	Lake Lillian Park	Cross Florida Greenway	5.3	-	DES	\$ 159,000	Feasibility study underway.
8	Watula & NE8th Road Trail	Tusawilla Art Park	CR200A	1.5	-	CST	TBD	Design FY2019
9	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	4.5	HOF	CST	\$ 1,500,000	The DEP is applying for a SUN Trails grant to expedite the completion of PE and begin CST. (PE - 60%)
10	Nature Coast Trail	Levy County Line	CR484	7.5	-	PD&E	-	Regional trail connection that will extend north to Chiefland and to Tallahassee.
11	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp (1 mi. east of SR19)	27	HOF	PD&E	\$ 750,000	PD&E FY2020.
12	Silver Springs to Hawthorne Trail	Silver Springs State Park		Approx. 30	-	PD&E	\$ 750,000	

DEP - Department of Environmental Protection
DES - Design
HOF - Heart of Florida Loop

ROW - Right-of-way
PD&E - Preliminary Design & Environmental
STJMMD - St. Johns Water Management District

PUBLIC INVOLVEMENT

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

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

CERTIFICATION

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

LEGENDS

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

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

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

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

FEDERAL FUNDING TYPES

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

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

SAFETY CONSTRUCTION ACTIVITIES

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

BRIDGE REPLACEMENT PROGRAM

BRT	73% Federal	Bridge Replacement and Rehabilitation on the Federal System plus 15% of this allocation must be spent off the Federal System as required by the 1978 Highway Act.
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<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
BRTZ	73% Federal	Bridge Replacement and Rehabilitation off the Federal System.
BRTD	73% Federal	Discretionary Bridge Replacement and Rehabilitation on the Federal System with construction cost in excess of 10 million.

OTHER FEDERAL ACTIVITIES

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

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

STATE OF FLORIDA FUNDING

<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
DPE	100% State	For Preliminary Engineering (PE) and Construction Engineering Inspection (CEI) on all state funded projects and certain federal-aid projects which qualify.
DPTO	100% State	Aviation, Transit, and Rail
DS	100% State	Primary funds for use on the state highway system for new construction, preservation, traffic operations type projects, and right-of-way acquisitions.
DSB	100% State	Primary - Reimbursed by bonds
DSL	100% State	Local Government Cooperative Assistance Program for transportation projects which meet both local and state transportation needs that call for construction, reconstruction, or expansion of any state, county, or city road which would improve traffic flow and reduce congestion on the state system.

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
DU	100% Federal	Pass-thru funds administered by FDOT.
FCO	100% State	Fixed Capital Outlay for purchase, construction or improvement to FDOT real property.
FTA	100% Federal	Federal Transit Administration
LF	100% Local	Funds from sources other than state or federal.
TDTF	90% State	Transportation Disadvantaged Trust Fund
PKYI	100% State	Parkway Improvement Funds for roadway construction, building construction, and other necessary improvements.
PKYF	100% Tnpk	For use on feeder roads to the turnpike.
PKYR	100% State	Parkway Maintenance Funds for roadway maintenance, building and other necessary maintenance.
TRIP	50% State	Transportation Regional Incentive Program (Requires a 50/50 match with local funds)

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ACER - ADVANCE CONSTRUCTION (ER)							
4422114	MAINTENANCE OF TRAFFIC	0	0	0	0	0	9,350
4426121	SINKHOLE REPAIR US 441	10,492	0	0	0	0	171,242
Total		10,492	0	0	0	0	180,592
ACFP - ADVANCE CONSTRUCTION (FP)							
4336511	CR 484	0	0	8,918,881	0	49,995	8,968,876
4409001	I-75 FRAME ON SYSTEM	5,897,696	0	0	0	0	6,756,828
4409002	I-75 FRAME OFF SYSTEM	6,494,459	0	0	0	0	6,904,878
Total		12,392,155	0	8,918,881	0	49,995	22,630,582
ACNP - ADVANCE CONSTRUCTION NHPP							
4106742	SR 40	0	92,628,114	0	0	0	92,628,114
4306431	I-75	221,272	0	0	0	0	232,734
4356592	SR 200	343,598	0	0	0	0	4,266,855
4356602	SR 326	391,735	1,298,199	121,550	0	0	1,886,620
Total		956,605	93,926,313	121,550	0	0	99,014,323
ACSA - ADVANCE CONSTRUCTION (SA)							
2386481	US 41	2,500,000	0	0	0	0	2,500,000
4106742	SR 40	0	2,717,094	0	0	0	3,111,836
4317971	NE 25TH AVENUE	19,356	0	0	0	0	70,006
4317972	NE 25TH AVENUE	10,000	0	0	0	0	10,000
4317973	NE 25TH AVENUE	10,000	0	0	0	0	10,000
4317981	NE 36TH AVENUE	400,000	0	0	0	0	400,000
4356602	SR 326	14,369	0	0	0	0	23,280
Total		2,953,725	2,717,094	0	0	0	6,125,122
ACSL - ADVANCE CONSTRUCTION (SL)							
4302521	OCALA/MARION COUNTY ITS	1,422,394	0	0	0	0	2,779,970

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ACSL - ADVANCE CONSTRUCTION (SL)							
4317971	NE 25TH AVENUE	0	0	0	0	0	221,946
4317984	NE 36TH AVENUE	0	0	0	0	0	47,944
Total		1,422,394	0	0	0	0	3,049,860
ACSN - ADVANCE CONSTRUCTION (SN)							
2386481	US 41	0	500,000	0	0	0	500,000
4106742	SR 40	1,444,337	379,230	0	0	0	2,915,010
4336511	CR 484	198,142	1,800,000	0	0	0	2,271,099
Total		1,642,479	2,679,230	0	0	0	5,686,109
ACSS - ADVANCE CONSTRUCTION (SS)							
4348441	CR 42	0	404,200	0	0	0	404,200
4398871	PEDESTRIAN LIGHTING BUNDLE	171,668	0	0	0	0	171,668
4398872	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE	150,000	0	0	0	0	150,000
Total		321,668	404,200	0	0	0	725,868
ACTA - ADVANCE CONSTRUCTION TALT							
4106743	SR 40	394,186	0	0	0	0	394,187
Total		394,186	0	0	0	0	394,187
ACTL - ADVANCE CONSTRUCTION TALL							
4362911	SANTOS GAP TRAIL	0	0	0	0	0	500,000
Total		0	0	0	0	0	500,000
ACTN - ADVANCE CONSTRUCTION TALN							
4106742	SR 40	163,794	0	0	0	0	163,794
Total		163,794	0	0	0	0	163,794
BNDS - BOND - STATE							
2386511	SR 200	0	0	0	0	0	251,979

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
BNDS - BOND - STATE							
Total		0	0	0	0	0	251,979
BRRP - STATE BRIDGE REPAIR & REHAB							
4293631	SR 40	0	0	0	0	0	519,480
4432701	US 441	62,469	0	0	0	0	62,469
Total		62,469	0	0	0	0	581,949
CIGP - COUNTY INCENTIVE GRANT PROGRAM							
4355491	SW 49TH AVENUE	5,962,100	0	0	0	0	5,962,100
Total		5,962,100	0	0	0	0	5,962,100
CM - CONGESTION MITIGATION - AQ							
4317982	NE 36TH AVENUE	0	0	0	0	0	521,958
4317984	NE 36TH AVENUE	0	0	0	0	0	390,358
Total		0	0	0	0	0	912,316
D - UNRESTRICTED STATE PRIMARY							
4136153	LIGHTING AGREEMENTS	363,801	374,721	385,961	397,536	409,458	2,627,109
4181071	PRIMARY IN HOUSE	1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	40,189,082
4233912	ASPHALT RESURFACING	200,000	229,000	0	0	0	3,265,465
4278392	PERFORMANCE AESTHETICS	758,500	740,000	740,000	740,000	740,000	7,030,000
4291781	UNPAVED SHOULDER REPAIR	600,000	581,000	0	0	0	2,313,550
4291821	PAVEMENT MARKINGS -	513,684	300,000	0	0	0	3,622,588
4383291	NATURAL DISASTER MARION COUNTYWIDE	101	0	0	0	0	101
4383293	NATURAL DISASTER MARION OFF STATE ON FED	101	0	0	0	0	101
4383294	NATURAL DISASTER MARION OFF STATE OFF FED	101	0	0	0	0	101
4383295	NATURAL DISASTER MARION INTERSTATE	101	0	0	0	0	101
4419341	CONCRETE REPAIRS	73,830	0	0	0	0	73,830

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
D - UNRESTRICTED STATE PRIMARY							
4425721	OCALA OPERATIONS COMPLEX CONTRACTED	64,500	0	0	0	0	64,500
Total		4,342,453	3,992,455	2,957,934	2,969,509	2,981,431	59,186,528
DC - STATE PRIMARY PE CONSULTANTS							
2387191	SR 40	0	0	0	0	0	1,628
4368791	SR 200	0	0	0	0	0	2,720
4373391	US 27	0	0	0	0	0	1,609
4373441	SR 200	0	0	0	0	0	2,720
Total		0	0	0	0	0	8,677
DDR - DISTRICT DEDICATED REVENUE							
2386481	US 41	0	0	0	47,071,871	0	58,148,687
2386511	SR 200	0	0	0	0	0	402,670
2386782	US 27	0	0	0	0	0	557,895
2386931	SR 35	934,392	0	0	0	0	4,383,674
2387191	SR 40	0	0	0	0	0	8,302,265
4106741	SR 40	0	0	0	0	0	2,294,994
4106742	SR 40	0	0	493,253	0	0	989,459
4112565	US 301	0	0	0	0	0	213,069
4130194	TRAFFIC SIGNALIZATION	0	0	0	0	0	3,499,614
4136153	LIGHTING AGREEMENTS	0	0	0	0	0	3,169,391
4242831	US 441	0	0	0	0	0	449,480
4282132	I-75	0	0	0	0	0	18,332
4306551	SR 492	32,177	0	0	0	0	72,177
4319351	SR 40 DOWNTOWN OCALA	0	0	0	0	0	778,866
4336521	SR 40	0	0	1,610,357	0	0	1,717,388

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DDR - DISTRICT DEDICATED REVENUE							
4336601	US 441	340,000	360,000	80,000	30,000	0	810,000
4336611	US 441	0	650,000	1,113,000	0	155,010	1,918,010
4344081	SR 40	0	0	0	0	0	192,217
4350571	I-75	6	0	0	0	0	1,044,007
4352081	SR 35	0	1,000,000	0	0	0	1,000,000
4352091	I-75 (AT NW 49TH STREET)	0	0	0	442,990	0	2,926,974
4354922	SR 40 INTERSECTION IMPROVEMENTS	0	0	0	0	0	740,722
4356592	SR 200	0	0	0	0	0	260,661
4356602	SR 326	0	8,208	0	0	0	23,077
4356661	US 441	2,006	0	0	0	0	2,307,448
4356861	US 441	0	492,413	0	0	0	492,413
4363711	US 441	0	0	0	0	0	56,341
4368791	SR 200	1,056,013	0	0	0	0	1,901,994
4370171	OCALA INTERNATIONAL AIRPORT	0	1,000,000	0	0	0	1,000,000
4373391	US 27	8,110,148	0	0	0	0	8,660,918
4373441	SR 200	0	0	0	0	0	4,697,799
4378181	I-75	0	0	0	0	0	407,700
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	810,749	0	810,749
4378271	I-75	0	0	0	570,000	0	570,000
4378281	I-75	0	0	0	0	0	438,500
4384271	MARION COUNTY AIRPORT	0	0	0	0	600,000	600,000
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	0	1,280,000	0	1,280,000
4384761	OCALA INTERNATIONAL AIRPORT	0	0	104,000	160,000	0	264,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	520,000	520,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DDR - DISTRICT DEDICATED REVENUE							
4385621	I-75 MARION COUNTY REST AREAS	400,000	0	0	0	19,678,128	20,078,128
4392381	US 441	30,000	1,628,724	0	0	0	3,899,834
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	628,373	0	0	0	0	628,373
4407801	OCALA INTERNATIONAL	0	0	0	360,000	760,000	1,120,000
4411361	US 441	1,200,000	0	1,367,147	0	0	2,567,147
4436691	SR 492	470,000	0	0	0	0	470,000
Total		13,203,115	5,139,345	4,767,757	50,725,610	21,713,138	146,684,973
DER - EMERGENCY RELIEF - STATE FUNDS							
2386931	SR 35	0	0	0	0	0	48,328
4354661	I-75	0	0	0	0	0	1,165
4378181	I-75	0	0	0	0	0	5,220
4383281	NATURAL DISASTER MARION COUNTYWIDE	600	0	0	0	0	3,207
4422084	SIGN REPAIR	1,000	0	0	0	0	1,000
4422114	MAINTENANCE OF TRAFFIC	0	0	0	0	0	18,800
4423073	SIGN REPAIR/REPLACEMENT	5,000	0	0	0	0	5,000
4423074	SIGN REPAIR/REPLACEMENT	5,000	0	0	0	0	5,000
4423075	SIGN REPAIR/REPLACEMENT	2,000	0	0	0	0	2,000
4425973	FDOT FACILITY DAMAGES	9,578	0	0	0	0	16,000
4426121	SINKHOLE REPAIR US 441	0	0	0	0	0	23,685
Total		23,178	0	0	0	0	129,405
DI - ST. - S/W INTER/INTRASTATE HWY							
4106742	SR 40	0	25,650,000	0	0	0	25,650,000
4282132	I-75	0	0	0	0	0	2,213,236
4350571	I-75	703	0	0	0	0	2,162,071

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DI - ST. - S/W INTER/INTRASTATE HWY							
4356602	SR 326	0	0	0	0	0	5,033
Total		703	25,650,000	0	0	0	30,030,340
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2386481	US 41	15,000	0	0	54,050	0	1,539,902
2386511	SR 200	7,591	0	0	0	0	1,469,451
2386774	SE 92ND LOOP (BELLEVIEW BELTWAY)	1,339	0	0	0	0	27,817
2386782	US 27	18,287	0	0	0	0	58,258
2386931	SR 35	45,645	0	0	0	0	967,621
2387191	SR 40	44,957	0	0	0	0	1,210,494
4106741	SR 40	556	0	0	0	0	164,083
4106742	SR 40	20,000	0	0	0	0	329,857
4106743	SR 40	10,000	0	0	0	0	308,962
4112565	US 301	5,000	0	0	0	0	9,340
4162201	SR 326	10,891	0	0	0	0	56,469
4195841	US 41	82,432	0	0	0	0	154,950
4242831	US 441	43,392	0	0	0	0	67,558
4272731	SR 35	5,637	0	0	0	0	20,658
4282132	I-75	107,986	0	0	0	0	286,537
4293631	SR 40	88,607	0	0	0	0	102,512
4295821	I-75 (AT SW 95TH STREET)	39,868	0	0	0	0	40,356
4306551	SR 492	96,597	0	0	0	0	210,335
4317983	NE 36TH AVENUE	0	0	0	0	0	14,412
4324211	SR 40	0	0	0	0	0	37,941
4336521	SR 40	15,522	0	42,500	42,500	42,308	283,011

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4336601	US 441	42,189	38,000	34,000	0	0	226,349
4336611	US 441	13,477	17,200	17,200	17,100	0	107,774
4344081	SR 40	2,756	0	0	0	0	25,568
4350571	I-75	30,188	0	0	0	0	100,809
4352081	SR 35	0	5,000	0	0	0	5,000
4352091	I-75 (AT NW 49TH STREET)	4,032	0	0	0	0	59,157
4354661	I-75	51,891	0	0	0	0	80,592
4354922	SR 40 INTERSECTION IMPROVEMENTS	9,525	0	0	0	0	10,156
4356661	US 441	67,926	0	0	0	0	141,032
4356861	US 441	5,363	64,302	0	0	0	85,855
4363711	US 441	0	0	0	0	0	3,350
4368791	SR 200	51,120	0	0	0	0	93,374
4373391	US 27	12,212	0	0	0	0	59,342
4373441	SR 200	605,070	0	0	0	0	673,784
4378181	I-75	28,636	0	0	0	0	68,371
4378261	I-75 MARION COUNTY REST AREAS	87,253	0	0	0	0	87,253
4378271	I-75	0	0	0	135,248	0	135,248
4378281	I-75	26,688	0	0	0	0	47,039
4385621	I-75 MARION COUNTY REST AREAS	33,748	0	0	0	55,550	90,721
4392381	US 441	20,000	5,130	0	0	0	74,991
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	3,970	0	0	0	0	10,401
4411361	US 441	10,000	0	10,530	0	0	20,530
4413661	SR 40	4,586	0	0	0	0	5,141
4432701	US 441	2,000	0	0	0	0	2,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4437031	SR 35	71,610	0	0	0	0	71,610
Total		1,843,547	129,632	104,230	248,898	97,858	9,645,971
DIS - STRATEGIC INTERMODAL SYSTEM							
4282132	I-75	0	0	0	0	0	4,784,766
Total		0	0	0	0	0	4,784,766
DITS - STATEWIDE ITS - STATE 100%.							
4130194	TRAFFIC SIGNALIZATION	666,361	0	0	0	0	1,361,373
Total		666,361	0	0	0	0	1,361,373
DPTO - STATE - PTO							
4314011	TPO PLANNING STUDIES	17,503	8,199	8,932	0	0	44,456
4317983	NE 36TH AVENUE	123,915	0	0	0	0	2,779,746
4333041	SUNTRAN	1,242,116	660,281	693,295	727,960	0	3,323,652
4370111	MARION COUNTY AIRPORT	289,664	0	0	0	0	1,056,232
4370241	MARION COUNTY AIRPORT	185,190	0	0	0	0	198,790
4370311	OCALA INTERNATIONAL AIRPORT	0	275,000	0	0	0	308,520
4384171	MARION COUNTY AIRPORT	0	0	145,600	0	0	145,600
4384231	MARION COUNTY AIRPORT	0	0	38,782	0	0	38,782
4384281	MARION COUNTY AIRPORT	209,402	0	0	0	0	209,402
4384301	MARION-DUNNELLON	0	200,000	0	0	0	200,000
4384331	MARION COUNTY AIRPORT	0	93,573	0	0	0	93,573
4407971	TRANSIT PLANNING STUDIES	0	0	0	9,688	26,717	36,405
4424551	SUNTRAN	0	0	0	0	764,358	764,358
Total		2,067,790	1,237,053	886,609	737,648	791,075	9,199,516
DRA - REST AREAS - STATE 100%							
4385621	I-75 MARION COUNTY REST AREAS	1,800,000	0	0	0	23,604,010	25,404,010

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DRA - REST AREAS - STATE 100%							
Total		1,800,000	0	0	0	23,604,010	25,404,010
DS - STATE PRIMARY HIGHWAYS & PTO							
2386481	US 41	0	0	0	0	0	3,212,378
2386511	SR 200	0	0	0	0	0	93,900
2386931	SR 35	30,000	0	0	0	0	20,515,383
2387191	SR 40	0	0	0	0	0	12,418,567
4106741	SR 40	0	0	0	0	0	12,609
4106742	SR 40	0	0	0	0	0	8,039
4106743	SR 40	0	0	0	0	0	39,205
4112565	US 301	0	0	0	0	0	820
4162201	SR 326	0	0	0	0	0	378,990
4195841	US 41	0	0	0	0	0	72,709
4242831	US 441	0	0	0	0	0	50,932
4282132	I-75	0	0	0	0	0	832,116
4293631	SR 40	0	0	0	0	0	42,960
4306431	I-75	0	0	0	0	0	1,115,715
4306551	SR 492	12,418	0	0	0	0	112,877
4317983	NE 36TH AVENUE	0	0	0	0	0	45,346
4319351	SR 40 DOWNTOWN OCALA	0	0	0	0	0	1,993
4324211	SR 40	0	0	0	0	0	36,385
4336521	SR 40	0	0	0	0	0	1,726,995
4336601	US 441	0	0	0	0	0	689,533
4336611	US 441	0	0	0	0	0	624,735
4344081	SR 40	0	0	0	0	0	65,344

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4350571	I-75	0	0	0	0	0	138,446
4354661	I-75	0	0	0	0	0	596,142
4356592	SR 200	0	0	0	0	0	148,316
4356602	SR 326	148,260	0	0	0	0	148,260
4356661	US 441	0	0	0	0	0	208,725
4356861	US 441	0	0	0	0	0	228,142
4368791	SR 200	6,501,745	0	0	0	0	6,524,212
4373391	US 27	114,089	0	0	0	0	139,847
4373441	SR 200	0	0	0	0	0	34,254
4378181	I-75	0	0	0	0	0	134
4378281	I-75	0	0	0	0	0	21,656
4392381	US 441	0	0	0	0	0	34,029
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	50,000	0	0	0	0	65,525
4411361	US 441	0	0	210,600	0	0	210,600
4437031	SR 35	450,000	0	0	0	0	450,000
4437301	US 301 / US 441 SPLIT (THE Y) JUST	495,000	0	0	0	0	495,000
Total		7,801,512	0	210,600	0	0	51,540,819
DU - STATE PRIMARY/FEDERAL REIMB							
4314011	TPO PLANNING STUDIES	140,042	61,699	67,566	0	0	347,886
4333121	MARION TRANSIT	813,390	854,060	896,764	941,602	0	4,280,474
4407971	TRANSIT PLANNING STUDIES	0	0	0	73,610	213,734	287,344
4424601	MARION TRANSIT	0	0	0	0	988,681	988,681
Total		953,432	915,759	964,330	1,015,212	1,202,415	5,904,385
DWS - WEIGH STATIONS - STATE 100%							
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	7,074,315	0	0	0	0	7,074,315

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DWS - WEIGH STATIONS - STATE 100%							
Total		7,074,315	0	0	0	0	7,074,315
EB - EQUITY BONUS							
2386481	US 41	35	0	0	0	0	6,851
4106742	SR 40	0	0	0	0	0	139,975
4106743	SR 40	0	0	0	0	0	136,930
4317971	NE 25TH AVENUE	0	0	0	0	0	876,499
4317981	NE 36TH AVENUE	0	0	0	0	0	188,327
4319351	SR 40 DOWNTOWN OCALA	0	0	0	0	0	258,845
4354841	PRUITT TRAIL	0	0	0	0	0	2,084
Total		35	0	0	0	0	1,609,511
FAA - FEDERAL AVIATION ADMIN							
4370241	MARION COUNTY AIRPORT	2,083,385	0	0	0	0	2,236,385
4370311	OCALA INTERNATIONAL AIRPORT	0	4,950,000	0	0	0	5,327,098
4384231	MARION COUNTY AIRPORT	0	0	436,300	0	0	436,300
4384761	OCALA INTERNATIONAL AIRPORT	0	0	1,170,000	1,800,000	0	2,970,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	5,850,000	5,850,000
Total		2,083,385	4,950,000	1,606,300	1,800,000	5,850,000	16,819,783
FEMA - EMERGENCY OPERATIONS FUNDING							
4422074	PRE-EVENT CEI (DEBRIS MONITORING)	200	0	0	0	0	200
4422474	PRE-EVENT CEI (DEBRIS MONITORING)	200	0	0	0	0	200
4422721	DEBRIS DUMPING LANDFILL	30,000	0	0	0	0	30,000
Total		30,400	0	0	0	0	30,400
FTA - FEDERAL TRANSIT ADMINISTRATION							
4271881	SUNTRAN	2,132,968	0	0	0	0	2,132,968

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
FTA - FEDERAL TRANSIT ADMINISTRATION							
4271882	SUNTRAN	9,594,217	2,257,820	2,325,554	2,395,321	2,467,181	19,040,093
4333041	SUNTRAN	400,000	400,000	0	0	0	1,200,000
4424551	SUNTRAN	0	0	0	0	400,000	400,000
Total		12,127,185	2,657,820	2,325,554	2,395,321	2,867,181	22,773,061
HPP - HIGH PRIORITY PROJECTS							
2386481	US 41	0	0	0	0	0	692,422
Total		0	0	0	0	0	692,422
HSP - SAFETY (HIWAY SAFETY PROGRAM)							
4324211	SR 40	0	0	0	0	0	972,817
4348441	CR 42	0	0	0	0	0	25,014
4350571	I-75	0	0	0	0	0	892,724
4363711	US 441	0	0	0	0	0	176,193
4398871	PEDESTRIAN LIGHTING BUNDLE	9,784	0	0	0	0	70,000
Total		9,784	0	0	0	0	2,136,748
IM - INTERSTATE MAINTENANCE							
4306431	I-75	0	0	0	0	0	5,591
Total		0	0	0	0	0	5,591
LF - LOCAL FUNDS							
4271881	SUNTRAN	633,242	0	0	0	0	633,242
4271882	SUNTRAN	2,398,555	564,455	581,389	598,830	616,795	4,760,024
4314011	TPO PLANNING STUDIES	17,503	8,199	8,932	0	0	44,456
4333041	SUNTRAN	634,679	660,281	693,295	727,960	0	3,323,652
4333121	MARION TRANSIT	813,390	854,060	896,764	941,602	0	4,280,474
4336513	CR 484 INTERCHANGE	0	0	4,393,910	0	0	4,393,910

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
LF - LOCAL FUNDS							
4355171	SUNTRAN	900,000	0	0	0	0	900,000
4355471	SW 44TH AVENUE	1,553,699	0	0	0	0	1,553,699
4355491	SW 49TH AVENUE	5,962,100	0	0	0	0	5,962,100
4356592	SR 200	0	0	0	0	0	111,000
4361861	SW 80TH AVENUE	0	0	0	0	0	23,984
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	103,226	0	0	103,226
4370111	MARION COUNTY AIRPORT	72,416	0	0	0	0	264,058
4370171	OCALA INTERNATIONAL AIRPORT	0	250,000	0	0	0	250,000
4370241	MARION COUNTY AIRPORT	46,297	0	0	0	0	49,697
4370311	OCALA INTERNATIONAL AIRPORT	0	275,000	0	0	0	283,380
4384171	MARION COUNTY AIRPORT	0	0	36,400	0	0	36,400
4384231	MARION COUNTY AIRPORT	0	0	9,696	0	0	9,696
4384271	MARION COUNTY AIRPORT	0	0	0	0	150,000	150,000
4384281	MARION COUNTY AIRPORT	52,350	0	0	0	0	52,350
4384301	MARION-DUNNELLO	0	50,000	0	0	0	50,000
4384331	MARION COUNTY AIRPORT	0	23,393	0	0	0	23,393
4384351	MARION-DUNNELLO PARALLEL TAXIWAY TO	0	0	0	320,000	0	320,000
4384761	OCALA INTERNATIONAL AIRPORT	0	0	26,000	40,000	0	66,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	130,000	130,000
4393101	OSCEOLA TRAIL	0	0	0	0	0	194,476
4407801	OCALA INTERNATIONAL	0	0	0	90,000	190,000	280,000
4407971	TRANSIT PLANNING STUDIES	0	0	0	9,688	26,717	36,405
4424551	SUNTRAN	0	0	0	0	764,358	764,358
4424601	MARION TRANSIT	0	0	0	0	988,681	988,681

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
LF - LOCAL FUNDS							
Total		13,084,231	2,685,388	6,749,612	2,728,080	2,866,551	30,038,661
ML - MA, AREAS <= 200K							
2386511	SR 200	0	0	0	0	0	1,891,323
Total		0	0	0	0	0	1,891,323
NHPP - IM, BRDG REPL, NATNL HWY-MAP21							
4306431	I-75	0	0	0	0	0	25,690,190
4356592	SR 200	822	0	0	0	0	732,711
4356602	SR 326	0	0	0	0	0	393,270
Total		822	0	0	0	0	26,816,171
NHRE - NAT HWY PERFORM - RESURFACING							
4306551	SR 492	0	0	0	0	0	4,178,483
4344081	SR 40	0	0	0	0	0	385,107
4368791	SR 200	1,731,375	0	0	0	0	1,731,375
Total		1,731,375	0	0	0	0	6,294,965
PL - METRO PLAN (85% FA; 15% OTHER)							
4393312	OCALA/MARION URBAN AREA FY	807,110	499,316	0	0	0	1,306,426
4393313	OCALA/MARION URBAN AREA FY	0	0	499,316	499,316	0	998,632
4393314	OCALA/MARION URBAN AREA FY	0	0	0	0	499,316	499,316
Total		807,110	499,316	499,316	499,316	499,316	2,804,374
RHP - RAIL HIGHWAY X-INGS - PROT DEV							
4405941	NW 56TH STREET	917	0	0	0	0	191,005
Total		917	0	0	0	0	191,005
SA - STP, ANY AREA							
2386481	US 41	0	0	0	0	0	987,634

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SA - STP, ANY AREA							
2386511	SR 200	0	0	0	0	0	538,174
4106742	SR 40	0	513,000	527,425	0	0	1,040,425
4106743	SR 40	0	0	0	0	0	1,000,000
4195841	US 41	0	0	0	0	0	81,156
4306551	SR 492	42,527	0	0	0	0	50,000
4317971	NE 25TH AVENUE	5,000	0	0	0	0	125,264
4317981	NE 36TH AVENUE	0	0	0	0	0	537,549
4317982	NE 36TH AVENUE	7,642	0	0	0	0	430,676
4317984	NE 36TH AVENUE	9,700	0	0	0	0	123,424
4319351	SR 40 DOWNTOWN OCALA	76,000	0	0	0	0	150,117
4324211	SR 40	0	0	0	0	0	355,115
4344081	SR 40	6,311	0	0	0	0	11,081
4356602	SR 326	8,247	0	0	0	0	86,179
4362911	SANTOS GAP TRAIL	9,267	0	0	0	0	10,183
4363601	SR 40 (BLACK BEAR TRAIL)	0	1,100,000	0	0	0	1,100,000
4363711	US 441	19,087	0	0	0	0	30,000
4392381	US 441	0	21,461,989	0	0	0	21,461,989
4409002	I-75 FRAME OFF SYSTEM	10,000	0	0	0	0	10,000
4411361	US 441	0	0	12,964,993	0	0	12,964,993
Total		193,781	23,074,989	13,492,418	0	0	41,093,959
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4106742	SR 40	0	18,791,804	0	0	0	18,791,804
Total		0	18,791,804	0	0	0	18,791,804
SL - STP, AREAS <= 200K							
2386481	US 41	149,470	0	0	1,825,000	0	7,899,146

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SL - STP, AREAS <= 200K							
2386511	SR 200	0	0	0	0	0	213,888
2386931	SR 35	0	0	0	0	0	8,397,543
4106742	SR 40	0	0	1,479,322	0	0	7,139,575
4106743	SR 40	0	0	0	0	0	5,416,792
4195841	US 41	0	0	0	0	0	49,069
4272731	SR 35	0	0	0	0	0	187,310
4302521	OCALA/MARION COUNTY ITS	0	0	0	0	0	345,288
4317971	NE 25TH AVENUE	157,981	0	0	0	0	1,169,364
4317981	NE 36TH AVENUE	10,541	0	0	0	0	247,055
4317982	NE 36TH AVENUE	0	0	0	0	0	294,824
4317984	NE 36TH AVENUE	0	0	0	0	0	538,161
4324211	SR 40	68,908	0	0	0	0	185,326
4336511	CR 484	204,600	144,599	50,000	0	0	556,178
4336512	CR 484	0	0	2,063,796	0	0	2,063,796
4336521	SR 40	0	0	229,643	2,170,000	1,560,000	3,959,643
4336611	US 441	0	0	0	2,696,349	0	2,696,349
4350571	I-75	0	0	0	0	0	34,289
4352091	I-75 (AT NW 49TH STREET)	0	0	0	1,661,141	0	1,661,141
4354841	PRUITT TRAIL	4,787	0	0	0	0	157,500
4354861	SILVER SPRINGS BIKEWAY	0	662,942	0	0	0	662,942
4355171	SUNTRAN	3,600,000	0	0	0	0	3,600,000
4355471	SW 44TH AVENUE	2,874,301	0	0	0	0	2,874,301
4361861	SW 80TH AVENUE	33	0	0	0	0	1,354,408
4362911	SANTOS GAP TRAIL	341	0	0	0	0	2,955,340

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SL - STP, AREAS <= 200K							
4363611	ITS OPERATIONAL SUPPORT	0	0	2,617,154	0	0	2,617,154
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	8,353	0	0	8,353
Total		7,070,962	807,541	6,448,268	8,352,490	1,560,000	57,284,735
SN - STP, MANDATORY NON-URBAN <= 5K							
2386481	US 41	264	0	0	0	0	2,171,796
2386511	SR 200	0	0	0	0	0	213,876
2386931	SR 35	0	0	0	0	0	1,771,590
4106742	SR 40	421,987	232,500	100,000	223,364	0	1,515,778
4106743	SR 40	0	0	0	0	0	124,266
4195841	US 41	0	0	0	0	0	1,444,745
4261791	SILVER SPRINGS STATE PARK	0	0	8,099	0	0	8,099
4336511	CR 484	507,347	0	1,000,000	106,000	0	3,222,128
4344081	SR 40	5,669	0	0	0	0	30,270
4348441	CR 42	0	3,000	0	0	0	3,000
4354841	PRUITT TRAIL	0	0	0	1,623,636	0	1,623,636
4354861	SILVER SPRINGS BIKEWAY	0	602,938	0	0	0	602,938
4363711	US 441	0	0	0	0	0	46,159
Total		935,267	838,438	1,108,099	1,953,000	0	12,778,281
TALL - TRANSPORTATION ALTS- <200K							
4319351	SR 40 DOWNTOWN OCALA	5,722	0	0	0	0	135,783
4354841	PRUITT TRAIL	0	0	0	292,891	0	292,891
4354861	SILVER SPRINGS BIKEWAY	0	518,153	0	0	0	518,153
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	0	290,249	0	290,249
4367551	INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE	0	0	0	155,000	0	155,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TALL - TRANSPORTATION ALTS- <200K							
4367561	DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	0	253,000	0	0	0	253,000
4393101	OSCEOLA TRAIL	0	0	0	0	0	799,175
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	0	35,605	0	35,605
Total		5,722	771,153	0	773,745	0	2,479,856
TALN - TRANSPORTATION ALTS- < 5K							
4106743	SR 40	0	0	0	0	0	150,000
4261791	SILVER SPRINGS STATE PARK	0	0	252,844	0	0	252,844
4354841	PRUITT TRAIL	0	0	0	252,844	0	252,844
4354861	SILVER SPRINGS BIKEWAY	0	251,997	0	0	0	251,997
Total		0	251,997	252,844	252,844	0	907,685
TALT - TRANSPORTATION ALTS- ANY AREA							
4106743	SR 40	16,000	0	0	0	0	471,813
4261791	SILVER SPRINGS STATE PARK	5,197	0	0	0	0	390,058
4319351	SR 40 DOWNTOWN OCALA	22,938	0	0	0	0	122,193
4354841	PRUITT TRAIL	0	0	0	1,540,629	0	1,540,629
4354861	SILVER SPRINGS BIKEWAY	24,977	2,444,014	0	0	0	2,969,014
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	763,647	0	0	763,647
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	0	26,847	0	26,847
4364743	LEGACY ELEMENTARY SCHOOL SIDEWALKS	0	0	0	1,441,659	0	1,441,659
4393101	OSCEOLA TRAIL	17,479	0	0	0	0	288,285
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	0	605	0	605
Total		86,591	2,444,014	763,647	3,009,740	0	8,014,750
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4317983	NE 36TH AVENUE	25,476,582	690,000	347,000	0	0	34,422,645

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4336513	CR 484 INTERCHANGE	0	0	1,432,794	0	0	1,432,794
Total		25,476,582	690,000	1,779,794	0	0	35,855,439

5-Year Summary of Funding Source

Funding Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
Federal	46,294,266	136,937,864	36,501,207	20,051,668	12,028,907	251,813,912
Local	13,084,231	2,685,388	6,749,612	2,728,080	2,866,551	28,113,862
State	70,300,947	36,838,485	10,706,924	54,681,665	49,187,512	221,715,533
State 100%	23,178	18,791,804	0	0	0	18,814,982
Total	129,702,622	195,253,541	53,957,743	77,461,413	64,082,970	520,458,289

Section 1 - Federal / State Projects

CR 42

4348441

Non-SIS



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

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

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

CR 484

4336512

Non-SIS



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

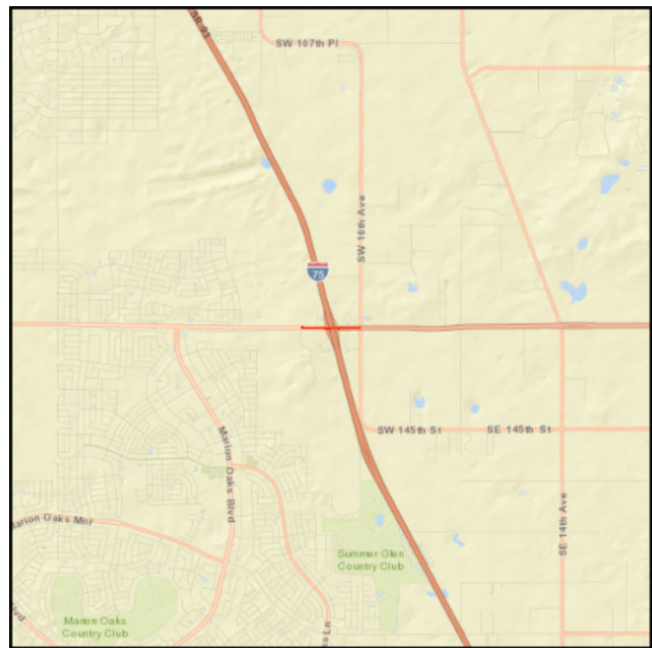
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	SL	0	0	2,063,796	0	0	2,063,796
Total		0	0	2,063,796	0	0	2,063,796

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

CR 484

4336511

Non-SIS



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SN	489	0	0	0	0	489
ROW	SN	506,858	0	1,000,000	106,000	0	1,612,858
ROW	ACSN	93,142	1,800,000	0	0	0	1,893,142
PE	ACSN	105,000	0	0	0	0	105,000
ROW	SL	194,600	144,599	50,000	0	0	389,199
PE	SL	10,000	0	0	0	0	10,000
CST	ACFP	0	0	8,918,881	0	49,995	8,968,876
Total		910,089	1,944,599	9,968,881	106,000	49,995	12,979,564

Prior Cost < 2018/19: 2,038,717

Future Cost > 2022/23: 0

Total Project Cost: 15,018,281

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

CR 484 INTERCHANGE

4336513

Non-SIS



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

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 5,826,704

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

I-75

4282132

SIS



Work Summary: ITS COMMUNICATION SYSTEM
From: N of US 27
To: ALACHUA CL
Lead Agency: MANAGED BY OCALA/MARION TPO
Length: 20 Miles
LRTP #: Goal 3 - Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	107,986	0	0	0	0	107,986
Total		107,986	0	0	0	0	107,986

Prior Cost < 2018/19: 3,977,083

Future Cost > 2022/23: 0

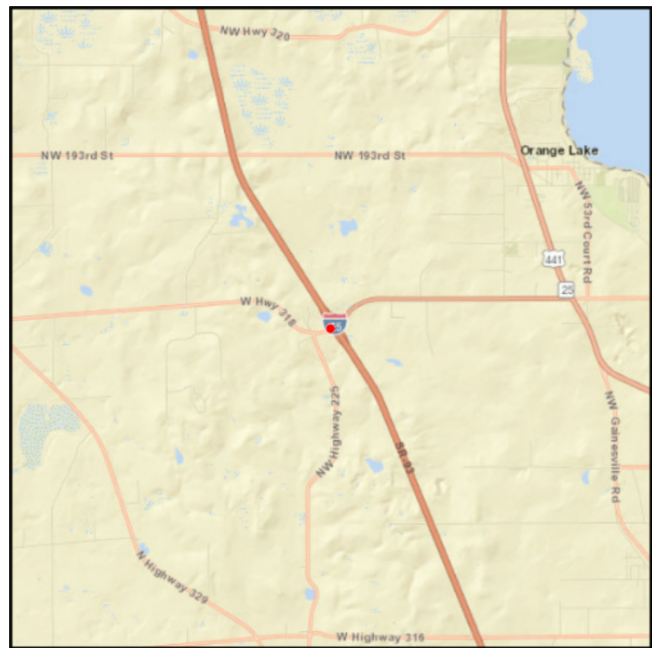
Total Project Cost: 4,085,069

Project Description: Continuing development of the countywide Intelligent Transportation System program. (Installation of underground fiber-optic cable.)

I-75

4378181

SIS



Work Summary: LANDSCAPING **From:** AT CR 318
To:
Lead Agency: Managed by FDOT **Length:** .413
LRTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	28,636	0	0	0	0	28,636
Total		28,636	0	0	0	0	28,636

Prior Cost < 2018/19: 452,789

Future Cost > 2022/23: 0

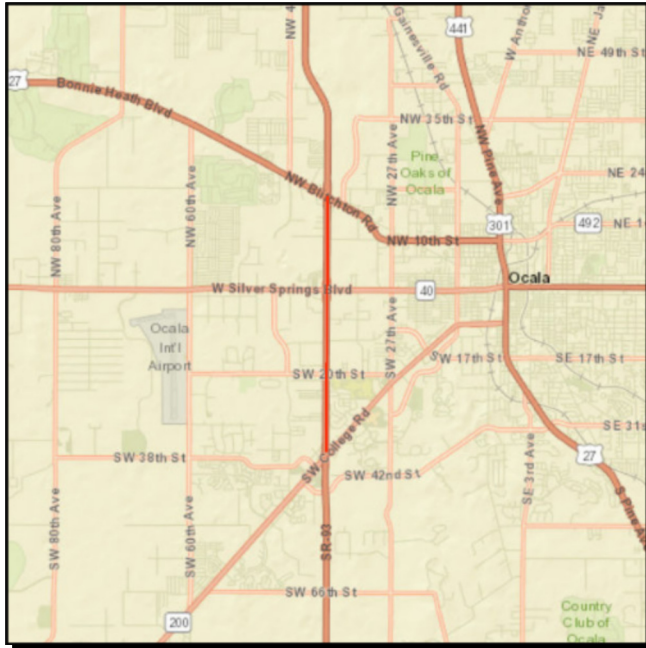
Total Project Cost: 481,425

Project Description: Landscaping and aesthetic improvements at the CR 318 interchange.

I-75

4354661

SIS



Work Summary: LANDSCAPING **From:** SR 200 & US 27
To:
Lead Agency: FDOT **Length:** 4.364 MI
LRTP #: Objective 1.15: Page 2-3

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	51,891	0	0	0	0	51,891
Total		51,891	0	0	0	0	51,891

Prior Cost < 2018/19: 626,008

Future Cost > 2022/23: 0

Total Project Cost: 677,899

Project Description: Landscaping & aesthetic improvements at SR 200 and US 27 interchanges. Beautification projects are intended to assist the City of Ocala with the Gateway Initiative to aesthetically enhance the primary corridors entering the city.

I-75

4378271

SIS



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

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 705,248

Project Description: Landscaping and aesthetic improvements at the CR 484 interchange.

I-75

4306431

SIS



Work Summary: RESURFACING **From:** N OF US 27 INTERCHANGE

To: ALACHUA CL

Lead Agency: FDOT

Length: 19.846 mi

LRTP #: Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACNP	221,272	0	0	0	0	221,272
Total		221,272	0	0	0	0	221,272

Prior Cost < 2018/19: 26,822,958

Future Cost > 2022/23: 0

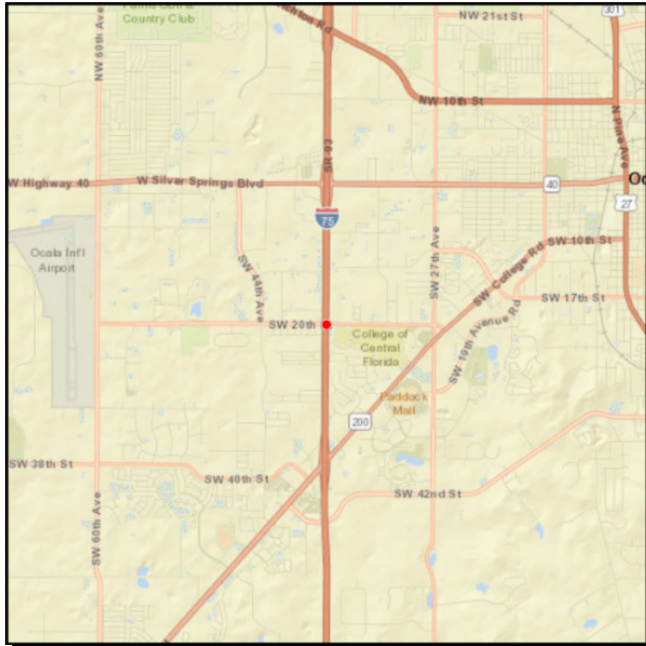
Total Project Cost: 27,044,230

Project Description: Routine resurfacing.

I-75

4378281

SIS



Work Summary: LANDSCAPING **From:** AT SW 20TH STREET
To:
Lead Agency: FDOT **Length:** .500
LRTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	26,688	0	0	0	0	26,688
Total		26,688	0	0	0	0	26,688

Prior Cost < 2018/19: 480,507

Future Cost > 2022/23: 0

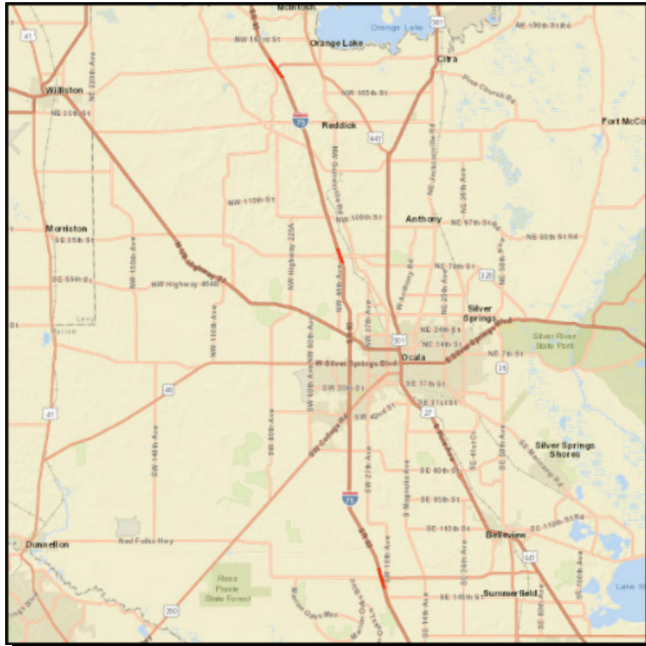
Total Project Cost: 507,195

Project Description: Landscaping and aesthetic improvements at the SW 20th Street overpass.

I-75

4350571

SIS



Work Summary: LIGHTING

From: AT CR 484, SR 326 & CR 318

To:

Lead Agency: FDOT

Length: 28.270 MI

LRTP #: Goal 6: Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DI	703	0	0	0	0	703
PE	DIH	5,188	0	0	0	0	5,188
CST	DIH	25,000	0	0	0	0	25,000
CST	DDR	6	0	0	0	0	6
Total		30,897	0	0	0	0	30,897

Prior Cost < 2018/19: 4,341,449

Future Cost > 2022/23: 0

Total Project Cost: 4,372,346

Project Description: Enhance illumination at selected interchanges.

I-75 (AT NW 49TH STREET)

4352091

SIS



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	DIH	4,032	0	0	0	0	4,032
PE	DDR	0	0	0	442,990	0	442,990
PE	SL	0	0	0	1,661,141	0	1,661,141
Total		4,032	0	0	2,104,131	0	2,108,163

Prior Cost < 2018/19: 2,539,109

Future Cost > 2022/23: 0

Total Project Cost: 4,647,272

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

I-75 (AT SW 95TH STREET)

4295821

SIS



Work Summary: PD&E/EMO STUDY **From:** SW 49TH AVE
To: CR 475A
Lead Agency: FDOT **Length:** 1.200 mi
LRTP #: Goal 3: Objective 3 - Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	DIH	39,868	0	0	0	0	39,868
Total		39,868	0	0	0	0	39,868

Prior Cost < 2018/19: 488

Future Cost > 2022/23: 0

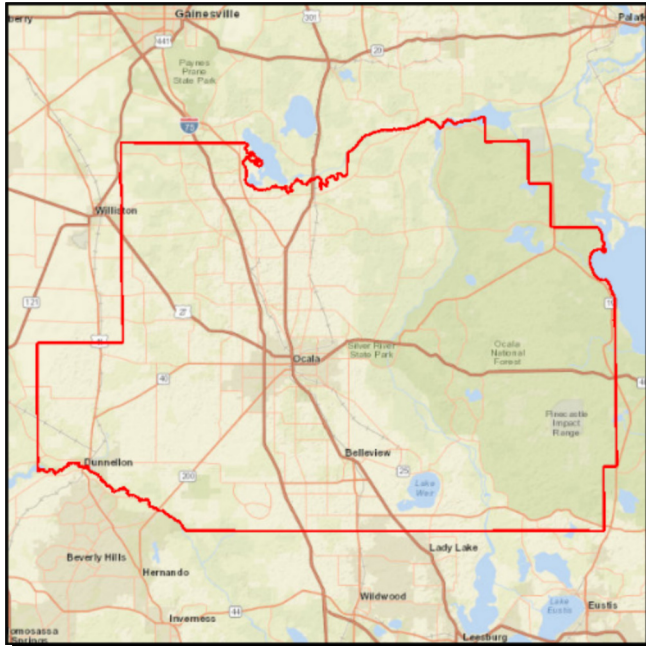
Total Project Cost: 40,356

Project Description: New interchange construction at I-75 and SW 95th Street. (Priority Project #16)

I-75 FRAME OFF SYSTEM

4409002

Non-SIS



Work Summary: ITS COMMUNICATION SYSTEM

From:

To:

Lead Agency: Managed by FDOT

Length: .000

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	10,000	0	0	0	0	10,000
DSB	ACFP	448,239	0	0	0	0	448,239
CST	ACFP	6,046,220	0	0	0	0	6,046,220
Total		6,504,459	0	0	0	0	6,504,459

Prior Cost < 2018/19: 410,419

Future Cost > 2022/23: 0

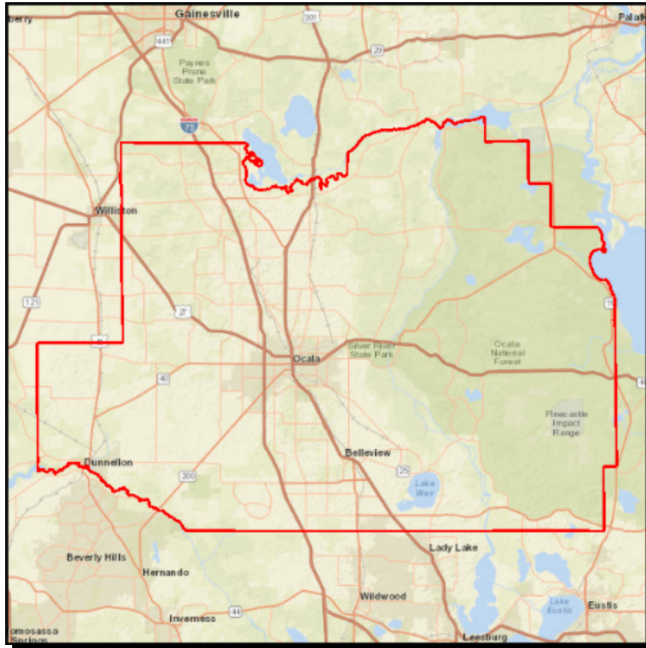
Total Project Cost: 6,914,878

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

I-75 FRAME ON SYSTEM

4409001

Non-SIS



Work Summary: ITS FREEWAY MANAGEMENT

From:

To:

Lead Agency: FDOT

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACFP	5,897,696	0	0	0	0	5,897,696
Total		5,897,696	0	0	0	0	5,897,696

Prior Cost < 2018/19: 859,132

Future Cost > 2022/23: 0

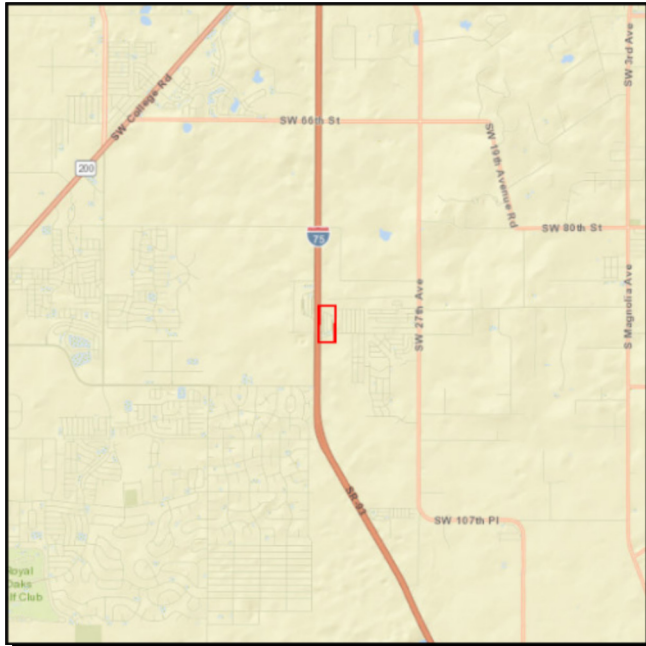
Total Project Cost: 6,756,828

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

I-75 MARION COUNTY REST AREAS

4385621

SIS



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	33,748	0	0	0	0	33,748
PE	DDR	400,000	0	0	0	0	400,000
PE	DRA	1,800,000	0	0	0	0	1,800,000
CST	DRA	0	0	0	0	23,604,010	23,604,010
CST	DIH	0	0	0	0	55,550	55,550
CST	DDR	0	0	0	0	19,678,128	19,678,128
Total		2,233,748	0	0	0	43,337,688	45,571,436

Prior Cost < 2018/19: 1,423
Future Cost > 2022/23: 0
Total Project Cost: 45,572,859
Project Description: Design funding to expand services at the I-75 rest area in Marion County.

I-75 MARION COUNTY REST AREAS

4378261

SIS



Work Summary: LANDSCAPING

From:

To:

Lead Agency: FDOT

Length: .542

LRTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	87,253	0	0	0	0	87,253
CST	DDR	0	0	0	810,749	0	810,749
Total		87,253	0	0	810,749	0	898,002

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

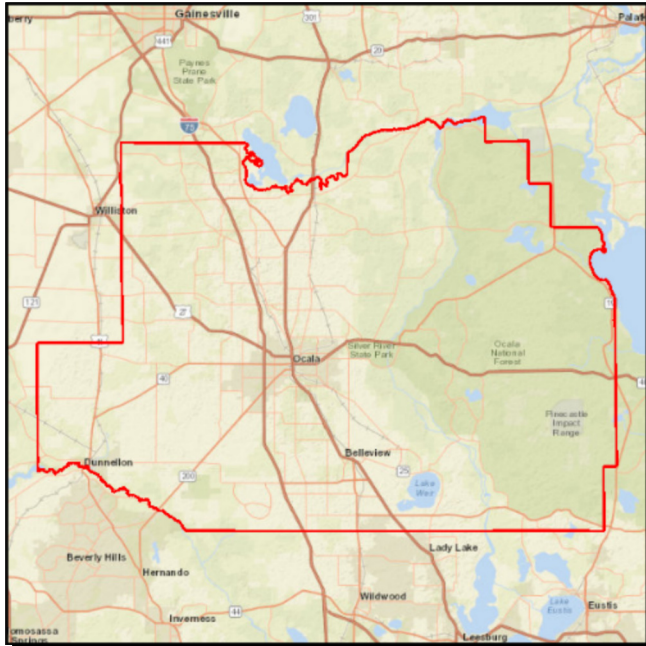
Total Project Cost: 898,002

Project Description: Vegetative installation and maintenance.

I-75 WILDWOOD WEIGH STATION REPAIRS

4403111

SIS



Work Summary: MCCO WEIGH STATION STATIC/WIM
From:
To:
Lead Agency: Managed by FDOT
Length: 1.136
LRTP #: Goal 6: Page 2-11

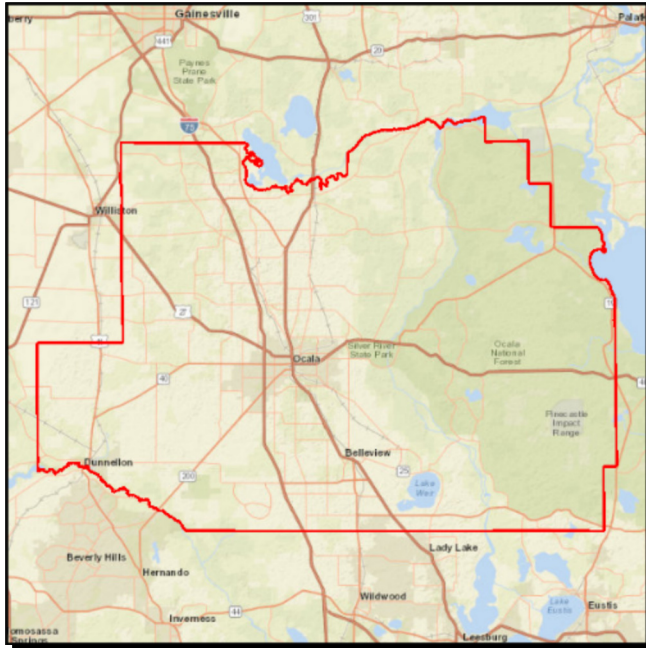
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	3,970	0	0	0	0	3,970
CST	DS	50,000	0	0	0	0	50,000
CST	DWS	7,074,315	0	0	0	0	7,074,315
CST	DDR	628,373	0	0	0	0	628,373
Total		7,756,658	0	0	0	0	7,756,658

Prior Cost < 2018/19: 21,956
Future Cost > 2022/23: 0
Total Project Cost: 7,778,614
Project Description: Repair concrete aprons around the vehicle scales.

ITS OPERATIONAL SUPPORT

4363611

Non-SIS



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

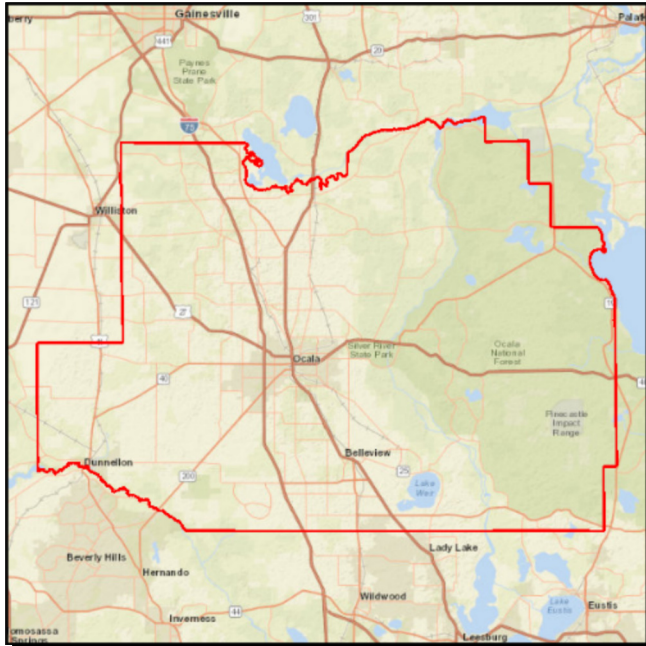
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	SL	0	0	2,617,154	0	0	2,617,154
Total		0	0	2,617,154	0	0	2,617,154

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 2,617,154
Project Description: ITS capital and operations support for City of Ocala and Marion County.

NATURAL DISASTER MARION COUNTYWIDE

4383281

Non-SIS



Work Summary: EMERGENCY OPERATIONS

From:

To:

Lead Agency: Managed by FDOT

Length: .000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MSC	DER	600	0	0	0	0	600
Total		600	0	0	0	0	600

Prior Cost < 2018/19: 2,607

Future Cost > 2022/23: 0

Total Project Cost: 3,207

Project Description:

NE 25TH AVENUE

4317973

Non-SIS

Work Summary:

ADD LANES &
RECONSTRUCT

From: NE 14TH ST

To: NE 35TH ST

LRTP #: 7-15



Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	ACSA	10,000	0	0	0	0	10,000
Total		10,000	0	0	0	0	10,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 10,000

Project Description: Capacity expansion project to widen NE 25th Avenue from two to four-lanes. Project alternatives include grade-separated crossing over the CSX 'S'-line. (Priority Project #20)

NE 25TH AVENUE

4317971

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: NE 14TH STREET (SR 492)
To: NE 35TH STREET
Lead Agency: FDOT
Length: 1.597 mi
LRTP #: 7-15

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	SA	5,000	0	0	0	0	5,000
PDE	SL	1,146	0	0	0	0	1,146
PE	ACSA	19,356	0	0	0	0	19,356
PE	SL	156,835	0	0	0	0	156,835
Total		182,337	0	0	0	0	182,337

Prior Cost < 2018/19: 2,280,742

Future Cost > 2022/23: 0

Total Project Cost: 2,463,079

Project Description: Capacity expansion project to widen NE 25th Avenue from two to four-lanes. Project alternatives include grade-separated crossing over the CSX 'S'-line. (Priority Project #20)

NE 25TH AVENUE

4317972

Non-SIS

Work Summary: ADD LANES & RECONSTRUCT **From:** NE 14TH ST

To: NE 35TH ST

Lead Agency: City of Ocala

LRTP #: 7-15



Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	ACSA	10,000	0	0	0	0	10,000
Total		10,000	0	0	0	0	10,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

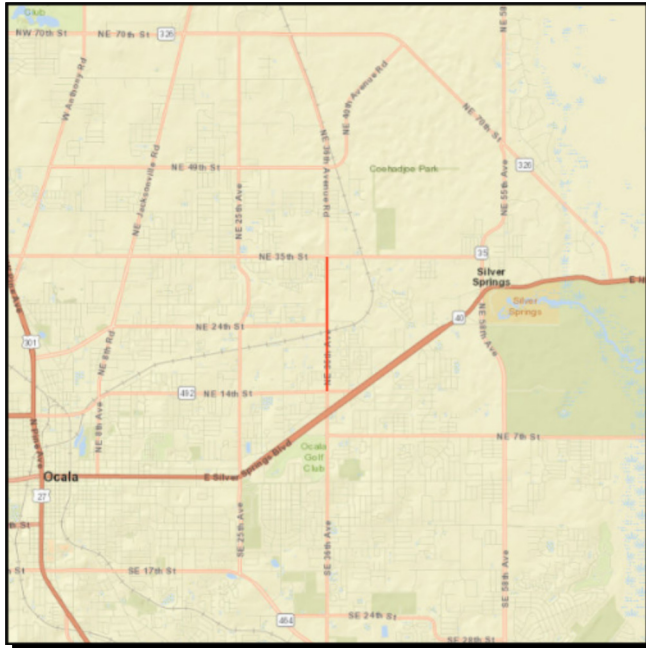
Total Project Cost: 10,000

Project Description: Capacity expansion project to widen NE 25th Avenue from two to four-lanes. Project alternatives include grade-separated crossing over the CSX 'S'-line. (Priority Project #20)

NE 36TH AVENUE

4317984

Non-SIS



Work Summary:

ADD LANES & RECONSTRUCT

From:

NORTH OF NE 25TH STREET

To:

NE 35TH STREET

Lead Agency:

Managed by FDOT

Length:

.719

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	9,700	0	0	0	0	9,700
Total		9,700	0	0	0	0	9,700

Prior Cost < 2018/19: 1,090,187

Future Cost > 2022/23: 0

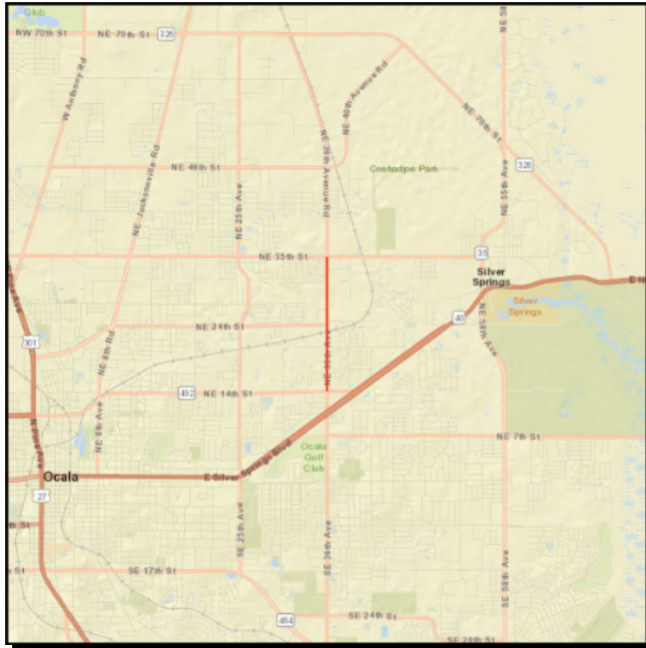
Total Project Cost: 1,099,887

Project Description: Capacity expansion project to widen NE 36th Avenue from two to four lanes. (Priority Project #13)

NE 36TH AVENUE

4317982

Non-SIS



Work Summary:

ADD LANES &
RECONSTRUCT

From: SR 492

To: NE 20TH PLACE

Lead Agency:

Managed by FDOT

Length: .448

LRTP #: PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	7,642	0	0	0	0	7,642
Total		7,642	0	0	0	0	7,642

Prior Cost < 2018/19: 1,239,816

Future Cost > 2022/23: 0

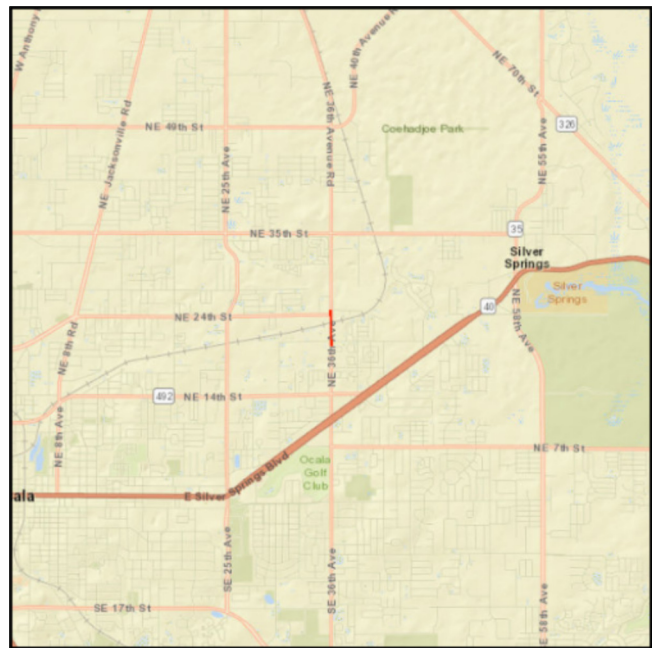
Total Project Cost: 1,247,458

Project Description: Capacity expansion project to widen NE 36th Avenue form two to four-lane. (Priority Project #13)

NE 36TH AVENUE

4317983

SIS



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TRIP	20,400,645	0	0	0	0	20,400,645
RRU	TRIP	650,000	0	0	0	0	650,000
PE	DPTO	123,915	0	0	0	0	123,915
ROW	TRIP	4,425,937	690,000	347,000	0	0	5,462,937
Total		25,600,497	690,000	347,000	0	0	26,637,497

Prior Cost < 2018/19: 10,624,652

Future Cost > 2022/23: 0

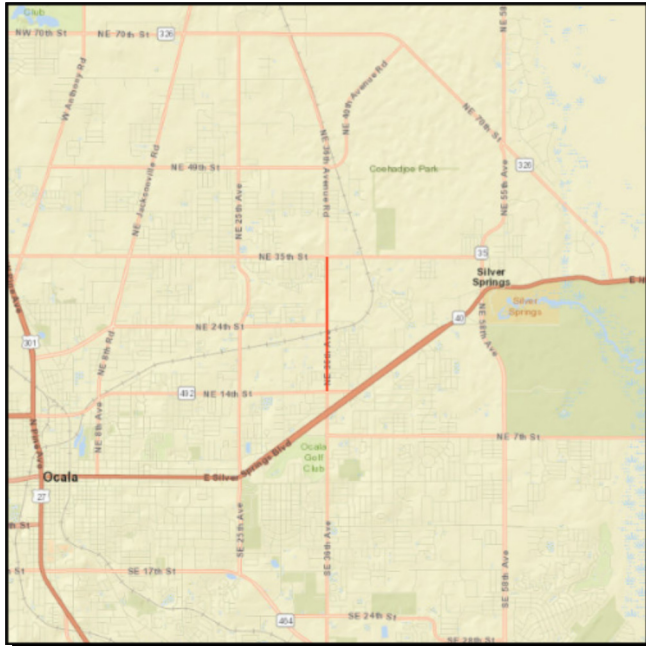
Total Project Cost: 37,262,149

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

NE 36TH AVENUE

4317981

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: SR 492
To: SE 35th Street
Lead Agency: Managed by FDOT
Length: 1.517
LRTP #: PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	SL	10,541	0	0	0	0	10,541
RRU	ACSA	400,000	0	0	0	0	400,000
Total		410,541	0	0	0	0	410,541

Prior Cost < 2018/19: 962,390

Future Cost > 2022/23: 0

Total Project Cost: 1,372,931

Project Description: Capacity expansion project to widen NE 36th Avenue form two to four-lane. (Priority Project #13)

NW 56TH STREET

4405941

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** CSX XING #627164-B
To:
Lead Agency: Managed by FDOT **Length:** .010
LRTP #: Goal 6: Objective 3 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
RRU	RHP	917	0	0	0	0	917
Total		917	0	0	0	0	917

Prior Cost < 2018/19: 190,088

Future Cost > 2022/23: 0

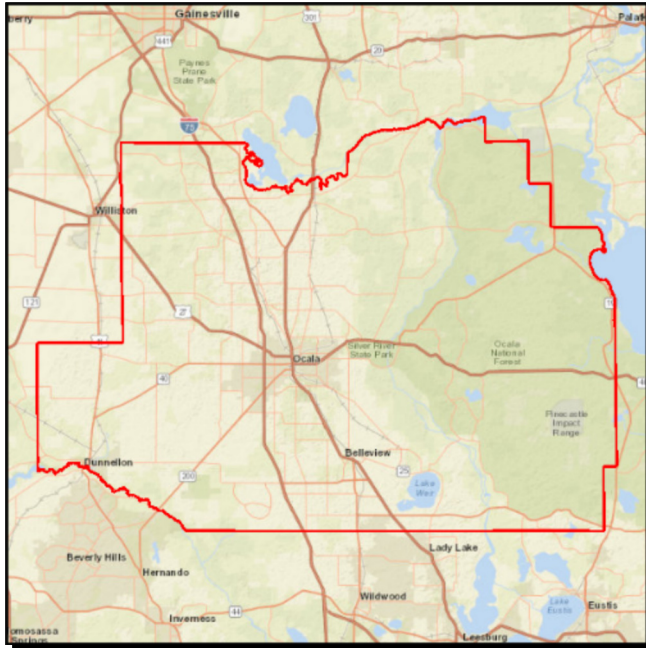
Total Project Cost: 191,005

Project Description: At-grade rail crossing improvements. Replace/Upgrade signalization, cabinets and crossing surface.

PEDESTRIAN LIGHTING BUNDLE

4398871

SIS



Work Summary: LIGHTING

From:

To:

Lead Agency: FDOT

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	HSP	9,784	0	0	0	0	9,784
CST	ACSS	171,668	0	0	0	0	171,668
Total		181,452	0	0	0	0	181,452

Prior Cost < 2018/19: 60,216

Future Cost > 2022/23: 0

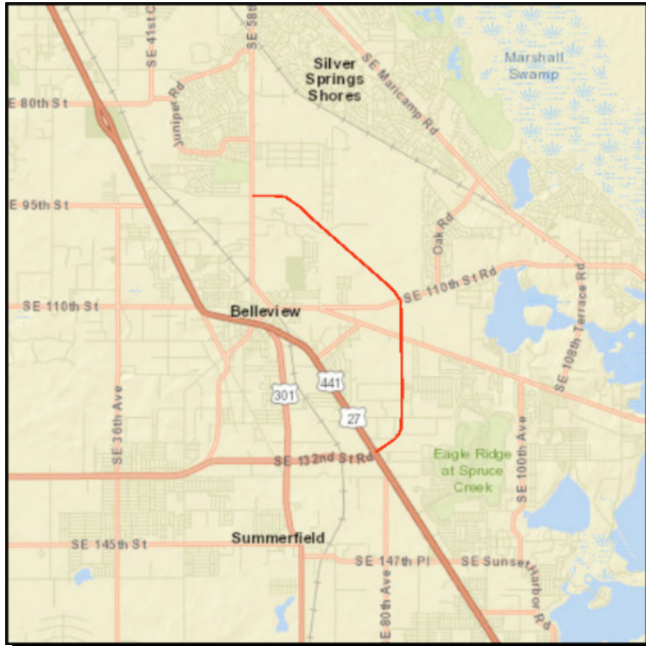
Total Project Cost: 241,668

Project Description: Will enhance illumination at four intersections. The locations are CR 329 and US 41 and on SR 464 at SR 35, SW 3rd Avenue and SR 200.

SE 92ND LOOP (BELLEVIEW BELTWAY)

2386774

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION
From: US 441
To: SR 35
Lead Agency: Marion County
Length: 0.001 mi
LRTP #: 7-13

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	1,339	0	0	0	0	1,339
Total		1,339	0	0	0	0	1,339

Prior Cost < 2018/19: 26,478

Future Cost > 2022/23: 0

Total Project Cost: 27,817

Project Description: Design funding for the SE 92nd Loop (Belleview Beltway) project.

SR 200

4368791

Non-SIS



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

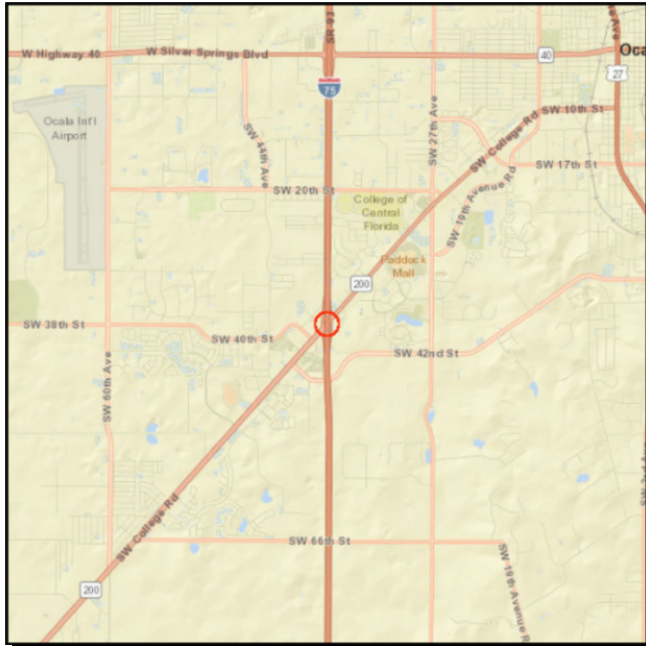
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	10,000	0	0	0	0	10,000
CST	DS	6,501,745	0	0	0	0	6,501,745
CST	DIH	41,120	0	0	0	0	41,120
CST	DDR	1,056,013	0	0	0	0	1,056,013
CST	NHRE	1,731,375	0	0	0	0	1,731,375
Total		9,340,253	0	0	0	0	9,340,253

Prior Cost < 2018/19: 913,422
Future Cost > 2022/23: 0
Total Project Cost: 10,253,675
Project Description: Routine resurfacing.

SR 200

4356592

SIS



Work Summary: ADD TURN LANE(S) **From:** at I-75

To:

Lead Agency: FDOT

Length: 0.364

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	NHPP	822	0	0	0	0	822
PE	ACNP	18,193	0	0	0	0	18,193
CST	ACNP	325,405	0	0	0	0	325,405
Total		344,420	0	0	0	0	344,420

Prior Cost < 2018/19: 5,175,123

Future Cost > 2022/23: 0

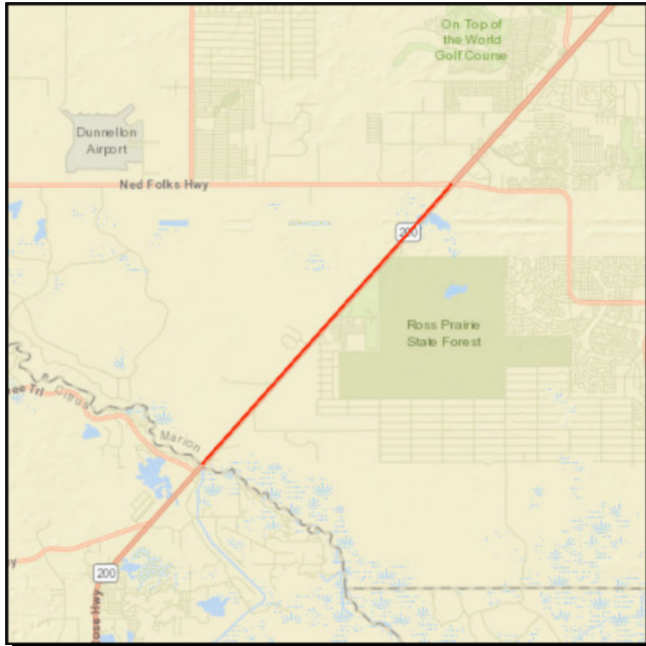
Total Project Cost: 5,519,543

Project Description: Add left and right turn lanes at I-75 off ramps.

SR 200

2386511

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: CITRUS CO LINE
To: CR 484
Lead Agency: FDOT
Length: 5.343 mi
LRTP #: 7-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	7,591	0	0	0	0	7,591
Total		7,591	0	0	0	0	7,591

Prior Cost < 2018/19: 5,067,670

Future Cost > 2022/23: 0

Total Project Cost: 5,075,261

Project Description: Capacity expansion project which will widen SR 200 from two to four-lanes. FDOT already owns ROW. CST will be next programmed phase. (Priority Project #10)

SR 200

4373441

Non-SIS



Work Summary: RESURFACING **From:** E OF SW 60TH AVE
To: E OF SW 38TH CT
Lead Agency: FDOT **Length:** 2.767
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	142,232	0	0	0	0	142,232
CST	DIH	462,838	0	0	0	0	462,838
Total		605,070	0	0	0	0	605,070

Prior Cost < 2018/19: 4,803,487
Future Cost > 2022/23: 0
Total Project Cost: 5,408,557
Project Description: Routine resurfacing.

SR 326

4356602

SIS



Work Summary: ADD TURN LANE(S) **From:** AT CR 25A
To:
Lead Agency: FDOT **Length:** 0.034
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	ACNP	391,735	201,735	121,550	0	0	715,020
PE	SA	8,247	0	0	0	0	8,247
PE	DS	148,260	0	0	0	0	148,260
PE	ACSA	14,369	0	0	0	0	14,369
CST	DDR	0	8,208	0	0	0	8,208
CST	ACNP	0	1,096,464	0	0	0	1,096,464
Total		562,611	1,306,407	121,550	0	0	1,990,568

Prior Cost < 2018/19: 575,151

Future Cost > 2022/23: 0

Total Project Cost: 2,565,719

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 326

4162201

SIS



Work Summary: TRAFFIC SIGNALS **From:** AT CR 35
To:
Lead Agency: FDOT **Length:** 0.200 mi
LRTP #: NA-Project is completed

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	10,891	0	0	0	0	10,891
Total		10,891	0	0	0	0	10,891

Prior Cost < 2018/19: 424,568

Future Cost > 2022/23: 0

Total Project Cost: 435,459

Project Description: Traffic signal installation and operational improvements will include the addition of left turn lanes on SR 326 for northwest and southeast traffic turning onto CR 35. (Project is completed. Awaiting final dispensation of funding.)

SR 35 **4272731** **Non-SIS**



Work Summary: RESURFACING **From:** SE 96TH PLACE ROAD
To: S OF JUNIPER RD
Lead Agency: FDOT **Length:** 2.330 mi
LRTP #: Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	5,637	0	0	0	0	5,637
Total		5,637	0	0	0	0	5,637

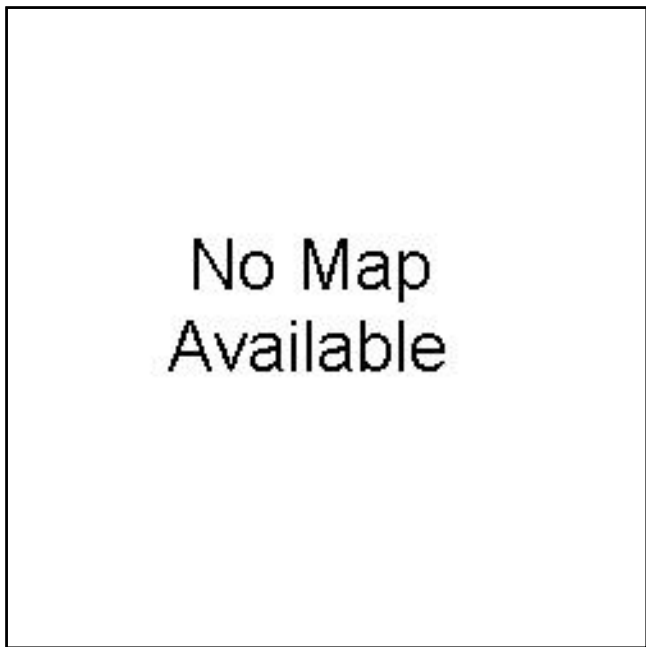
Prior Cost < 2018/19: 202,331
Future Cost > 2022/23: 0
Total Project Cost: 207,968
Project Description: Routine resurfacing.

SR 35

4437031

Non-SIS

Work Summary: LANDSCAPING **From:** SR/CR 464
To: SR 40
Lead Agency: Managed by FDOT **Length:** 5.393
LRTP #: Goal 5: Page 2-10



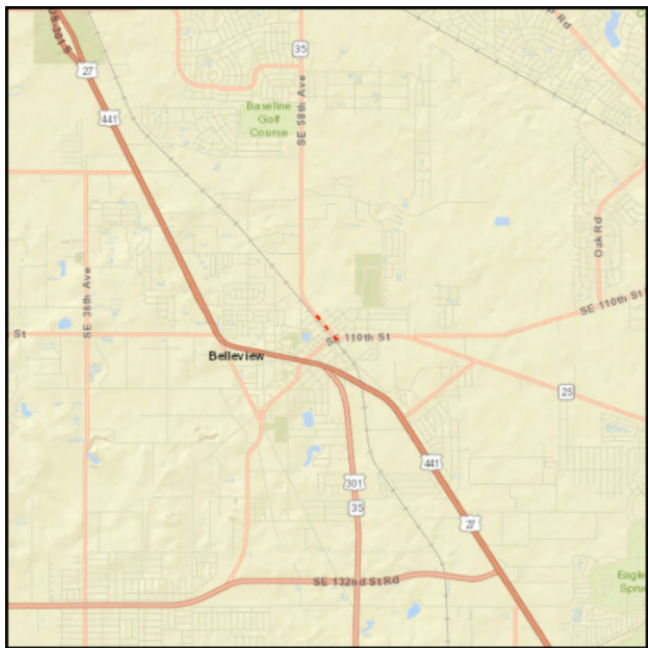
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DS	450,000	0	0	0	0	450,000
CST	DIH	71,610	0	0	0	0	71,610
Total		521,610	0	0	0	0	521,610

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 521,610
Project Description: Landscaping and aesthetic improvements one the SR 35 corridor.

SR 35

4352081

Non-SIS



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

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 1,005,000

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

SR 35

2386931

Non-SIS



Work Summary:

ADD LANES & RECONSTRUCT

From:

SE 92ND PLACE (BELLEVIEW BELTWAY)

To:

CR 464

Lead Agency:

FDOT

Length:

3.758 mi

LRTP #:

PAGE 3-4

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DSB	DIH	41,138	0	0	0	0	41,138
PE	DIH	4,507	0	0	0	0	4,507
INC	DDR	750,000	0	0	0	0	750,000
DSB	DDR	184,392	0	0	0	0	184,392
RRU	DS	30,000	0	0	0	0	30,000
Total		1,010,037	0	0	0	0	1,010,037

Prior Cost < 2018/19: 35,074,102

Future Cost > 2022/23: 0

Total Project Cost: 36,084,139

Project Description: Capacity expansion project to widen SR 35 from two to four 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	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	4,586	0	0	0	0	4,586
PE		306,000	0	0	0	0	306,000
Total		310,586	0	0	0	0	310,586

Prior Cost < 2018/19: 555
Future Cost > 2022/23: 0
Total Project Cost: 311,141
Project Description: Access management project to modify median openings.

SR 40

4106741

SIS



Work Summary: PD&E/EMO STUDY **From:** END OF 4 LN SECTION
To: LAKE COUNTY LINE
Lead Agency: Managed by FDOT **Length:** 25.943

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	DIH	556	0	0	0	0	556
Total		556	0	0	0	0	556

Prior Cost < 2018/19: 2,471,130
Future Cost > 2022/23: 0
Total Project Cost: 2,471,686
Project Description:

SR 40

4106742

SIS



Work Summary: ADD LANES & RECONSTRUCT
From: END OF 4 LANES
To: TO CR 314
Lead Agency: FDOT
Length: 5.327 mi
LRTP #: PAGE 5-2

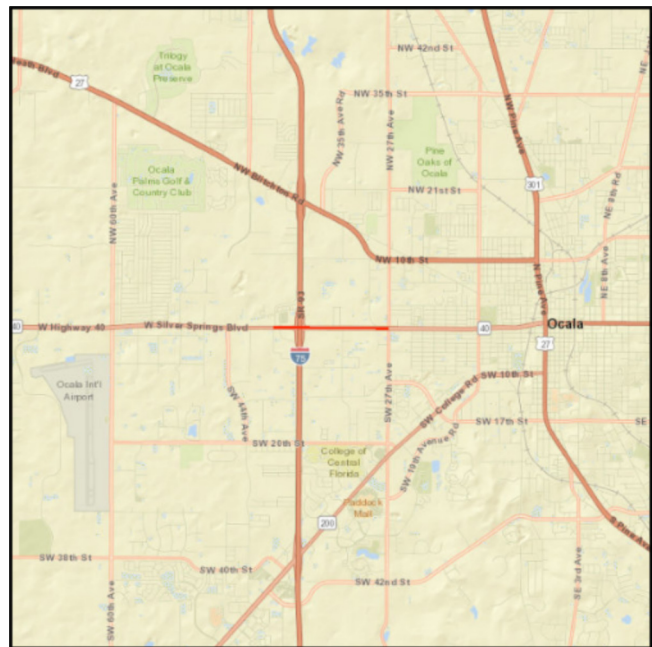
Prior Cost < 2018/19: 8,638,442
Future Cost > 2022/23: 0
Total Project Cost: 154,423,666
Project Description: Capacity expansion project to widen SR 40 from two to four lanes. (Priority Project #19)

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	20,000	0	0	0	0	20,000
ROW	ACSN	1,244,337	379,230	0	0	0	1,623,567
ENV	ACTN	163,794	0	0	0	0	163,794
ROW	SN	421,987	232,500	100,000	223,364	0	977,851
PE	ACSN	200,000	0	0	0	0	200,000
CST	DI	0	25,650,000	0	0	0	25,650,000
CST	SIWR	0	18,791,804	0	0	0	18,791,804
ROW	ACSA	0	2,717,094	0	0	0	2,717,094
CST	SA	0	513,000	0	0	0	513,000
CST	ACNP	0	92,628,114	0	0	0	92,628,114
ROW	DDR	0	0	493,253	0	0	493,253
ROW	SA	0	0	527,425	0	0	527,425
ROW	SL	0	0	1,479,322	0	0	1,479,322
Total		2,050,118	140,911,742	2,600,000	223,364	0	145,785,224

SR 40

4336521

Non-SIS



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	15,522	0	0	0	0	15,522
ROW	DIH	0	0	42,500	42,500	42,308	127,308
ROW	DDR	0	0	1,610,357	0	0	1,610,357
ROW	SL	0	0	229,643	2,170,000	1,560,000	3,959,643
Total		15,522	0	1,882,500	2,212,500	1,602,308	5,712,830

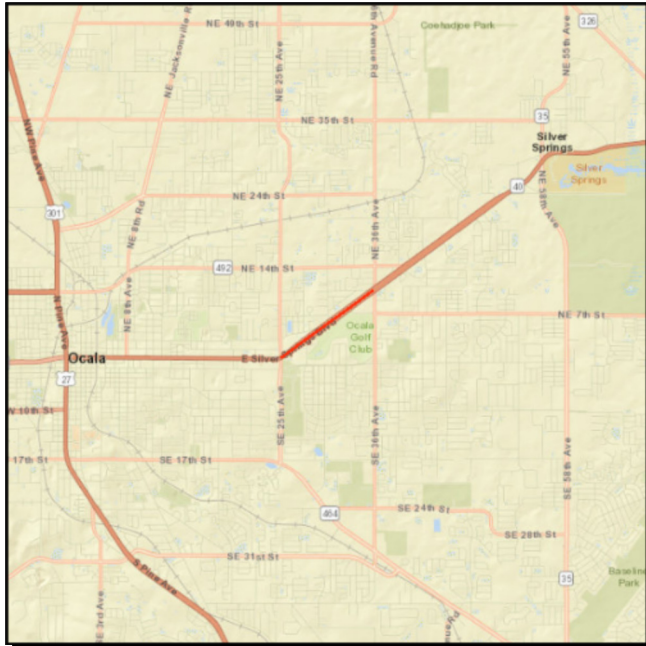
Prior Cost < 2018/19: 1,974,207

Future Cost > 2022/23: 0

Total Project Cost: 7,687,037

Project Description: Upgrade existing interchange including additional turn-lanes. (Priority Project #11)

SR 40 **4324211** **Non-SIS**



Work Summary: INTERSECTION IMPROVEMENT
From: NE 25TH AVE
To: NE 10TH ST
Lead Agency: FDOT
Length: 1.158 MI
LRTP #: Objective 2.16: Page 2-7

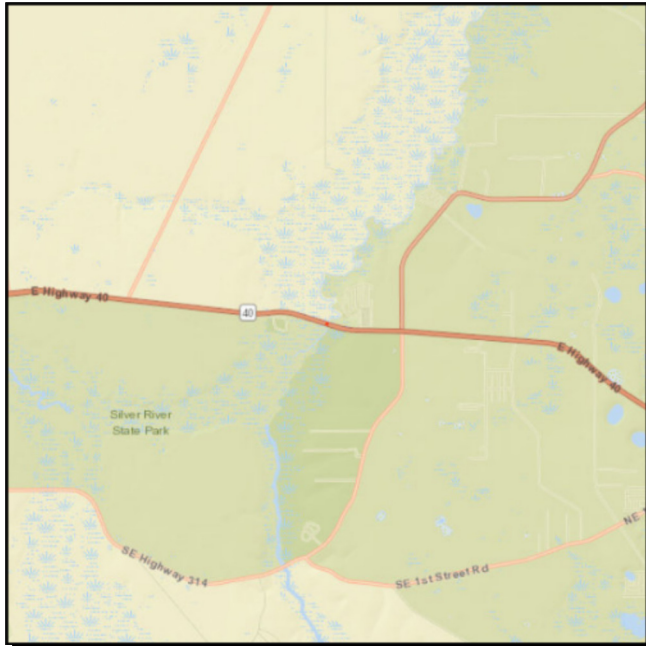
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SL	68,908	0	0	0	0	68,908
Total		68,908	0	0	0	0	68,908

Prior Cost < 2018/19: 1,518,676
Future Cost > 2022/23: 0
Total Project Cost: 1,587,584
Project Description: Safety/Access management project to modify median openings to mitigate crash frequencies.

SR 40

4293631

SIS



Work Summary:

From: OVER OKLAWAHA RIVER

To:

Lead Agency: FDOT

Length: 0.520 mi

LRTP #: Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	88,607	0	0	0	0	88,607
Total		88,607	0	0	0	0	88,607

Prior Cost < 2018/19: 576,345

Future Cost > 2022/23: 0

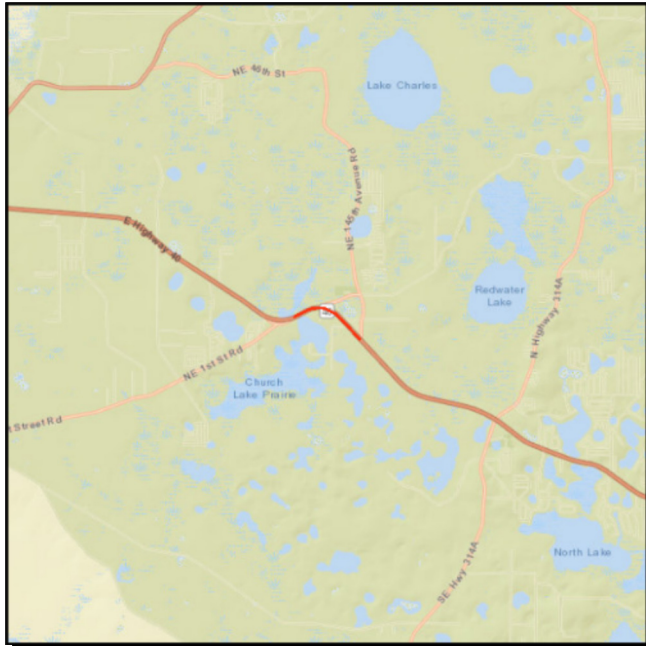
Total Project Cost: 664,952

Project Description: Paint/sealant application to steel bridge infrastructure (Corrosion resistance). Project is complete

SR 40

4344081

SIS



Work Summary: RESURFACING **From:** E OF NE 10TH ST
To: E OF NE 145TH AVE RD

Lead Agency: FDOT **Length:** 1.037

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	2,756	0	0	0	0	2,756
CST	SN	5,669	0	0	0	0	5,669
CST	SA	6,311	0	0	0	0	6,311
Total		14,736	0	0	0	0	14,736

Prior Cost < 2018/19: 694,851
Future Cost > 2022/23: 0
Total Project Cost: 709,587
Project Description: Routine resurfacing.

SR 40

2387191

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: CR 328
To: SW 80TH AVE(CR 225A)
Lead Agency: Managed by FDOT
Length: 4.035
LRTP #: Goal 2: Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	8,286	0	0	0	0	8,286
ROW	DIH	4,632	0	0	0	0	4,632
CST	DIH	32,039	0	0	0	0	32,039
Total		44,957	0	0	0	0	44,957

Prior Cost < 2018/19: 21,887,997

Future Cost > 2022/23: 0

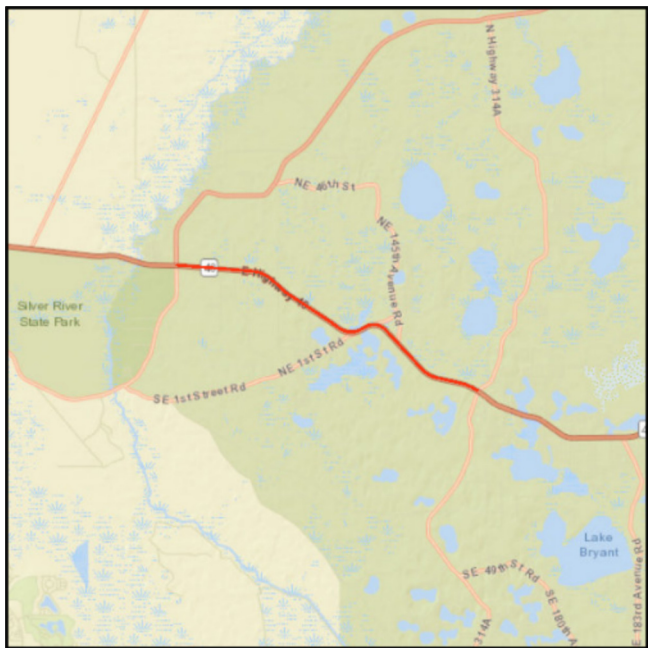
Total Project Cost: 21,932,954

Project Description: Project to four-lane this segment of SR 40 has been completed. Allocated funding must still be presented in the TIP until final dispensation of funds is complete.

SR 40

4106743

SIS



Work Summary: PRELIM ENG FOR FUTURE CAPACITY
From: FROM EAST OF CR 314
To: EAST OF CR 314A
Lead Agency: Managed by FDOT
Length: 6.140
LRTP #: PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	TALT	16,000	0	0	0	0	16,000
PE	DIH	10,000	0	0	0	0	10,000
ENV	ACTA	394,186	0	0	0	0	394,186
Total		420,186	0	0	0	0	420,186

Prior Cost < 2018/19: 7,621,969

Future Cost > 2022/23: 0

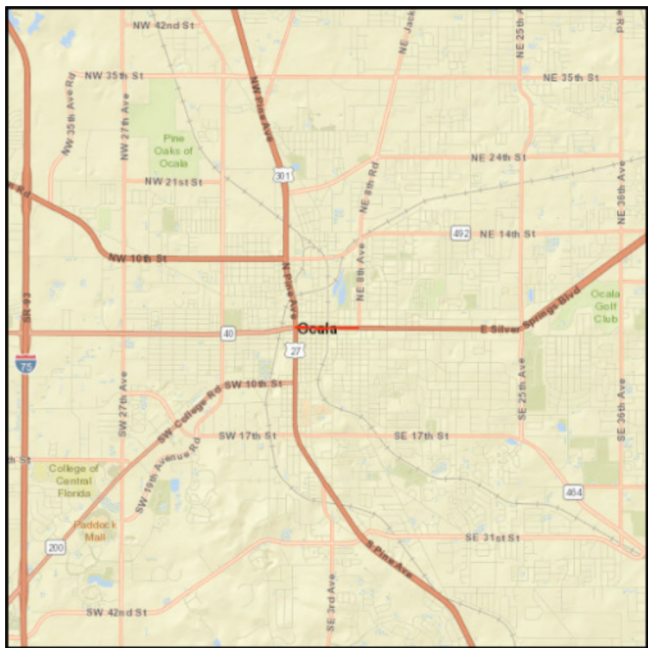
Total Project Cost: 8,042,155

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

SR 40 DOWNTOWN OCALA

4319351

Non-SIS



Work Summary: SIDEWALK
From: US 441
To: NE 8TH AVE
Lead Agency: FDOT
Length: 0.633 mi
LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	22,938	0	0	0	0	22,938
PE	SA	76,000	0	0	0	0	76,000
PE	TALL	5,722	0	0	0	0	5,722
Total		104,660	0	0	0	0	104,660

Prior Cost < 2018/19: 1,343,137

Future Cost > 2022/23: 0

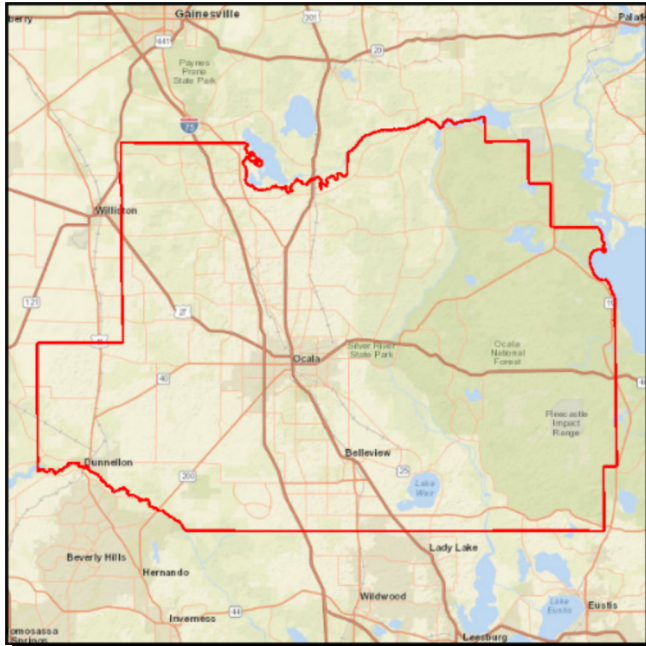
Total Project Cost: 1,447,797

Project Description: Project will enhance pedestrian accessibility/facilities on the SR 40 corridor in and near the City of Ocala Central Business District. Intersection improvements at selected locations are also alternatives for this project.(Priority Project #2)

SR 40 INTERSECTION IMPROVEMENTS

4354922

Non-SIS



Work Summary: INTERSECTION IMPROVEMENT
From: AT MARTIN LUTHER KING BLVD.
To:
Lead Agency: City of Ocala
Length: 0.114
LRTP #: GOAL 6: Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	9,525	0	0	0	0	9,525
Total		9,525	0	0	0	0	9,525

Prior Cost < 2018/19: 741,353

Future Cost > 2022/23: 0

Total Project Cost: 750,878

Project Description: Intersection improvements include repaving, burying utilities and concrete stamping to create west side gateway feature into the City of Ocala. Project is in tandem with 435492-1.

SR 492

4306551

Non-SIS



Work Summary: RESURFACING **From:** US 441
To: SR 40
Lead Agency: FDOT **Length:** 3.737
LRTP #: Goal 6: Objective 3 - Page 2-11

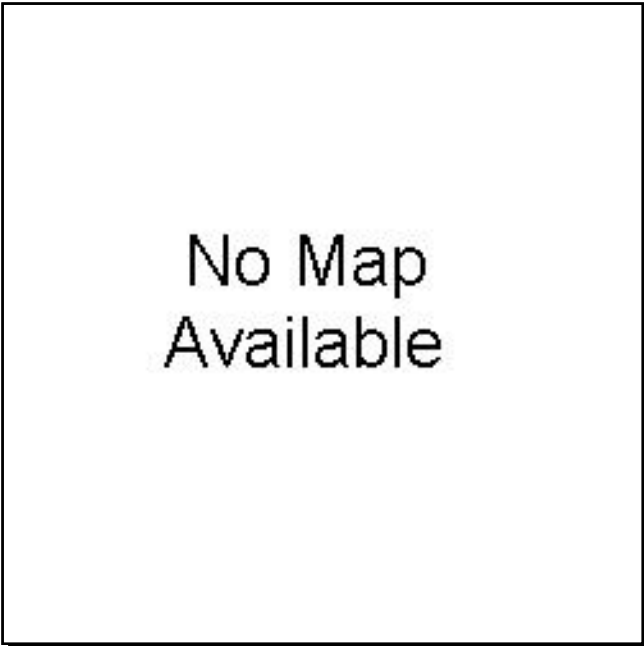
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	90,380	0	0	0	0	90,380
CST	DS	12,418	0	0	0	0	12,418
CST	DIH	6,217	0	0	0	0	6,217
CST	SA	42,527	0	0	0	0	42,527
CST	DDR	32,177	0	0	0	0	32,177
Total		183,719	0	0	0	0	183,719

Prior Cost < 2018/19: 4,440,153
Future Cost > 2022/23: 0
Total Project Cost: 4,623,872
Project Description: Routine resurfacing.

SR 492

4436691

Non-SIS



Work Summary: TRAFFIC OPS IMPROVEMENT **From:** NE 30TH AVE
To:
Lead Agency: MANAGED BY CITY OF OCALA **Length:** .002
LRTP #: Goal 6: Objective 1 - Page 2-11

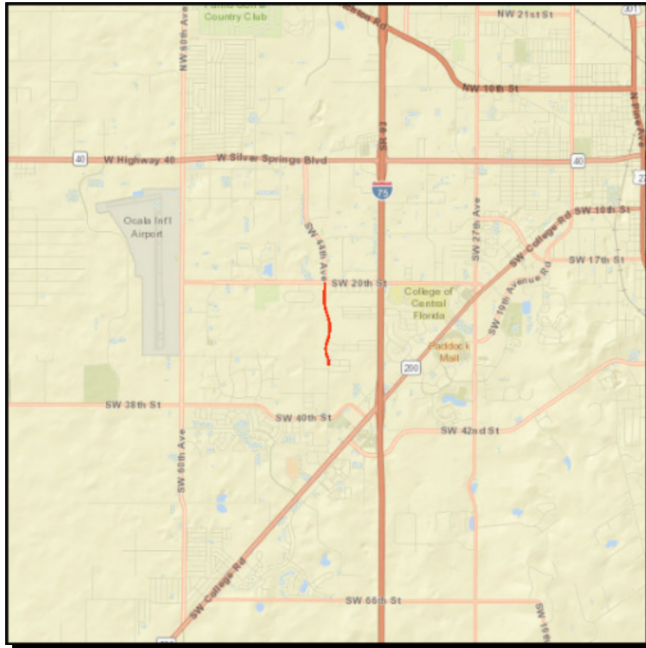
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	470,000	0	0	0	0	470,000
Total		470,000	0	0	0	0	470,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 470,000
Project Description: Signalization installation at the intersection of SR 492 and SE 30th Ave.

SW 44TH AVENUE

4355471

Non-SIS



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

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

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

SW 49TH AVENUE

4355491

Non-SIS



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	LF	5,962,100	0	0	0	0	5,962,100
CST	CIGP	5,962,100	0	0	0	0	5,962,100
Total		11,924,200	0	0	0	0	11,924,200

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 11,924,200

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

SW 80TH AVENUE

4361861

Non-SIS



Work Summary: RESURFACING **From:** SW 38TH AVENUE

To: SW 90TH STREET

Lead Agency: Marion County

LRTP #: Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SL	33	0	0	0	0	33
Total		33	0	0	0	0	33

Prior Cost < 2018/19: 1,378,359

Future Cost > 2022/23: 0

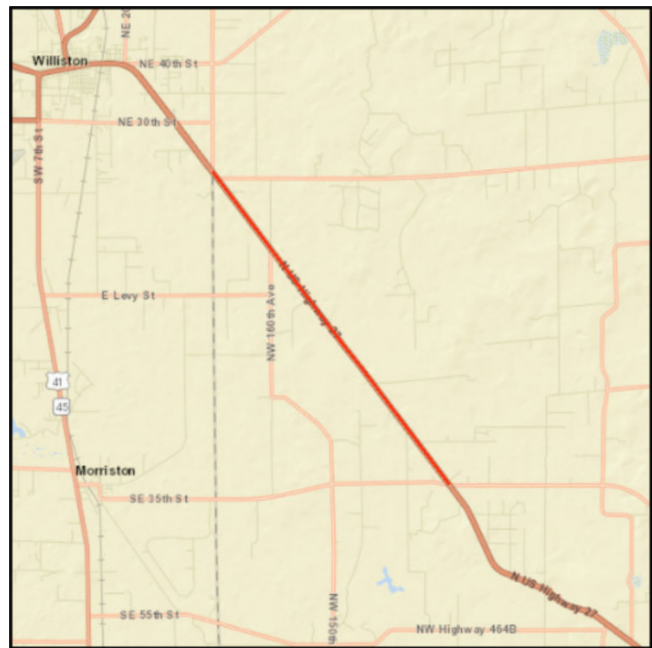
Total Project Cost: 1,378,392

Project Description: Routine resurfacing.

US 27

4373391

SIS



Work Summary: RESURFACING **From:** LEVY COUNTY LINE

To: CR 326

Lead Agency: FDOT

Length: 6.683

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	7,212	0	0	0	0	7,212
CST	DS	114,089	0	0	0	0	114,089
CST	DIH	5,000	0	0	0	0	5,000
CST	DDR	8,110,148	0	0	0	0	8,110,148
Total		8,236,449	0	0	0	0	8,236,449

Prior Cost < 2018/19: 625,267
Future Cost > 2022/23: 0
Total Project Cost: 8,861,716
Project Description: Routine resurfacing.

US 27

2386782

SIS



Work Summary: SIGNING/PAVEMENT MARKINGS

From: CR 225

To: W OF NW 95TH AVE

Lead Agency: FDOT

LRTP #: Objective 2.15: Page 2-7

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	18,287	0	0	0	0	18,287
Total		18,287	0	0	0	0	18,287

Prior Cost < 2018/19: 597,866

Future Cost > 2022/23: 0

Total Project Cost: 616,153

Project Description: Install audible pavement markings to mitigate roadway departure incidents.

US 301 **4112565** **Non-SIS**



Work Summary: PRELIMINARY ENGINEERING **From:** DALLAS POND REDESIGN
To:
Lead Agency: Managed by FDOT **Length:** 1.404
LRTP #: Goal 6: Objective 3 - Page 2-11

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

Prior Cost < 2018/19: 218,229

Future Cost > 2022/23: 0

Total Project Cost: 223,229

Project Description: Redesign and capacity expansion of primary drainage retention area. (Located near SE 173rd Lane)

US 301 / US 441 SPLIT (THE Y) JUST

4437301

SIS

Work Summary: LANDSCAPING **From:** SOUTH OF SPLIT
To: NORTH OF SPLIT
Lead Agency: Managed by FDOT **Length:** 2.262



Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DS	495,000	0	0	0	0	495,000
Total		495,000	0	0	0	0	495,000

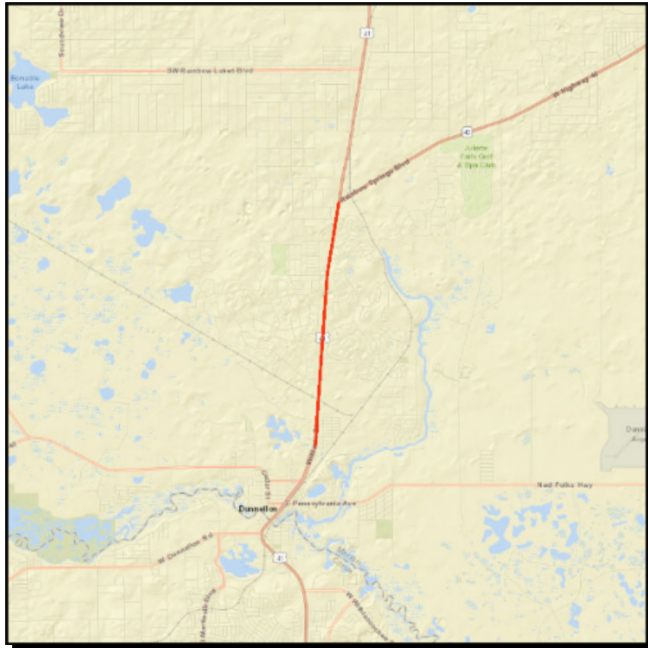
Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 495,000

Project Description: Landscaping and aesthetic enhancements on green areas surrounding the US 301/US 401 convergence/divergence.

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



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	5,000	0	0	0	0	5,000
PE	EB	35	0	0	0	0	35
PE	SN	264	0	0	0	0	264
ROW	DIH	10,000	0	0	0	0	10,000
ROW	ACSA	2,500,000	0	0	0	0	2,500,000
ROW	SL	149,470	0	0	0	0	149,470
PE	ACSN	0	500,000	0	0	0	500,000
CST	DIH	0	0	0	54,050	0	54,050
CST	SL	0	0	0	1,825,000	0	1,825,000
CST	DDR	0	0	0	47,071,871	0	47,071,871
Total		2,664,769	500,000	0	48,950,921	0	52,115,690

Prior Cost < 2018/19: 25,543,126

Future Cost > 2022/23: 0

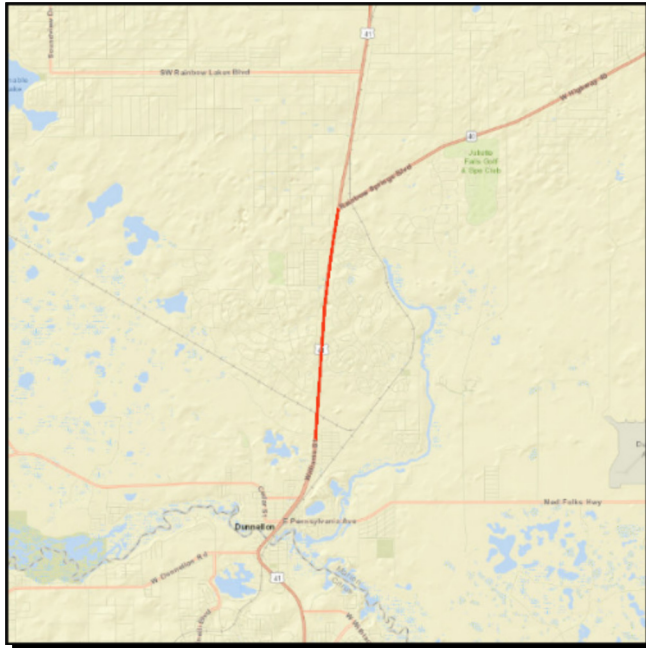
Total Project Cost: 77,658,816

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

US 41

4195841

Non-SIS



Work Summary: RESURFACING **From:** SW 108TH PLACE
To: SR 40
Lead Agency: FDOT **Length:** 3.407 mi
LRTP #: Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	82,432	0	0	0	0	82,432
Total		82,432	0	0	0	0	82,432

Prior Cost < 2018/19: 1,720,197
Future Cost > 2022/23: 0
Total Project Cost: 1,802,629
Project Description: Routine resurfacing.

US 441 **4363711** **Non-SIS**



Work Summary: SIGNING/PAVEMENT MARKINGS
From: S of CR 318
To: ALACHUA CL
Lead Agency: FDOT
Length: 6.239
LRTP #: GOAL 3: Objective 2 - Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SA	19,087	0	0	0	0	19,087
Total		19,087	0	0	0	0	19,087

Prior Cost < 2018/19: 292,956

Future Cost > 2022/23: 0

Total Project Cost: 312,043

Project Description: Install audible warning systems along the interior and exterior travel lane border lines to mitigate roadway departure crashes. (Type of audible warning systems is yet to be determined. (Adhesive pucks, ground in strips, etc.)

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



Work Summary: ADD LEFT TURN LANE(S)
From: SE 98TH LANE
To:
Lead Agency: Managed by FDOT
Length: .189
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	5,363	0	0	0	0	5,363
CST	DIH	0	64,302	0	0	0	64,302
CST	DDR	0	492,413	0	0	0	492,413
Total		5,363	556,715	0	0	0	562,078

Prior Cost < 2018/19: 244,332

Future Cost > 2022/23: 0

Total Project Cost: 806,410

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

US 441 **4432701** **Non-SIS**



Work Summary:

From: BRIDGES #360025 & #360026

To: S OF CR 25A

Lead Agency: Managed by FDOT

Length: .790

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	2,000	0	0	0	0	2,000
PE	BRRP	62,469	0	0	0	0	62,469
Total		64,469	0	0	0	0	64,469

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 64,469

Project Description: Preliminary design for bridge repair and upgrade.

US 441 **4242831** **Non-SIS**



Work Summary: LANDSCAPING **From:** SOUTH OF CR 475
To:
Lead Agency: FDOT **Length:** 0.304 mi
LRTP #: NA-Project is completed

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	43,392	0	0	0	0	43,392
Total		43,392	0	0	0	0	43,392

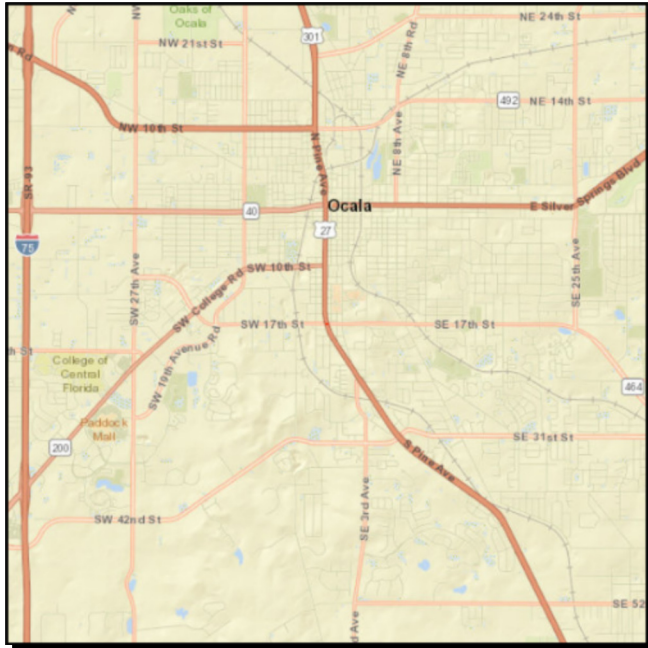
Prior Cost < 2018/19: 524,578

Future Cost > 2022/23: 0

Total Project Cost: 567,970

Project Description: Landscaping/aesthetic improvements near the southern boundary of the Ocala city limits. (Project is completed. Awaiting final dispensation of funding.)

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	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	4,189	0	0	0	0	4,189
ROW	DIH	38,000	38,000	34,000	0	0	110,000
ROW	DDR	340,000	360,000	80,000	30,000	0	810,000
Total		382,189	398,000	114,000	30,000	0	924,189

Prior Cost < 2018/19: 801,693

Future Cost > 2022/23: 0

Total Project Cost: 1,725,882

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

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



Work Summary: RESURFACING **From:** SR 35
To: SR 200

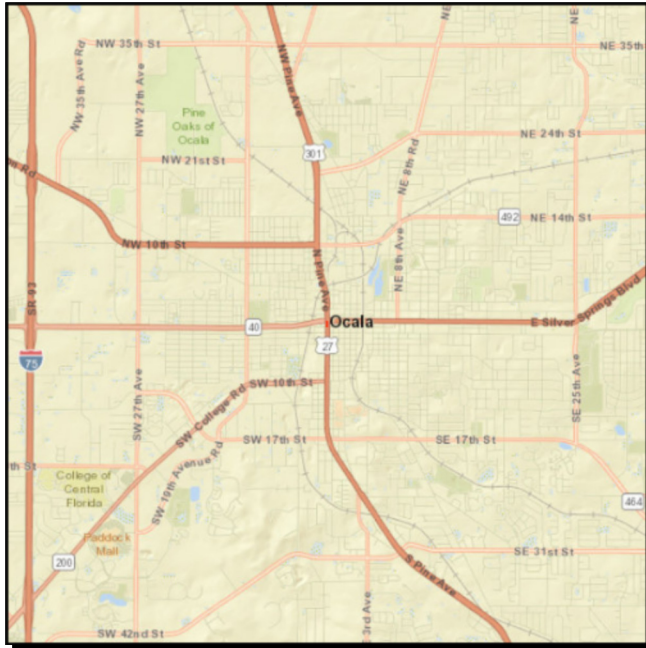
Lead Agency: Managed by FDOT **Length:** 10.612

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	20,000	0	0	0	0	20,000
RRU	DDR	30,000	0	0	0	0	30,000
CST	DIH	0	5,130	0	0	0	5,130
CST	SA	0	21,461,989	0	0	0	21,461,989
CST	DDR	0	1,628,724	0	0	0	1,628,724
Total		50,000	23,095,843	0	0	0	23,145,843

Prior Cost < 2018/19: 2,325,000
Future Cost > 2022/23: 0
Total Project Cost: 25,470,843
Project Description: Routine resurfacing

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



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	13,477	0	0	0	0	13,477
ROW	DIH	0	17,200	17,200	17,100	0	51,500
ROW	DDR	0	650,000	1,050,000	0	155,010	1,855,010
PE	DDR	0	0	63,000	0	0	63,000
CST	SL	0	0	0	2,226,349	0	2,226,349
ROW	SL	0	0	0	470,000	0	470,000
Total		13,477	667,200	1,130,200	2,713,449	155,010	4,679,336

Prior Cost < 2018/19: 667,532

Future Cost > 2022/23: 0

Total Project Cost: 5,346,868

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

US 441 **4356661** **Non-SIS**



Work Summary: DRAINAGE IMPROVEMENTS
From: SE 10TH AVE
To: SE 31ST ST
Lead Agency: FDOT
Length: .289
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	599	0	0	0	0	599
CST	DIH	67,327	0	0	0	0	67,327
CST	DDR	2,006	0	0	0	0	2,006
Total		69,932	0	0	0	0	69,932

Prior Cost < 2018/19: 2,587,273

Future Cost > 2022/23: 0

Total Project Cost: 2,657,205

Project Description: Upgrade existing drainage systems on the US 441 corridor.

Section 2 - TPO Funding

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP - 4393312							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	807,110	499,316	0	0	0	1,306,426
Total		807,110	499,316	0	0	0	1,306,426
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,306,426</i>

OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP - 4393313							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	0	0	499,316	499,316	0	998,632
Total		0	0	499,316	499,316	0	998,632
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>998,632</i>

OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP - 4393314							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	0	0	0	0	499,316	499,316
Total		0	0	0	0	499,316	499,316
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>499,316</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TPO PLANNING STUDIES FROM TO SECTION 5303 - 4314011							*Non-SIS*
PTO STUDIES							
Responsible Agency: Ocala/Marion TPO							
PLN	DU	140,042	61,699	67,566	0	0	269,307
PLN	DPTO	17,503	8,199	8,932	0	0	34,634
PLN	LF	17,503	8,199	8,932	0	0	34,634
Total		175,048	78,097	85,430	0	0	338,575
<i>Prior Cost < 2018/19</i>		<i>98,223</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>436,798</i>

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

Section 3 - Countywide

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ASPHALT RESURFACING AT VARIOUS LOCATIONS - 4233912							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	200,000	229,000	0	0	0	429,000
Total		200,000	229,000	0	0	0	429,000
<i>Prior Cost < 2018/19</i>		<i>2,836,465</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,265,465</i>

CONCRETE REPAIRS - 4419341							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
				LRTP No: Objective 1.53 - Page 2-6		Length: .000	
MNT	D	73,830	0	0	0	0	73,830
Total		73,830	0	0	0	0	73,830
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>73,830</i>

DEBRIS DUMPING LANDFILL AT HURRICANE IRMA - 4422721							*Non-SIS*
EMERGENCY OPERATIONS							
Responsible Agency: Managed by FDOT							
MSC	FEMA	30,000	0	0	0	0	30,000
Total		30,000	0	0	0	0	30,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>30,000</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
FDOT FACILITY DAMAGES AT HURRICANE IRMA - 4425973							*Non-SIS*
EMERGENCY OPERATIONS							Length: .000
Responsible Agency: Managed by FDOT							
MSC	DER	9,578	0	0	0	0	9,578
Total		9,578	0	0	0	0	9,578
<i>Prior Cost < 2018/19</i>		<i>6,422</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>16,000</i>

LIGHTING AGREEMENTS AT DDR FUNDS - 4136153							*Non-SIS*
LIGHTING							
Responsible Agency: FDOT							
MNT	D	363,801	374,721	385,961	397,536	409,458	1,931,477
Total		363,801	374,721	385,961	397,536	409,458	1,931,477
<i>Prior Cost < 2018/19</i>		<i>3,865,023</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>5,796,500</i>

MAINTENANCE OF TRAFFIC AT HURRICANE IRMA - 4422114							*Non-SIS*
EMERGENCY OPERATIONS							
Responsible Agency: Managed by FDOT							
CST		1,987	0	0	0	0	1,987
Total		1,987	0	0	0	0	1,987
<i>Prior Cost < 2018/19</i>		<i>28,150</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>30,137</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY PEDESTRIAN LIGHTING BUNDLE - 4398872							*SIS*
LIGHTING							Length: 1.234
Responsible Agency: FDOT							
CST	ACSS	150,000	0	0	0	0	150,000
Total		150,000	0	0	0	0	150,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>150,000</i>

NATURAL DISASTER MARION COUNTYWIDE EMERGENCY SIGN REPAIR - 4383291							*Non-SIS*
EMERGENCY OPERATIONS							LRTP No: Goal 6: Objective 3 - Page 2-11 Length: .000
Responsible Agency: Managed by FDOT							
MSC	D	101	0	0	0	0	101
Total		101	0	0	0	0	101
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>101</i>

NATURAL DISASTER MARION INTERSTATE EMERGENCY SIGN REPAIR - 4383295							*Non-SIS*
EMERGENCY OPERATIONS							LRTP No: Goal 6: Objective 3 - Page 2-11 Length: .000
Responsible Agency: Managed by FDOT							
MSC	D	101	0	0	0	0	101
Total		101	0	0	0	0	101
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>101</i>

NATURAL DISASTER MARION OFF STATE OFF FED EMERGENCY SIGN REPAIR - 4383294							*Non-SIS*
EMERGENCY OPERATIONS							LRTP No: Goal 6: Objective 3 - Page 2-11 Length: .000
Responsible Agency: Managed by FDOT							
MSC	D	101	0	0	0	0	101
Total		101	0	0	0	0	101
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>101</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
NATURAL DISASTER MARION OFF STATE ON FED EMERGENCY SIGN REPAIR - 4383293							*Non-SIS*
EMERGENCY OPERATIONS		LRTP No: Goal 6: Objective 3 - Page 2-11 Length: .000					
Responsible Agency: Managed by FDOT							
MSC	D	101	0	0	0	0	101
Total		101	0	0	0	0	101
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>101</i>
OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT - 4425721							*Non-SIS*
FIXED CAPITAL OUTLAY		Length: .000					
Responsible Agency: Managed by FDOT							
MNT	D	64,500	0	0	0	0	64,500
Total		64,500	0	0	0	0	64,500
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>64,500</i>
OCALA/MARION COUNTY ITS AT COUNTYWIDE - 4302521							*Non-SIS*
ITS COMMUNICATION SYSTEM							
Responsible Agency: City of							
CST	ACSL	1,422,394	0	0	0	0	1,422,394
Total		1,422,394	0	0	0	0	1,422,394
<i>Prior Cost < 2018/19</i>		<i>1,702,864</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,125,258</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PAVEMENT MARKINGS - AT THERMOPLASTIC AND RPM'S - 4291821							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	513,684	300,000	0	0	0	813,684
Total		513,684	300,000	0	0	0	813,684
<i>Prior Cost < 2018/19</i>		<i>2,808,904</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,622,588</i>

PERFORMANCE AESTHETICS - 4278392							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	758,500	740,000	740,000	740,000	740,000	3,718,500
Total		758,500	740,000	740,000	740,000	740,000	3,718,500
<i>Prior Cost < 2018/19</i>		<i>3,311,500</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>7,030,000</i>

PRE-EVENT CEI (DEBRIS MONITORING) AT HURRICANE IRMA - 4422074							*Non-SIS*
EMERGENCY OPERATIONS							
Responsible Agency: Managed by FDOT							
MSC	FEMA	200	0	0	0	0	200
Total		200	0	0	0	0	200
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>200</i>

PRE-EVENT CEI (DEBRIS MONITORING) AT HURRICANE IRMA - 4422474							*Non-SIS*
EMERGENCY OPERATIONS							
Responsible Agency: Managed by FDOT							
MSC	FEMA	200	0	0	0	0	200
Total		200	0	0	0	0	200
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>200</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PRIMARY IN HOUSE AT VARIOUS ROADWAYS - 4181071							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	9,031,387
Total		1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	9,031,387
<i>Prior Cost < 2018/19</i>		<i>31,157,695</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>40,189,082</i>

SIGN REPAIR AT HURRICANE IRMA - 4422084							*Non-SIS*
EMERGENCY OPERATIONS							
Responsible Agency: Managed by FDOT							
MSC	DER	1,000	0	0	0	0	1,000
Total		1,000	0	0	0	0	1,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,000</i>

SIGN REPAIR/REPLACEMENT AT HURRICANE IRMA - 4423073							*Non-SIS*
EMERGENCY OPERATIONS							
Responsible Agency: Managed by FDOT							
MSC	DER	5,000	0	0	0	0	5,000
Total		5,000	0	0	0	0	5,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>5,000</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SIGN REPAIR/REPLACEMENT AT HURRICANE IRMA - 4423074							*Non-SIS*
EMERGENCY OPERATIONS							Length: .000
Responsible Agency: Managed by FDOT							
MSC	DER	5,000	0	0	0	0	5,000
Total		5,000	0	0	0	0	5,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>5,000</i>

SIGN REPAIR/REPLACEMENT AT HURRICANE IRMA - 4423075							*Non-SIS*
EMERGENCY OPERATIONS							Length: .000
Responsible Agency: Managed by FDOT							
MSC	DER	2,000	0	0	0	0	2,000
Total		2,000	0	0	0	0	2,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>2,000</i>

SINKHOLE REPAIR US 441 AT HURRICANE IRMA - 4426121							*Non-SIS*
EMERGENCY OPERATIONS							Length: .000
Responsible Agency: Managed by FDOT							
CST	ACER	10,492	0	0	0	0	10,492
Total		10,492	0	0	0	0	10,492
<i>Prior Cost < 2018/19</i>		<i>184,435</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>194,927</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TRAFFIC SIGNALIZATION AT VARIOUS LOCATIONS - 4130194							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
OPS	DITS	666,361	0	0	0	0	666,361
Total		666,361	0	0	0	0	666,361
<i>Prior Cost < 2018/19</i>		<i>4,194,626</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>4,860,987</i>

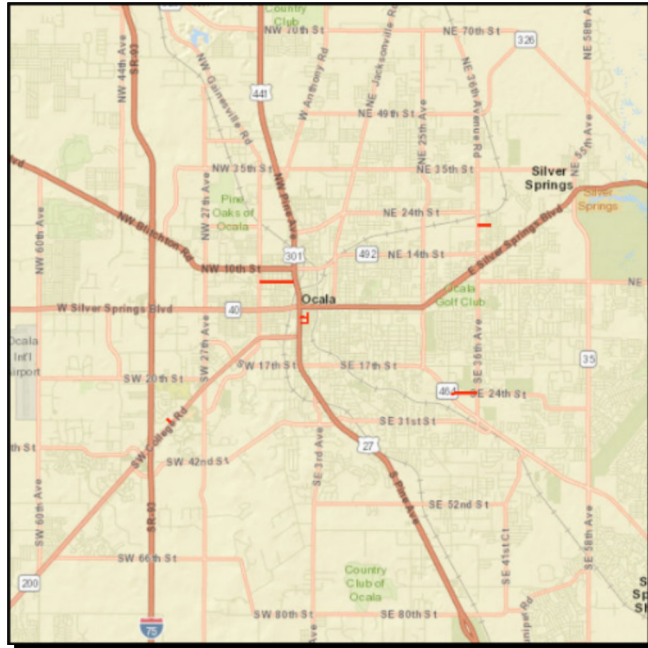
UNPAVED SHOULDER REPAIR - 4291781							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
LRTP No: Objective 1.53 - Pg 2-6							
MNT	D	600,000	581,000	0	0	0	1,181,000
Total		600,000	581,000	0	0	0	1,181,000
<i>Prior Cost < 2018/19</i>		<i>1,132,550</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>2,313,550</i>

Section 4 - Bike / Ped Projects

CITYWIDE SIDEWALK IMPROVEMENTS

4363751

Non-SIS



Work Summary: SIDEWALK

From:

To:

Lead Agency: City of Ocala

Length: .000

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

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

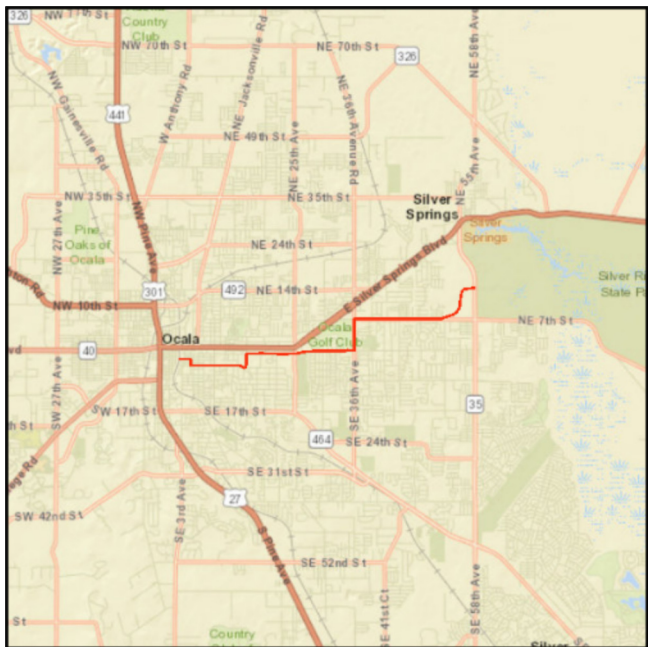
Total Project Cost: 875,226

Project Description: Downtown sidewalk construction (Various locations).

DOWNTOWN OCALA TO SILVER SPRINGS TRAIL

4367561

Non-SIS



Work Summary: BIKE PATH

From: OSCEOLA AVE

To: SILVER SPRINGS STATE PARK

Lead Agency: City of Ocala

Length: .000

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

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 253,000

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

INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO

4367551

Non-SIS



Work Summary: BIKE PATH

From: SILVER SPRINGS PARK

To: INDIAN LAKE PARK

Lead Agency: Marion County

Length: .000

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

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 155,000

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

LEGACY ELEMENTARY SCHOOL SIDEWALKS

4364743

Non-SIS



Work Summary: SIDEWALK **From:** CHESTNUT RD, LARCH RD, JUNIPER RD & SE 79TH ST

To:

Lead Agency: Managed by MARION COUNTY

Length: .000

LRTP #: Goal 1 & 3: Page 2-8 & 2-9

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

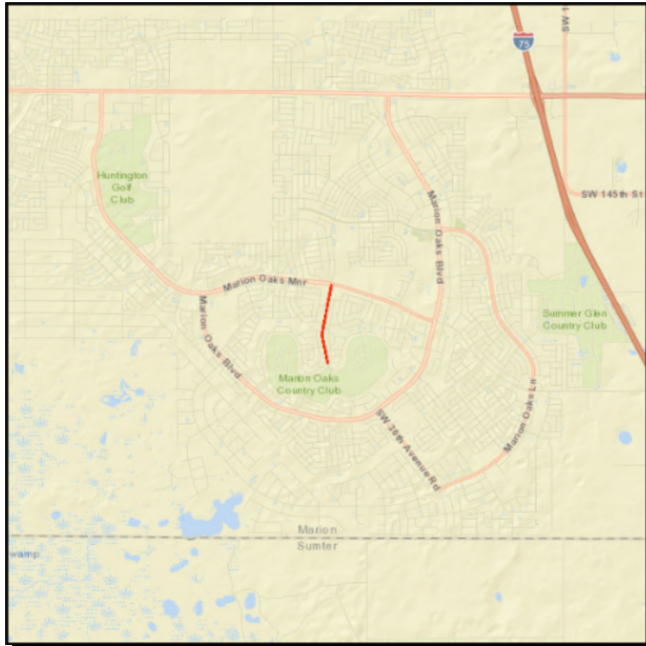
Total Project Cost: 1,441,659

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

MARION OAKS-SUNRISE/HORIZON SIDEWALKS

4408801

Non-SIS



Work Summary: SIDEWALK
From: MARION OAKS GOLF WAY
To: MARION OAKS MANOR
Lead Agency: Managed by MARION COUNTY
Length: .840
LRTP #: GOAL 1: Objective 2 - Page 2-8

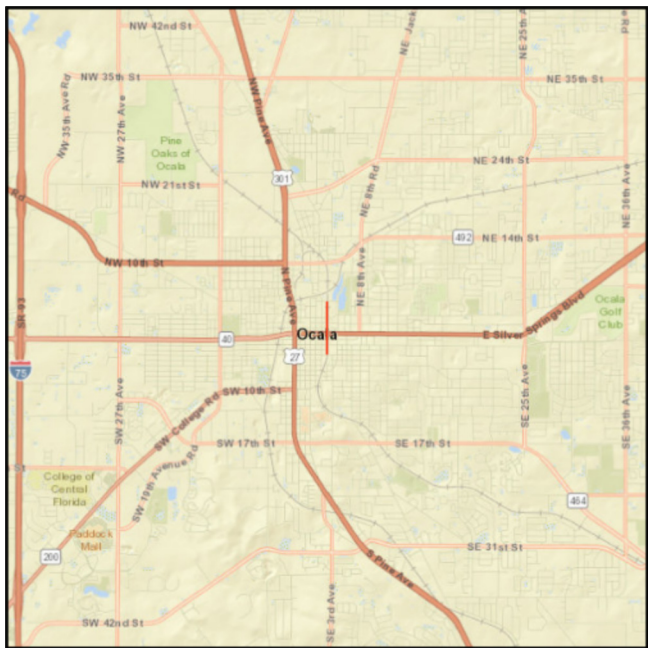
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	0	0	0	605	0	605
PE	TALL	0	0	0	35,605	0	35,605
Total		0	0	0	36,210	0	36,210

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

OSCEOLA TRAIL

4393101

Non-SIS



Work Summary: BIKE PATH
From: SE 3RD STREET
To: NE 5TH STREET
Lead Agency: City of Ocala
Length: .000
LRTP #: Goal 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	17,479	0	0	0	0	17,479
Total		17,479	0	0	0	0	17,479

Prior Cost < 2018/19: 1,264,457

Future Cost > 2022/23: 0

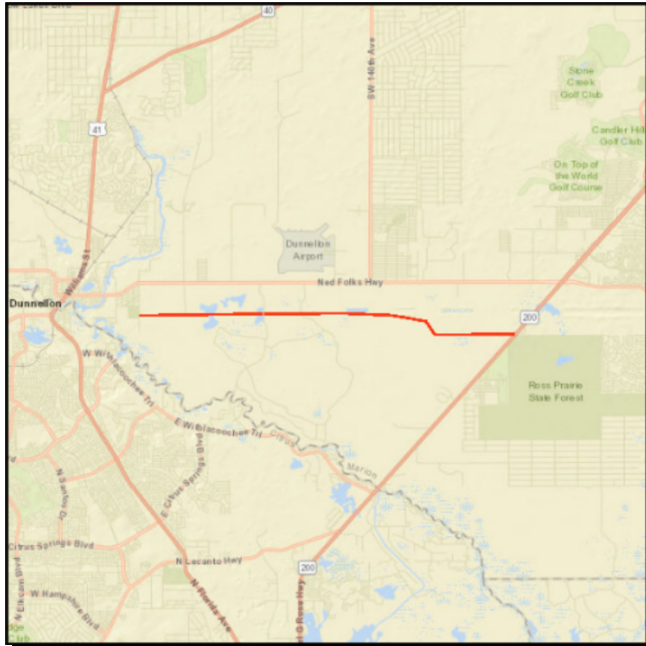
Total Project Cost: 1,281,936

Project Description: The Osceola Trail is designed to be a multi-use path for pedestrians and bicyclists which will connect the southern section of the downtown Ocala area to the midtown area near the Ocala Train Station and eventually to Tuscawilla Park, the Watula Trail and the Downtown to Silver Springs Trail.

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	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SL	4,787	0	0	0	0	4,787
CST	TALT	0	0	0	1,540,629	0	1,540,629
CST	TALN	0	0	0	252,844	0	252,844
CST	TALL	0	0	0	292,891	0	292,891
CST	SN	0	0	0	1,623,636	0	1,623,636
Total		4,787	0	0	3,710,000	0	3,714,787

Prior Cost < 2018/19: 154,797

Future Cost > 2022/23: 0

Total Project Cost: 3,869,584

Project Description: Construct a twelve-foot wide paved multi-use path from SR 200 to the Bridges Road Trailhead.

SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS

4364742

Non-SIS



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

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 317,096

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

SANTOS GAP TRAIL

4362911

Non-SIS



Work Summary: BIKE PATH
From: SW 49TH AVE
To: SANTOS TRAILHEAD
Lead Agency: Marion County
LRTP #: Objective 1.33: Page 2-5

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SL	341	0	0	0	0	341
CST	SA	9,267	0	0	0	0	9,267
Total		9,608	0	0	0	0	9,608

Prior Cost < 2018/19: 3,455,915

Future Cost > 2022/23: 0

Total Project Cost: 3,465,523

Project Description: Construct a twelve-foot wide multi-use path from US 441 to SW 49th Avenue. Trail is part of the Heart of Florida Loop.

SILVER SPRINGS BIKEWAY

4354861

Non-SIS



Work Summary: BIKE PATH

From: SE 64TH AVE RD

To: SILVER SPRINGS STATE PARK

Lead Agency: Marion County

Length: .000

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	24,977	0	0	0	0	24,977
CST	TALT	0	2,444,014	0	0	0	2,444,014
CST	SL	0	662,942	0	0	0	662,942
CST	TALN	0	251,997	0	0	0	251,997
CST	TALL	0	518,153	0	0	0	518,153
CST	SN	0	602,938	0	0	0	602,938
Total		24,977	4,480,044	0	0	0	4,505,021

Prior Cost < 2018/19: 500,023

Future Cost > 2022/23: 0

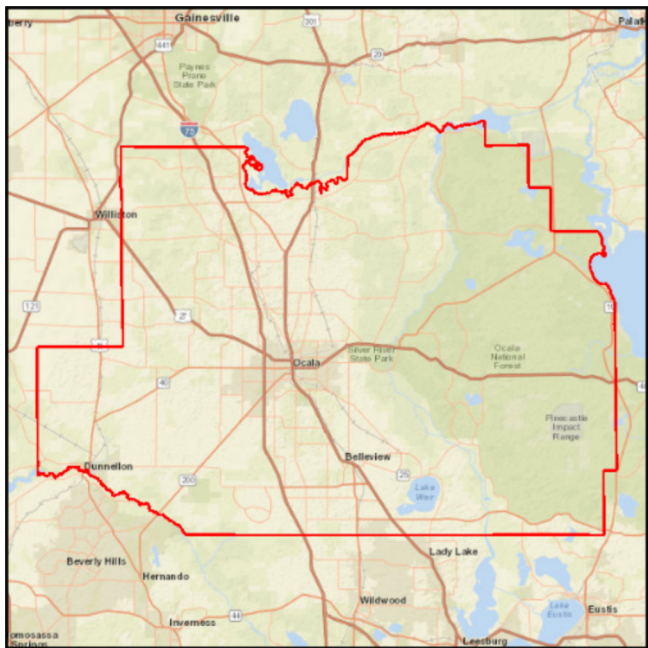
Total Project Cost: 5,005,044

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

SILVER SPRINGS STATE PARK

4261791

Non-SIS



Work Summary: BRIDGE-NEW STRUCTURE **From:** PEDESTRIAN BRIDGES

To:

Lead Agency: Managed by FDOT

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	5,197	0	0	0	0	5,197
PE	SN	0	0	8,099	0	0	8,099
PE	TALN	0	0	252,844	0	0	252,844
Total		5,197	0	260,943	0	0	266,140

Prior Cost < 2018/19: 64,861

Future Cost > 2022/23: 0

Total Project Cost: 331,001

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

SR 40 (BLACK BEAR TRAIL)

4363601

Non-SIS



Work Summary: BIKE PATH

From: SE 183RD AVENUE ROAD

To: US 17 (VOLUSIA COUNTY)

Lead Agency: FDOT

Length: Approx. 27 Miles

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

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

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 1,100,000

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

Section 5 - Aviation Projects

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

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

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
MARION COUNTY AIRPORT AT HANGAR CONSTRUCTION - 4370111							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	289,664	0	0	0	0	289,664	
CAP	LF	72,416	0	0	0	0	72,416	
Total		362,080	0	0	0	0	362,080	
<i>Prior Cost < 2018/19</i>		<i>958,210</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,320,290</i>	
MARION COUNTY AIRPORT AT CONSTRUCT AIRCRAFT PARKING APRON - 4384281							*Non-SIS*	
AVIATION CAPACITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	209,402	0	0	0	0	209,402	
CAP	LF	52,350	0	0	0	0	52,350	
Total		261,752	0	0	0	0	261,752	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>261,752</i>	
MARION COUNTY AIRPORT AT OVERLAY RUNWAY 9/27 - 4384171							*Non-SIS*	
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	0	145,600	0	0	145,600	
CAP	LF	0	0	36,400	0	0	36,400	
Total		0	0	182,000	0	0	182,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>182,000</i>	

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
MARION COUNTY AIRPORT AT SECURITY IMPROVEMENTS - 4384331							*Non-SIS*	
AVIATION SECURITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	93,573	0	0	0	93,573	
CAP	LF	0	23,393	0	0	0	23,393	
Total		0	116,966	0	0	0	116,966	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>116,966</i>	
MARION-DUNNELLON AT LANDSIDE ACCESS & PARKING IMPROVEMENTS - 4384301							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	200,000	0	0	0	200,000	
CAP	LF	0	50,000	0	0	0	50,000	
Total		0	250,000	0	0	0	250,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>250,000</i>	
MARION-DUNNELLON PARALLEL TAXIWAY TO RUNWAY 9-27 AT PARALLEL TAXIWAY TO RUNWAY 9-27 - 4384351							*Non-SIS*	
AVIATION CAPACITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DDR	0	0	0	1,280,000	0	1,280,000	
CAP	LF	0	0	0	320,000	0	320,000	
Total		0	0	0	1,600,000	0	1,600,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,600,000</i>	

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
OCALA INTERNATIONAL AT EXPAND FUEL FARM - 4407801							*Non-SIS*	
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					Length: .000	
Responsible Agency: City of Ocala								
CAP	DDR	0	0	0	360,000	760,000	1,120,000	
CAP	LF	0	0	0	90,000	190,000	280,000	
Total		0	0	0	450,000	950,000	1,400,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,400,000</i>	
OCALA INTERNATIONAL AIRPORT AT LAND ACQUISITION - 4370171							*Non-SIS*	
AVIATION ENVIRONMENTAL PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	1,000,000	0	0	0	1,000,000	
CAP	LF	0	250,000	0	0	0	250,000	
Total		0	1,250,000	0	0	0	1,250,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,250,000</i>	
OCALA INTERNATIONAL AIRPORT AT NORTH INDUSTRIAL PARK ACCESS ROAD - 4384771							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	0	0	0	520,000	520,000	
CAP	LF	0	0	0	0	130,000	130,000	
CAP	FAA	0	0	0	0	5,850,000	5,850,000	
Total		0	0	0	0	6,500,000	6,500,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>6,500,000</i>	

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
OCALA INTERNATIONAL AIRPORT AT WEST INDUSTRIAL PARK ACCESS ROAD - 4384761							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	0	104,000	160,000	0	264,000	
CAP	LF	0	0	26,000	40,000	0	66,000	
CAP	FAA	0	0	1,170,000	1,800,000	0	2,970,000	
Total		0	0	1,300,000	2,000,000	0	3,300,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,300,000</i>	

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

Section 6 - Transit Projects

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4333121							*Non-SIS*
OPERATING/ADMIN. ASSISTANCE						LRTP No: Goal 1: Page 2-8	Length: .000
Responsible Agency: Ocala/Marion TPO							
OPS	DU	813,390	854,060	896,764	941,602	0	3,505,816
OPS	LF	813,390	854,060	896,764	941,602	0	3,505,816
Total		1,626,780	1,708,120	1,793,528	1,883,204	0	7,011,632
<i>Prior Cost < 2018/19</i>		<i>1,549,316</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>8,560,948</i>

MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4424601							*Non-SIS*
OPERATING/ADMIN. ASSISTANCE						LRTP No: Goal 1: Page 2-8	Length: .000
Responsible Agency: Marion County							
OPS	DU	0	0	0	0	988,681	988,681
OPS	LF	0	0	0	0	988,681	988,681
Total		0	0	0	0	1,977,362	1,977,362
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,977,362</i>

SUNTRAN - 4355171							*Non-SIS*
CAPITAL FOR FIXED ROUTE						LRTP No: Goal 1: Page 2-8	Length: .000
Responsible Agency: Ocala/Marion TPO							
CAP	SL	3,600,000	0	0	0	0	3,600,000
CAP	LF	900,000	0	0	0	0	900,000
Total		4,500,000	0	0	0	0	4,500,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>4,500,000</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SUNTRAN FROM OPERATING FIXED ROUTE TO SECTION 5307 - 4333041							*Non-SIS*
OPERATING FOR FIXED ROUTE						LRTP No: Goal 1: Page 2-8	Length: .000
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	1,242,116	660,281	693,295	727,960	0	3,323,652
OPS	LF	634,679	660,281	693,295	727,960	0	2,716,215
OPS	FTA	400,000	400,000	0	0	0	800,000
Total		2,276,795	1,720,562	1,386,590	1,455,920	0	6,839,867
<i>Prior Cost < 2018/19</i>		<i>1,007,437</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>7,847,304</i>

SUNTRAN FROM BLOCK GRANT-CAPITAL TO SECTION 5307 - 4271881							*Non-SIS*
CAPITAL FOR FIXED ROUTE						LRTP No: 2-4	
CAP	FTA	2,132,968	0	0	0	0	2,132,968
CAP	LF	633,242	0	0	0	0	633,242
Total		2,766,210	0	0	0	0	2,766,210
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>2,766,210</i>

SUNTRAN FROM URBAN CAPITAL FIXED ROUTE TO FTA SECTION 5307 - 4271882							*Non-SIS*
CAPITAL FOR FIXED ROUTE						LRTP No: Goal 1: Page 2-8	
Responsible Agency: Ocala/Marion TPO							
CAP	FTA	9,594,217	2,257,820	2,325,554	2,395,321	2,467,181	19,040,093
CAP	LF	2,398,555	564,455	581,389	598,830	616,795	4,760,024
Total		11,992,772	2,822,275	2,906,943	2,994,151	3,083,976	23,800,117
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>23,800,117</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SUNTRAN FROM OPERATING FIXED ROUTE TO SEC 5307 - 4424551						*Non-SIS*	
OPERATING FOR FIXED ROUTE		LRTP No: Goal: 1: Page 2-8				Length: .000	
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	0	0	0	0	764,358	764,358
OPS	LF	0	0	0	0	764,358	764,358
OPS	FTA	0	0	0	0	400,000	400,000
Total		0	0	0	0	1,928,716	1,928,716
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,928,716</i>

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RESOLUTION NO.

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

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

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

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

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

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

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

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 22nd day of October 2018.

By: _____
David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director



October 19, 2018

TO: TPO Board Members

FROM: Michael Daniels, Director

SUBJECT: Transportation Performance Measures and Targets

Nationally, state-specific, and locally, transportation plans exist to enhance mobility and safety for all users of the transportation system. A coordinated effort to connect all the safety plans has long been in effect in the transportation realm, but over the last two years, a system of Performance Management has led to a greater push for comprehensive and coordinated transportation and safety planning. Performance Measures for Safety, System Performance, Pavement and Bridge condition have been developed by the FHWA, for which targets are being established cooperatively between the FDOT and MPO's within the State of Florida (as well as nationally). Through this coordinated effort, the goals of the Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), Strategic Highway Safety Plan (SHSP), and region-specific safety and transportation plans can be shown to guide and support one another. In February of 2018, the Ocala / Marion County TPO, the FDOT adopted the five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) for all public roads based on historic trend data in order to meet federal requirements. The Safety Performance Measures.

FHWA has established an additional set of performance measures for Pavement and Bridge Condition (PM2) and System Performance (PM3). See tables 1 and 2 below:

Table 1: Pavement Condition Performance Measures and Existing Conditions

Performance Measure <i>Pavement</i>	FDOT 2-Year Target	FDOT 4-Year Target	2017 Existing Conditions Ocala /Marion County TPO
% of Interstate pavements in <i>GOOD</i> condition	Not Required	≥ 60%	62.5%
% of Interstate pavements in <i>POOR</i> condition	Not Required	≤ 5%	0.0%
% of non-Interstate NHS pavements in <i>GOOD</i> condition	≥ 40%	≥ 40%	43.7%
% of non-Interstate NHS pavements in <i>POOR</i> condition	≤ 5%	≤ 5%	0.0%









Table 2: Percent of Person-Miles Traveled on the Interstate That Are Reliable

Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2017 Existing Conditions Ocala/Marion County TPO
Interstate Reliability	≥ 75%	≥ 70%	100%
Non-Interstate Reliability	Not Required	≥ 50%	91%
Freight Reliability (Interstate)	≤ 1.75	≤ 2.00	1.29

The TPO is meeting all of the targets for both the pavement conditions and the Travel Time Reliability, as a result, staff is recommending that the TPO support FDOT's targets for PM2 and PM3. The attached information provides more information on these performance measures and targets.

National Highway System: Ocala, FL










U.S. Department of Transportation
Federal Highway Administration

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

 Census Urbanized Areas

 Department of Defense

 Water

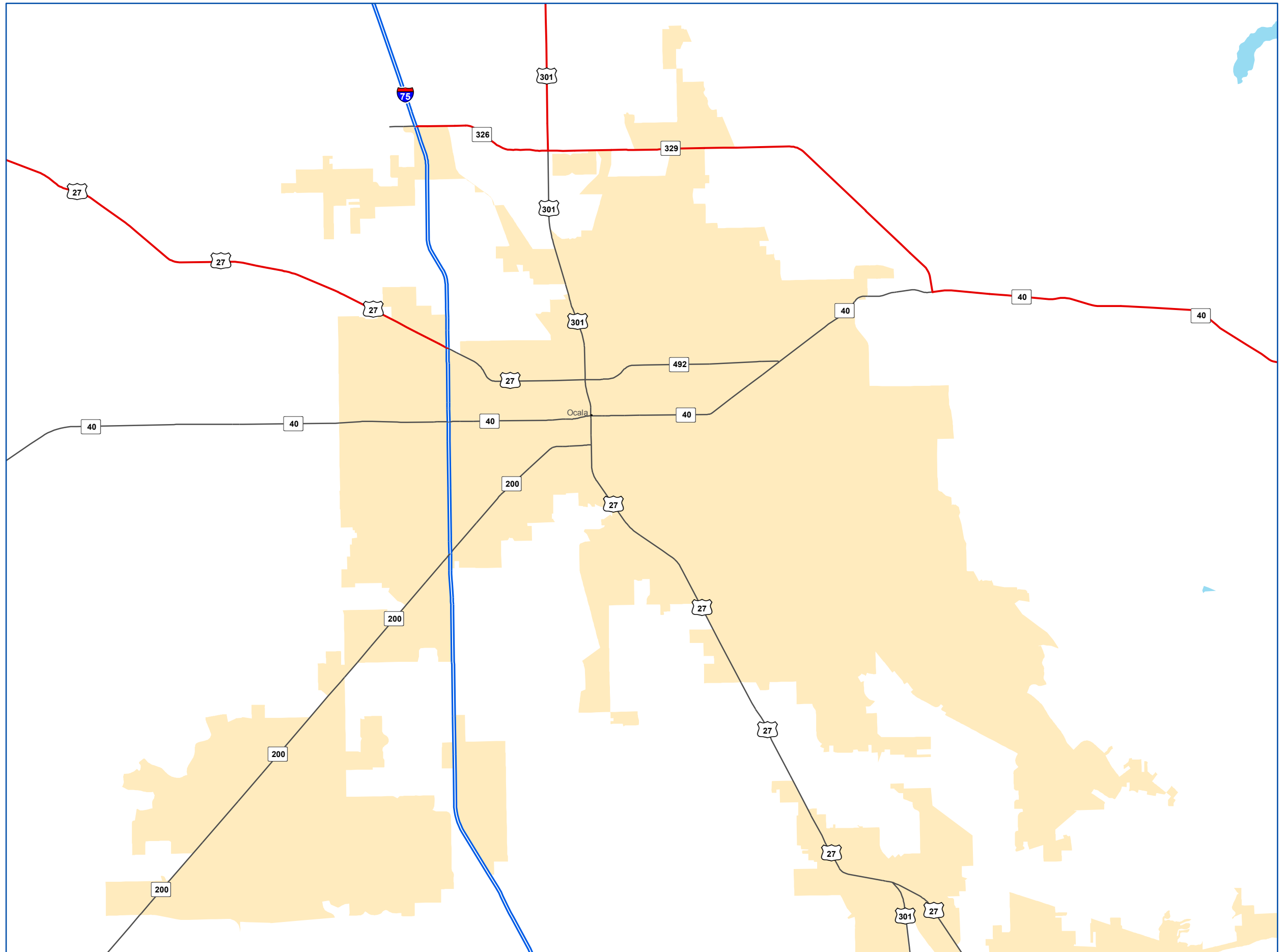
-  Airport
-  Intercity Bus Terminal
-  Ferry Terminal
-  Truck/Pipeline Terminal
-  Multipurpose Passenger Facility
-  Port Terminal
-  Truck/Rail Facility
-  AMTRAK Station
-  Public Transit Station



0 1.5 3
Miles

0 2.5 5
Kilometers

FHWA: March 25, 2015



MAP-21 Performance Management

June 2018

OVERVIEW

Between 2016 and 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) published several rules establishing performance measures and reporting requirements for State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies. This document highlights key provisions of these rules and their implications for Florida's MPOs. It also provides a timeline, reporting requirements and options for target setting.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for State DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA Performance Measures (PM) rules and FTA transit rule established various performance measures required to monitor the performance of safety (PM1), bridge and pavement (PM2), system performance (PM3), and transit asset management (TAM). The rules also indicate how MPOs should set targets, report progress, and integrate performance management into their Long-Range Transportation Plans (L RTPs) and Transportation Improvement Programs (TIPs).



Long-Range Transportation Plans

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

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

Transportation Improvement Programs

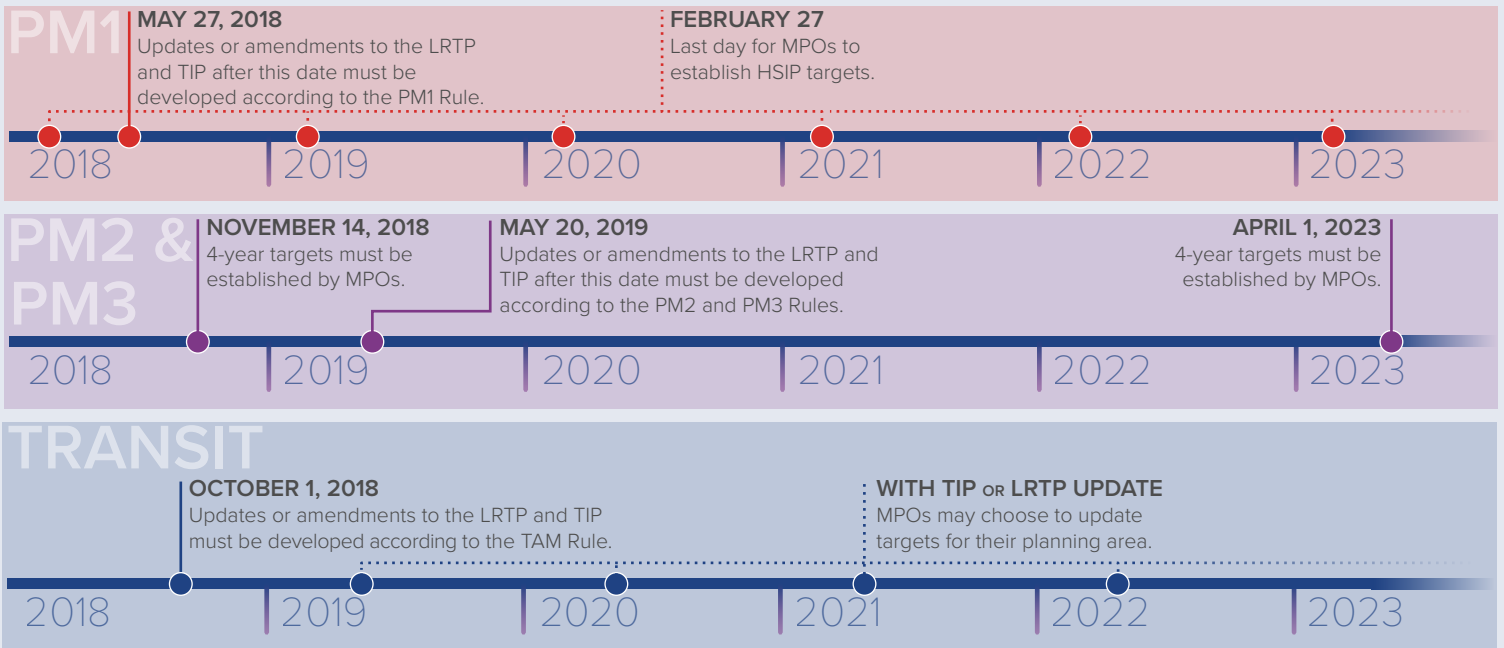
MPO TIPs shall:

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

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

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

TIMELINE



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation will set their respective performance targets in coordination with one another. Each MPO will establish a target for each applicable federally required performance measure. MPOs should establish their targets through existing processes such as the TIP and LRTP update. For the TAM measures, MPOs will set their own target in coordination with transit agencies and FDOT. For the PM1, PM2, and PM3 measures, each MPO will have the option of establishing a target by one of two options:

Support the statewide target established by FDOT.	OR	Set own target, using a quantifiable methodology for MPO planning area.
If the MPO chooses to support the statewide target, the MPO should provide documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide target for that performance measure.		If the MPO chooses to set its own target, the MPO will develop the target in coordination with FDOT. The MPO will provide documentation to FDOT that includes the target adopted by the MPO board and when it was set.

MPOs must provide the selected option to FDOT no later than 180 days after FDOT sets its target.

ASSESSMENT OF SIGNIFICANT PROGRESS

While FHWA will determine whether FDOT has met or made significant progress toward meeting the adopted targets, it will not directly assess MPO progress toward meeting their targets. However, FHWA will review MPO performance relative to targets as part of periodic transportation planning process reviews, including the MPO certification reviews and reviews of adopted and amended LRTPs and adopted and amended MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Mark Reichert, Administrator for Metropolitan Planning

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MAP-21 Performance Management

June 2018

OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS FDOT's Florida Transportation Plan and Metropolitan Planning Organization's (MPO) Long-Range Transportation Plans (LRTPs) updated on or after May 27, 2018 must include safety performance measures and targets. Statewide Transportation Improvement Programs (STIPs) and Transportation Improvement Programs (TIPs) updated on or after May 27, 2018 must include a description of how the STIP/TIP contributes to achieving performance targets in the LRTP.
RATE OF FATALITIES	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

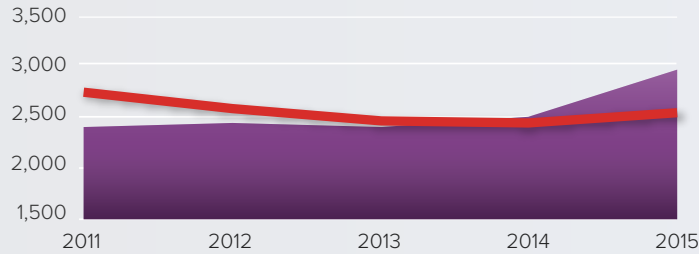
TIMELINE



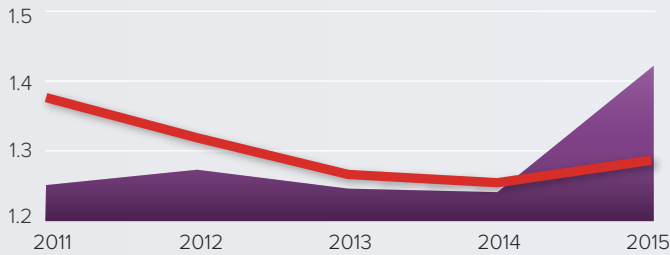
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

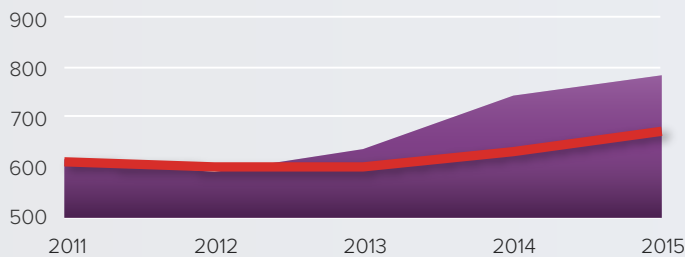
ANNUAL FATALITIES



FATALITY RATE (PER HUNDRED MILLION VMT)



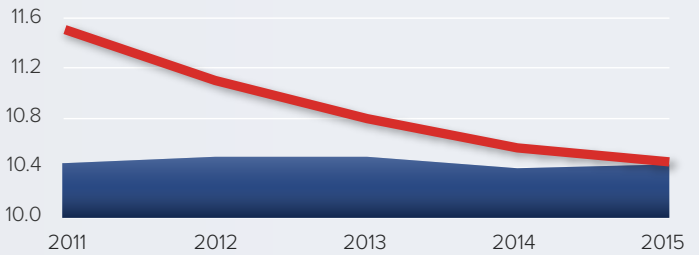
NUMBER OF NON-MOTORIZED FATALITIES



ANNUAL SERIOUS INJURIES



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED SERIOUS INJURIES



Source: 2017 Florida Highway Safety Improvement Program.

STATEWIDE TARGETS

- » FDOT established statewide targets for calendar year 2018 in the Highway Safety Plan (submitted on July 1, 2017) and HSIP Annual Report (submitted on August 31, 2017), and will update **annually** thereafter.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is ZERO.

Based on statistical forecasting, the five-year rolling average for each performance measure for 2018 is projected to be 3,052 fatalities, 165 fatalities per 100 million VMT, 20,861 serious injuries, 11.06 serious injuries per 100 million VMT, and 3,447 non-motorized fatalities and serious injuries.

MPO TARGETS

If an MPO decides to establish its own targets, it has 180 days after FDOT reports its targets on the HSIP Annual Report.

This means that MPOs would need to report their safety targets no later than February 27 **every year**.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a State to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

If FHWA determines that FDOT has not met or made significant progress toward meeting safety performance targets, FDOT must: 1) use a portion of its obligation authority only for HSIP projects, and 2) submit an annual implementation plan that describes actions FDOT will take to meet their targets.

FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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PM2: Bridge and Pavement



MAP-21 Performance Management

June 2018

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule and the targets Florida Department of Transportation (FDOT) selected to meet them.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges by deck area classified as in **GOOD** condition.
- » Percentage of NHS bridges by deck area classified as in **POOR** condition.

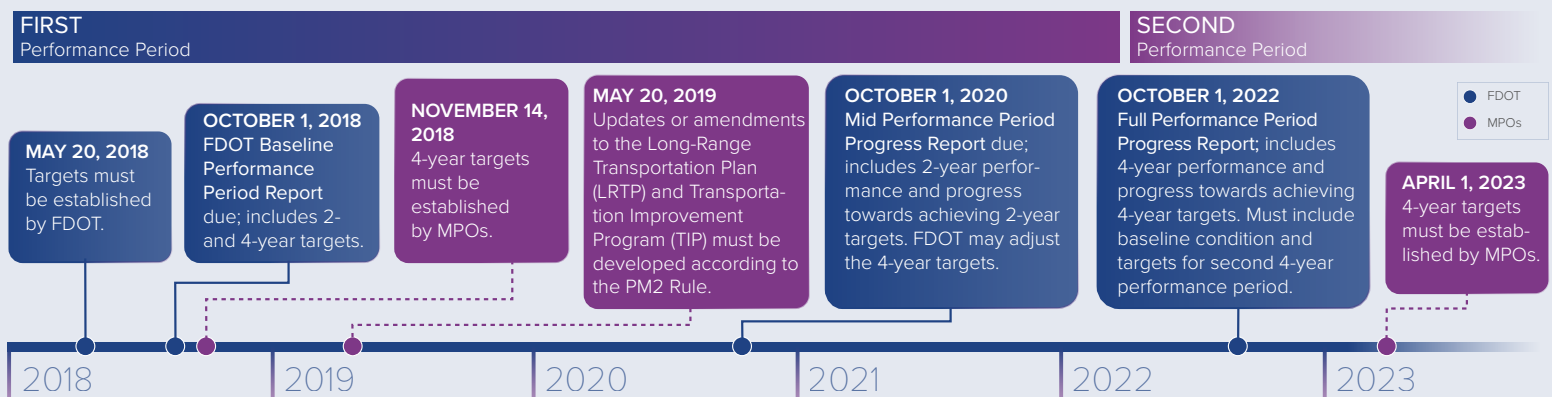
GOOD CONDITION

Suggests no major investment is needed.

POOR CONDITION

Suggests major investment is needed.

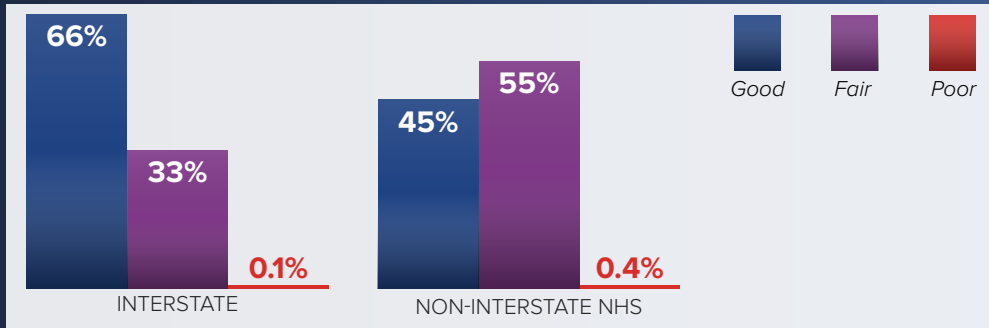
TIMELINE



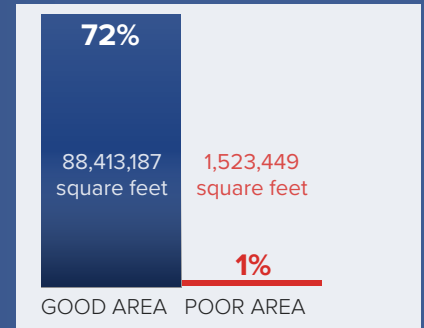
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

Pavement (Flexible and Rigid Combined)



NHS Bridge Deck Area



Source: FDOT State Materials Office and Maintenance Office.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period. FDOT is also responsible for developing an Asset Management Plan, intended to manage NHS pavement and bridge assets.

Performance Measure	2-Year Target	4-Year Target
<i>Pavement</i>		
% of Interstate pavements in GOOD condition	Not Required	≥ 60%
% of Interstate pavements in POOR condition	Not Required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in POOR condition	≤ 5%	≤ 5%
<i>Bridge</i>		
% of NHS bridges by deck area classified as in GOOD condition	≥ 50%	≥ 50%
% of NHS bridges by deck area classified as in POOR condition	≤ 10%	≤ 10%

MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own target, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their bridge and pavement targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress, it must document the actions it will take to achieve the target. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the state-wide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓

FOR MORE INFORMATION PLEASE CONTACT

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2017 Pavement Condition by MPOs

Interstate NHS

MPO	MPO Name	% of Interstate pavements in			% of Interstate lane miles with MISSING Data
		Good	Fair	Poor	
01	SPACE COAST TPO	98.9%	1.1%	0.0%	0.0%
02	CHARLOTTE CO-PUNTA GORDA MPO	70.6%	29.4%	0.0%	0.5%
03	BROWARD MPO	76.6%	23.4%	0.0%	0.4%
04	OKALOOSA-WALTON TPO	91.9%	8.1%	0.0%	0.0%
05	GAINESVILLE MTPO	35.2%	64.8%	0.0%	0.0%
06	HERNANDO/CITRUS MPO	100.0%	0.0%	0.0%	43.1%
07	HILLSBOROUGH MPO	50.9%	49.1%	0.0%	33.1%
08	INDIAN RIVER COUNTY MPO	98.4%	1.6%	0.0%	34.8%
09	NORTH FLORIDA TPO	57.5%	42.5%	0.0%	13.7%
10	POLK TPO	48.2%	51.8%	0.0%	0.0%
11	LEE COUNTY MPO	97.7%	2.3%	0.0%	0.2%
12	MARTIN MPO	67.3%	32.7%	0.0%	0.0%
13	MIAMI-DADE TPO	68.6%	31.4%	0.0%	3.1%
14	COLLIER MPO	36.2%	63.8%	0.0%	0.0%
15	OCALA/MARION COUNTY TPO	62.5%	37.5%	0.0%	0.0%
16	METROPLAN ORLANDO	48.3%	51.7%	0.0%	45.8%
18	PASCO COUNTY MPO	91.6%	8.4%	0.0%	31.4%
19	FLORIDA-ALABAMA TPO	72.8%	27.2%	0.0%	9.5%
20	FORWARD PINELLAS	33.4%	65.9%	0.7%	1.6%
21	SARASOTA/MANATEE MPO	94.7%	5.3%	0.0%	18.6%
22	ST LUCIE TPO	96.3%	3.7%	0.0%	0.0%
23	CAPITAL REGION TPA	73.6%	26.4%	0.0%	0.0%
24	RIVER TO SEA TPO	35.0%	65.0%	0.0%	24.9%
25	PALM BEACH TPA	55.2%	44.8%	0.0%	2.3%
26	LAKE-SUMTER MPO	98.6%	1.4%	0.0%	25.5%

Note:

- 1 For calculating % of Interstate pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.

2017 Pavement Condition by MPOs

Non-Interstate NHS

MPO	MPO Name	% of Non-Interstate NHS pavements in			% of Non-Interstate NHS lane miles with MISSING Data
		Good	Fair	Poor	
01	SPACE COAST TPO	41.8%	57.9%	0.4%	5.8%
02	CHARLOTTE CO-PUNTA GORDA MPO	47.1%	51.8%	1.1%	9.6%
03	BROWARD MPO	38.4%	61.2%	0.4%	2.9%
04	OKALOOSA-WALTON TPO	32.3%	67.7%	0.0%	7.8%
05	GAINESVILLE MTPO	35.7%	64.3%	0.0%	1.0%
06	HERNANDO/CITRUS MPO	64.1%	35.8%	0.0%	0.1%
07	HILLSBOROUGH MPO	42.0%	57.8%	0.2%	6.8%
08	INDIAN RIVER COUNTY MPO	51.5%	47.5%	1.0%	0.2%
09	NORTH FLORIDA TPO	36.2%	63.2%	0.6%	2.5%
10	POLK TPO	67.6%	32.3%	0.2%	0.6%
11	LEE COUNTY MPO	47.6%	52.3%	0.1%	0.6%
12	MARTIN MPO	38.9%	60.6%	0.5%	0.5%
13	MIAMI-DADE TPO	45.7%	53.7%	0.6%	12.9%
14	COLLIER MPO	50.2%	49.8%	0.0%	0.3%
15	OCALA/MARION COUNTY TPO	43.7%	56.3%	0.0%	0.1%
16	METROPLAN ORLANDO	47.3%	52.2%	0.5%	6.7%
17	BAY COUNTY TPO	51.4%	45.6%	3.0%	8.6%
18	PASCO COUNTY MPO	66.0%	33.9%	0.1%	0.6%
19	FLORIDA-ALABAMA TPO	47.3%	50.9%	1.7%	0.5%
20	FORWARD PINELLAS	43.1%	55.7%	1.2%	6.8%
21	SARASOTA/MANATEE MPO	39.7%	59.8%	0.5%	1.2%
22	ST LUCIE TPO	41.1%	58.0%	0.8%	2.6%
23	CAPITAL REGION TPA	35.2%	63.1%	1.7%	0.3%
24	RIVER TO SEA TPO	33.9%	66.1%	0.0%	0.8%
25	PALM BEACH TPA	40.3%	59.2%	0.5%	0.8%
26	LAKE-SUMTER MPO	47.4%	52.5%	0.1%	4.9%
27	HEARTLAND REGIONAL TPO	35.5%	64.2%	0.3%	3.9%

Note:

- 1 For calculating % of Non-Interstate NHS pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.

PM3: System Performance



MAP-21 Performance Management

June 2018

OVERVIEW

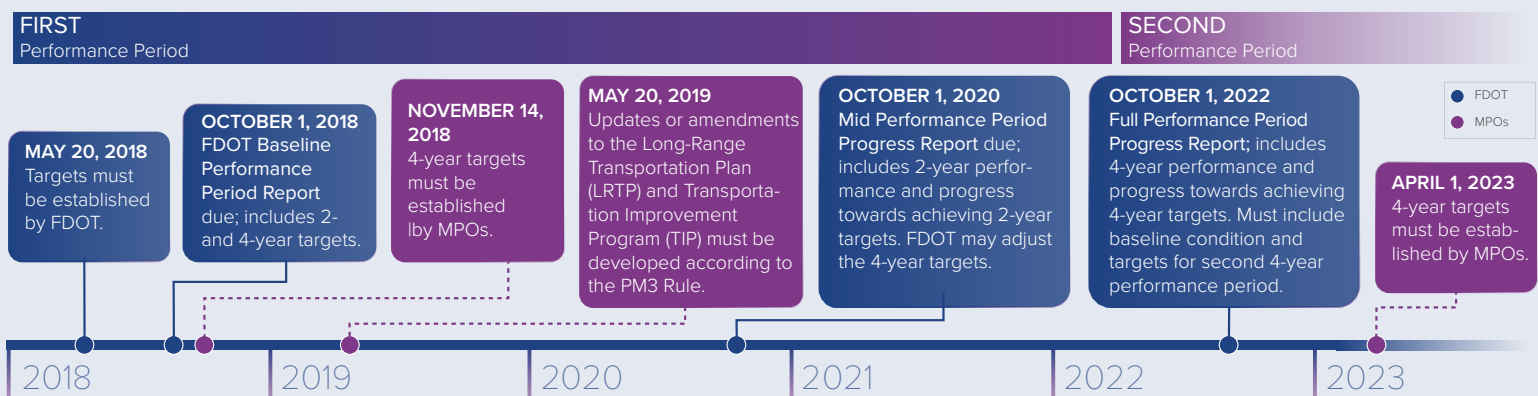
The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule and the targets that the Florida Department of Transportation (FDOT) selected to meet them.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of Person-Miles Traveled on the Interstate that Are Reliable	Interstate Reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called level of travel time reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of Person-Miles Traveled on the Non- Interstate NHS that Are Reliable	Non-Interstate Reliability	Seeks to assess how reliable the interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.
Truck Travel Time Reliability (TTTR) Index	Freight Reliability	

This rule also contains measures addressing the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to Florida or any of its Metropolitan Planning Organizations (MPOs).

TIMELINE

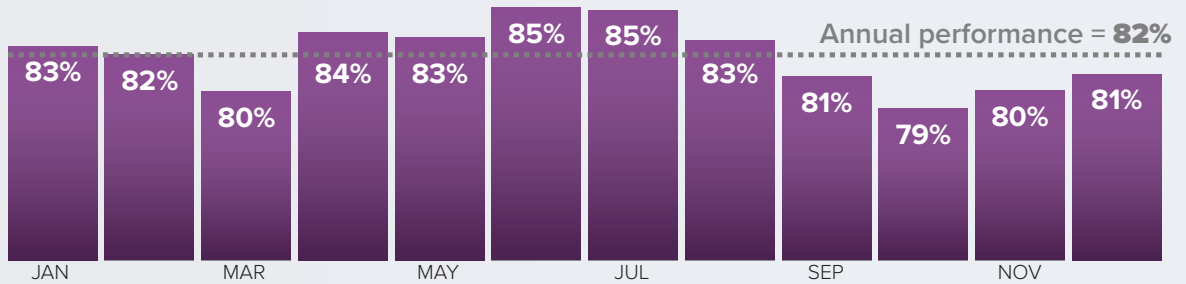


* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

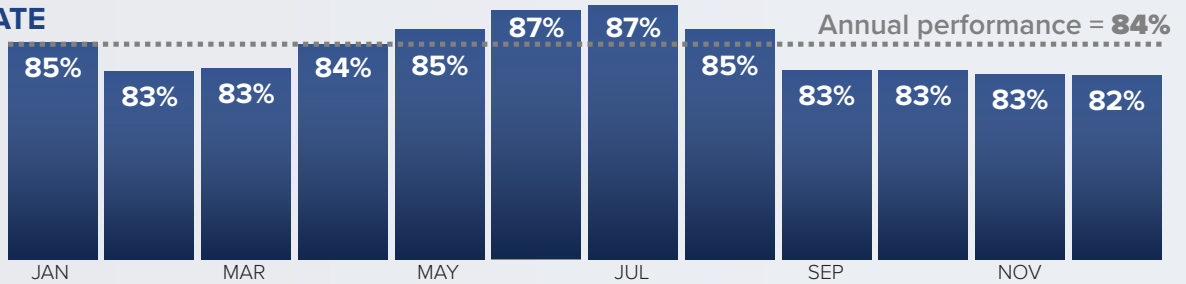
INTERSTATE

Percent of the Person-Miles Traveled on the Interstate that Are Reliable in 2017



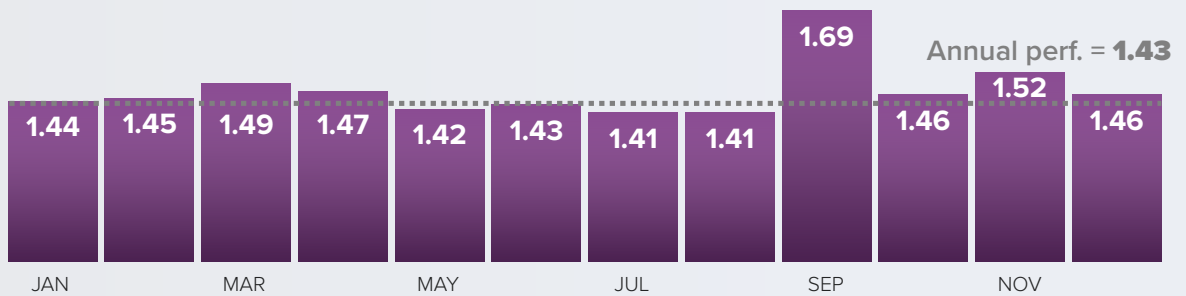
NON-INTERSTATE

Percent of the Person-Miles Traveled on the Non-Interstate NHS that Are Reliable in 2017



TRUCK

Truck Travel Time Reliability Index (Interstate) in 2017



Note: a higher TTTR index means lower reliability.

Source: NPMRDS and FHWA Occupancy Factor.

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Interstate Reliability	75%	70%
Non-Interstate Reliability	Not Required	50%
Freight Reliability	1.75	2.00

MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own targets, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their system performance targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress for the Interstate and Non-Interstate reliability measures, it must document the actions it will take to achieve the target. For the freight reliability measure, it must provide additional documentation. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Mark Reichert, Administrator for Metropolitan Planning

Mark.Reichert@dot.state.fl.us | (850) 414-4901

An Update: 2017 Results

The MAP-21 PM3 measure (Level of Travel Time Reliability for the Interstate and non-Interstate NHS and Truck Travel Time Reliability Index) results for 2017 are now available for each MPO. Please see the charts on the following pages.

The Interstate Reliability measure remained relatively stable for most of Florida's MPOs, with the notable exception of certain large MPOs, including Miami-Dade TPO, MetroPlan Orlando, and North Florida TPO. However, Non-Interstate Reliability continues to show erratic results, with most MPOs experiencing dramatic upward swings in reliability from 2016 to 2017. The Truck Travel Time Reliability Index (an Interstate only measure) also remained relatively stable. Miami-Dade TPO is a notable outlier, showing a drastic improvement in the index.

These erratic trends can largely be attributed to the data sources. The measures for 2014 to 2016 were calculated using the National Performance Management Research Data Set Version 1 (NPMRDS v1), provided to the states by FHWA. A new vendor was chosen by FHWA to provide travel time data beginning in February 2017, commonly referred to as NPMRDS v2.

While both versions of NPMRDS use GPS probes to obtain travel times, a number of differences exist between the two.

NPMRDS v2 farms from a different set of GPS probes and uses a different Traffic Message Channel segmentation. A small number of segments that are not a part of the NHS are included though this amount is 26% less than v1. NPMRDS v2 also uses different data processing and aggregation methods. Most notably, NPMRDS v2 uses path processing to derive more accurate travel times between two points while v1 uses the older spot speed approach.

PM3 Results 2014-2017

Table 1. Percent of Person-Miles Traveled on the Interstate That Are Reliable

MPO	2014	2015	2016	2017
Bay County TPO	n/a			
Broward MPO	80%	71%	67%	67%
Capital Region TPA	100%	100%	100%	100%
Charlotte County-Punta Gorda MPO	100%	100%	100%	100%
Collier County MPO	100%	100%	100%	100%
Florida-Alabama TPO	100%	100%	100%	100%
Gainesville MTPO	100%	100%	100%	100%
Heartland Regional TPO	n/a			
Hernando/Citrus MPO	100%	100%	100%	100%
Hillsborough County MPO	81%	80%	75%	74%
Indian River County MPO	100%	100%	100%	100%
Lake-Sumter MPO	100%	100%	100%	100%
Lee County MPO	100%	100%	100%	100%
Martin MPO	100%	100%	100%	100%
METROPLAN Orlando	62%	63%	71%	52%
Miami-Dade TPO	51%	48%	48%	57%
North Florida TPO	87%	84%	75%	80%
Ocala/Marion County TPO	100%	100%	100%	100%
Okaloosa-Walton TPO	100%	100%	100%	100%
Palm Beach MPO	86%	85%	86%	84%
Pasco County MPO	100%	100%	100%	100%
Pinellas County MPO	81%	78%	76%	77%
Polk TPO	100%	100%	100%	95%
River to Sea TPO	100%	100%	100%	100%
Sarasota/Manatee MPO	100%	97%	93%	92%
Space Coast TPO	100%	100%	100%	100%
St. Lucie TPO	100%	100%	100%	100%
Statewide	88%	86%	85%	82%

Table 2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

MPO	2014	2015	2016	2017
Bay County TPO	84%	82%	74%	95%
Broward MPO	37%	35%	36%	80%
Capital Region TPA	63%	59%	55%	88%
Charlotte County-Punta Gorda MPO	86%	77%	55%	97%
Collier County MPO	56%	46%	42%	97%
Florida-Alabama TPO	73%	71%	59%	88%
Gainesville MTPO	49%	44%	41%	78%
Heartland Regional TPO	95%	94%	92%	99%
Hernando/Citrus MPO	80%	77%	75%	96%
Hillsborough County MPO	65%	59%	56%	79%
Indian River County MPO	65%	57%	50%	94%
Lake-Sumter MPO	95%	94%	92%	99%
Lee County MPO	80%	70%	66%	89%
Martin MPO	80%	63%	68%	97%
METROPLAN Orlando	69%	67%	67%	84%
Miami-Dade TPO	32%	31%	30%	59%
North Florida TPO	62%	59%	60%	85%
Ocala/Marion County TPO	71%	65%	53%	91%
Okaloosa-Walton TPO	79%	72%	81%	90%
Palm Beach MPO	53%	48%	48%	89%
Pasco County MPO	83%	72%	67%	88%
Pinellas County MPO	54%	49%	47%	82%
Polk TPO	90%	88%	84%	97%
River to Sea TPO	51%	47%	39%	89%
Sarasota/Manatee MPO	76%	71%	60%	91%
Space Coast TPO	57%	51%	46%	92%
St. Lucie TPO	77%	68%	60%	95%
Statewide	63%	59%	57%	84%

Table 3. Truck Travel Time Reliability Index on the Interstate

MPO	2014	2015	2016	2017
Bay County TPO	n/a			
Broward MPO	1.84	1.97	1.96	1.81
Capital Region TPA	1.10	1.08	1.08	1.07
Charlotte County-Punta Gorda MPO	1.11	1.11	1.09	1.14
Collier County MPO	1.10	1.10	1.14	1.12
Florida-Alabama TPO	1.16	1.14	1.14	1.19
Gainesville MTPO	1.06	1.06	1.08	1.11
Heartland Regional TPO	n/a			
Hernando/Citrus MPO	1.10	1.11	1.08	1.09
Hillsborough County MPO	2.06	1.95	1.96	1.92
Indian River County MPO	1.11	1.10	1.07	1.08
Lake-Sumter MPO	1.11	1.16	1.14	1.26
Lee County MPO	1.14	1.16	1.22	1.30
Martin MPO	1.10	1.09	1.10	1.11
METROPLAN Orlando	2.85	2.91	2.80	2.62
Miami-Dade TPO	4.14	4.56	3.84	2.98
North Florida TPO	1.57	1.64	1.67	1.67
Ocala/Marion County TPO	1.11	1.13	1.12	1.29
Okaloosa-Walton TPO	1.11	1.10	1.10	1.07
Palm Beach MPO	1.74	1.81	1.84	1.72
Pasco County MPO	1.16	1.27	1.23	1.15
Pinellas County MPO	2.27	2.24	2.31	1.89
Polk TPO	1.14	1.21	1.36	1.49
River to Sea TPO	1.12	1.20	1.19	1.2
Sarasota/Manatee MPO	1.29	1.51	1.60	1.45
Space Coast TPO	1.10	1.09	1.08	1.02
St. Lucie TPO	1.13	1.11	1.10	1.12
Statewide	1.42	1.45	1.44	1.43

**Ocala/Marion County
TPO / SunTran Transit
Asset Management
Plan
Michael Daniels, TPO
Director**

Introduction

The SunTran bus system administered by the Ocala/Marion TPO utilizing a 3rd party contractor, RATP Dev. The County is located approximately 100 miles northwest of Orlando. We are committed to effectively managing our capital assets and maintaining our system in a State of Good Repair (SGR) to enhance safety, reduce maintenance costs, increase reliability and improve service delivery. This policy outlines the agencies approach to overall asset management, identifies responsibility for monitoring and administering the Transit Asset Management (TAM) Plan and is established to ensure compliance with federal laws and regulations including Moving Ahead for Progress in the 21st Century (MAP-21) and 49 U.S.C. Section 5326.

SunTran has 6 bus routes predominantly in and around the City of Ocala. This agency receives financial assistance through the Federal Transit Administration, State Block Grant and Local funds. While our main assets are bus vehicles, we also manage an operation and maintenance building and service vehicles which all work together to provide the best service for the Ocala/Marion County area.

For the purposes of complying with applicable federal regulations, SunTran, as a Tier II provider (100 or fewer vehicles in peak revenue service), has developed a TAM plan which includes the following required elements:

1. An inventory of the number and type of capital assets that includes all capital assets owned by the agency except “non- service vehicle” equipment with an acquisition value under \$50,000.
2. A condition assessment of inventoried assets in a level of detail sufficient to:
 - a. Monitor and predict the performance of the assets
 - b. Inform the investment prioritization
3. A description of analytical processes or decision-support tools that allows SunTran to estimate capital investment needs over time and develop an investment prioritization
4. A project-based prioritization of investments, developed in accordance with CFR 49 Section 625.33

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target
Rolling Stock-Bus <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	80%	60%
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%	20%
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	N/A	N/A

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Mileage	Average Value	Building Square Footage
Revenue Vehicles					
Bus	10	11	494,824	\$90,400	
Equipment					
Non-Revenue Service Vehicles*	3	12	140,505	\$4,333	
Service Truck*	1	6	35,145	\$12,000	
Facilities					
Admin Office**	1				4,080
Garage**	1				5,022

*targets do not apply to individual maintenance assets listed are under \$50,000.

**Admin/Maintenance Facility is a shared facility with the City of Ocala that the TPO does not have capital responsibility for replacement.

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Average Age	Average Term Condition	Average Value	% at or Past ULB
Revenue Vehicles					
Bus	10	11	n/a	\$90,400	80%
Equipment					
Service Vehicle	3	12	n/a	\$4,333	100%
Truck	1	6	n/a	\$12,000	0%
Post Lift	1	20	n/a	\$8,000	100%
Bus Wash	1	5	n/a	\$15,000	100%

Decision Support Tools and Management Approach

Investment Prioritization

Maintenance managers use their best judgment to prioritize needs and return a list of priorities to the General Manager and in turn sends the list to the TPO for review and approval.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Funding	Determination of the various funding sources and funds availability from those sources by the TPO
Annual Vehicle Inspections	Annual vehicle inspections are utilized as a method to determine safety and life cycle conditions.
Bus Replacement Schedule	Replacement Schedule spreadsheets are used to assist with a broad view of the fleet needs based on ULB and federal interest remaining.
Maintenance Plan	Sun Tran's Maintenance Plan in Appendix D outlines the strategies for maintaining of the inventory for the fleet and facilities assets.

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	Maintenance Plan

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/ Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Current Cost/Value	Replacement Cost/Value
Rolling Stock	Transit Bus	9	Gillig	30' LF	1	15GGE181421090567	City of Ocala	2003	743,571	\$4,000	\$480,000
Rolling Stock	Transit Bus	10	Gillig	35' LF	1	15GGB291371078253	City of Ocala	2007	567,235	\$40,000	\$480,000
Rolling Stock	Transit Bus	11	Gillig	35' LF	1	15GGB291571078254	City of Ocala	2007	578,715	\$40,000	\$480,000
Rolling Stock	Transit Bus	12	Gillig	35' LF	1	15GGB291771078255	City of Ocala	2007	551,967	\$40,000	\$480,000
Rolling Stock	Transit Bus	13	Gillig	35' LF	1	15GGB291971078256	City of Ocala	2007	567,382	\$40,000	\$480,000
Rolling Stock	Transit Bus	14	Gillig	35' LF	1	15GGB291071078257	City of Ocala	2007	556,152	\$40,000	\$480,000
Rolling Stock	Transit Bus	15	Gillig	35' LF	1	15GGB291271078258	City of Ocala	2007	569,961	\$40,000	\$480,000
Rolling Stock	Transit Bus	16	Gillig	35' LF	1	15GGB291471078259	City of Ocala	2007	565,751	\$40,000	\$480,000
Rolling Stock	Transit Bus	17	Gillig	35' LF	1	15GGB2712D182070	City of Ocala	2013	247,498	\$120,000	\$480,000
Rolling Stock	Transit Bus	18	Gillig	35' LF	1	15GGB2711H3186850	City of Ocala	2017	45,510	\$480,000	\$480,000
Equipment	Service Veh	26	Chevy	Trailblazer	1	1GND813S742177564	City of Ocala	2004	110,164	\$3,500	\$30,000
Equipment	Service Veh	27	Dodge	Caravan	1	1D8HN44H38B192883	City of Ocala	2008	154,474	\$4,500	\$24,000
Equipment	Service Veh	28	Chevy	Express	1	1GBJG312961154120	City of Ocala	2006	156,977	\$5,000	\$23,000
Equipment	Shop Truck	31	Chevy	Truck	1	1GB0CXCGXCF211446	City of Ocala	2012	35,145	\$12,000	\$30,000

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Depreciated Cost	Replacement / Cost Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Rolling Stock	Transit Bus	9	1	15GGE181421090567	16	743,571	\$50,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	10	1	15GGB291371078253	12	567,235	\$ 4,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	11	1	15GGB291571078254	12	578,715	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	12	1	15GGB291771078255	12	551,967	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	13	1	15GGB291971078256	12	567,382	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	14	1	15GGB291071078257	12	556,152	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	15	1	15GGB291271078258	12	569,961	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	16	1	15GGB291471078259	12	565,751	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	17	1	15GGB2712D182070	5	247,498	\$120,000	\$480,000	12	No
Rolling Stock	Transit Bus	18	1	15GGB2711H3186850	1	45,510	\$480,000	\$480,000	12	No

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Service Veh	26	1	1GNDS13S742177564	14	110,164	\$3,500	7	Yes
Equipment	Service Veh	27	1	1GBJG312961154120	12	154,474	\$4,500	7	Yes
Equipment	Service Veh	28	1	1D8HN44H38B192883	10	156,977	\$5,000	8	Yes
Equipment	Shop Truck	31	1	1GB0CXCGXCF211446	6	35,145	\$12,000	7	No

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value	Square Footage
Facilities	Admin and Maintenance Facility	Office	1		20	N/A*	N/A	4,080
Facilities	Maintenance Facility	Garage	1		20	N/A*	N/A	5,022

*Shared facility maintained by the City of Ocala

Appendix C: Proposed Investment Project Replacement List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	High
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	High
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium

Appendix D: Maintenance Plan

Asset Category/Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
Transit Bus	6, 18 and 30,000 mile PM services	By Mileage	4 to 6 hrs.	\$400 to \$1,000
Service vehicle	3 and 12,000 mile PM services	By Mileage	2 to 4 hrs	\$100 to \$300

Each vehicle has a daily defect sheet fill out, any defects notated are addressed by the maintenance and recorded on a work order which includes the defects, corrective action, parts used and labor time.

Asset Category/Class	Overhaul Strategy
Transit Buses	Engine and transmission rebuilds at manufactures recommendations cost approx. \$22,000 for engines and \$8,000 for transmissions

Asset Category/Cl	Disposal Strategy
All Buses	Buses are not disposed of until a replacement bus has been put into service, at that point the out of service bus will be either sent to auction or given to another county dept.
Asset Category/Class	Acquisition and Renewal Strategy
All Buses	Acquisitions are only completed on a as needed basis, i.e. end of life service.

RESOLUTION

NO. _____

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
ADOPTING TRANSPORTATION PERFORMANCE
MANAGEMENT (TPM) TARGETS FOR CALENDAR YEAR 2018.

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, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the FHWA issued a final rule based on section 1203 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and with consideration to provisions in the Fixing America's Surface Transportation Act (FAST Act), which identified national transportation goals, outlined standards for measuring and reporting safety data and established five safety performance measures; and

WHEREAS, in accordance with 23 C.F.R. 490.105(a), the Florida Department for Transportation (FDOT), has developed transportation performance measures and targets for bridge condition, pavement condition and travel time reliability; and

WHEREAS, 23 C.F.R. 490.105(a), requires that each Metropolitan Planning Organization establish a program of Transportation Performance Management (TPM) that includes transportation measures and targets and each organization will report progress in reaching the adopted targets; and

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

1. The Board has reviewed and endorsed the FDOT targets for bridge condition, pavement condition and travel time reliability as shown in Exhibit A; and
2. The Chairman of the Ocala/Marion County TPO (or his/her designee) is hereby authorized and directed to submit these targets to the:
 - a. Florida Department of Transportation
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation; and the
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

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 23rd day of October 2018.

By: _____
David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director

Exhibit A

Ocala/Marin County Transportation Planning Organization Calendar Year Targets

Table 1: Pavement Condition Performance Measures and Existing Conditions

Performance Measure <i>Pavement</i>	FDOT 2-Year Target	FDOT 4-Year Target
% of Interstate pavements in <i>GOOD</i> condition	Not Required	≥ 60%
% of Interstate pavements in <i>POOR</i> condition	Not Required	≤ 5%
% of non-Interstate NHS pavements in <i>GOOD</i> condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in <i>POOR</i> condition	≤ 5%	≤ 5%

Table 2: Bridge Condition Performance Measures and Existing Conditions

Performance Measure <i>Bridge</i>	FDOT 2-Year Target	FDOT 4-Year Target
% of NHS bridges by deck area classified as in <i>GOOD</i> condition	≥ 50%	≥ 50%
% of NHS bridges by deck area classified as in <i>POOR</i> condition	≤ 10%	≤ 10%

Table 3: Percent of Person-Miles Traveled on the Interstate That Are Reliable

Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target
Interstate Reliability	75%	70%
Non-Interstate Reliability	Not Required	50%
Freight Reliability (Interstate)	1.75	2.00

Performance Improvement Plan (PIP)

Employee Name: Mike Daniels
Date: 10/23/2018

The purpose of this Performance Improvement Plan (PIP) is to define serious areas of concern in your work performance. To meet the expectations established for your position, you must improve in the specific areas(s) noted below and continue successful performance in all other areas.

Area(s) of Concern: *(check all that apply)*

EMPLOYEE STANDARD(S) INVOLVED:

- CUSTOMER FOCUS INNOVATION EFFICIENCY QUALITY WORK
 INTEGRITY TEAM WORK JOB KNOWLEDGE

Step 1: Improvement Areas: These are the areas of concern to be improved and addressed:

Communication
Leadership
Attention to Detail

Step 2: Expectations: The following performance standards must be accomplished to demonstrate progress towards achievement of each Improvement goal:

Eliminate billing errors and implement controls to prevent reoccurrence.
Improve communication and keep all TPO Board members timely informed of pertinent issues.
Maintain a positive and professional relationship with FDOT.
Ensure staff is trained and functioning as a team.

Step 3: Progress Checkpoints: The following schedule will be used to evaluate your progress in meeting your Improvement activities.

Follow-up Updates: You will receive feedback on your progress according to the following schedule:

Date Scheduled	Activity (memo/meeting)	Conducted By	Completion Date
	30-day progress meeting	Chairman	
	60-day progress meeting	Chairman	
	90-day progress meeting	Chairman	
	120-day progress meeting	Chairman	
	150-day progress meeting	Chairman	
	180-day progress meeting	Chairman	

Timeline for Improvement, Consequences & Expectations:

Effective immediately, you are placed on a 180-day PIP. During this time, you will be expected to make regular progress on the plan outlined above. Failure to meet or exceed these expectations, or any display of gross misconduct will result in further disciplinary action, up to and including termination.

Signatures:

Print Employee's Name: Michael Daniels

Employee's Signature: _____

Date: 10/23/18

Print Chairman's Name: David Moore

Chairman's Signature: _____

Date: 10/23/18



TRANSPORTATION PLANNING ORGANIZATION

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

September 20, 2018

PUBLIC HEARING MINUTES

Members Present:

Commissioner Kathy Bryant
Commissioner Jeff Gold, *arrived at 2:14pm*
Councilman Justin Grabelle
Councilman Brent Malever
Commissioner David Moore
Councilman Jay Musleh
Commissioner Michelle Stone
Councilman Matthew Wardell
Commissioner Carl Zalak

Members Not Present:

Mayor Kent Guinn
Councilwoman Valerie Hanchar
Commissioner Ronald Livsey
Councilwoman Mary Rich

Others Present:

Melba Smith
Kellie Pecora
Oliver Cromwell, SunTran
Michael Ferro
Amber Gartner, Kimley-Horn
Tom Wilder, Marion Transit
Karen Williams, Marion Transit
Anissa Pieriboni, Florida Center for the Blind
Matt Thompson, Florida Center for the Blind
Angela Hammond, Florida Center for the Blind
Tracey Straub, Marion County BOCC
David Tillman, Tillman Engineering

Item 1. Call to Order and Roll Call

Chairman Moore called the Public Hearing to order at 2:06 PM. Secretary Shakayla Pullings called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the Public Hearing had been published online to the TPO website and on the City of Ocala, Marion County, Belleview, Dunnellon websites, and to the September 6, 2018 edition of the Star Banner.

Item 3. Public Comment

Anissa Pieriboni, President CEO of Florida Center of the Blind located at 1411 NE 22nd Avenue, Ocala, FL 34470 expressed concerns to the board about the new SunTran routes and bus stop changes and how they may affect the visually impaired. Ms. Pieriboni wanted to ensure that the information of new changes was given in plenty advanced notice to the visually impaired so that the proper training on the new changes could be given.

There was some board discussion.

Ms. Pieriboni showed the board on a map where the bus stops were located nearest Florida Center of the Blind and where the new route system would move the stops.

Mr. Zalak told Mr. Daniels to look into the changes to the bus stops and take into consideration the Florida Center of the Blind and issues with bus stop issues in the past and Mr. Daniels said that he would.

Michael Ferro, 3617 NE 19th Place, Ocala, FL 34470 addressed the board and said that he had been a bus rider for a couple of years and questioned why there had not been route expansion to reach more employers such as Signature Brands, K-Mart Distribution, etc.

Mr. Daniels said that it was a part of the Transit Development Plan to continue to go out west.

Melba Smith, 1310 West Silver Springs Blvd, Ocala, FL 34475 addressed the board and said that she was thankful for the SunTran bus and had been a rider since SunTran began. She said that some of the bus routes should be expanded to On Top of the World and other areas for people that may not have transportation.

Mr. Daniels said that there would be access to the current route locations but would be changes in colors of the routes.

Suny Perez 3748 NE 8th Place, Ocala, FL addressed the board and said she like the idea of the crossing at Route 75 but wished that the system could go further specifically to West Marion Hospital and said that Silver Spring Shores Walmart route should have two stops so it is not a long wait time and ride to get to the Shores Walmart. Ms. Perez also expressed concerned about transportation to Marion Transit and also asked if shelters that were put up would be affected by the route changes and bus stop relocations.

Mr. Daniels said that the stops would stay were the shelters were put up. Mr. Daniels also said the further out the route is the less ridership in the interim there would be more expenses for fuel cost and route timing was a factor as well. Mr. Daniels mentioned that there were other ways for transportation out in different areas such as Marion Transit if for medical purposes.

Mr. Zalak said that he knew of a handful of retirement subdivisions that had their own transportation such as shuttles that would take people to regional shopping and serve as an amenity to the community. Mr. Zalak said that Uber or Lyft was also an option for transportation.

Item 4a. SunTran- Route Realignment

Mr. Daniels presented the SunTran Route Realignment and said that to maximize the efficiency of the SunTran network, the proposed route alignments from the SunTran COA, finalized in February 2016, and the Transit Development Plan Update in 2018, with some necessary modifications, were assumed to be the base network to the existing system. The revised network took the current funding environment into account.

Mr. Daniels said he went over the presentation at the August TPO meeting but wanted to present the presentation again with summarized the modifications to the route alignments for the public:

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

Blue Route – The proposed alignment of the Blue route would provide one-way service on the majority of the route, including a one-way loop along Blitchton Road that is currently serviced by the Purple route with 60-minute headways. The alignment would provide a more direct travel path between several important anchors: the Health Department, the Ocala Regional Medical Center, SW 17th Street, Downtown, and the northwest area identified as an important transit market. The alignment would benefit ridership due to the directness of travel between major anchor points and the available transfers at the Downtown Transfer Station. This would also make service more efficient in the northwest, as it would provide a transfer opportunity to all other routes serving the Downtown Station before continuing to the Health Department.

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

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

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

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

Red Route – The proposed alignment preserves the western portion of the existing route from the Health Department as it continues east but would connect directly to Winn-Dixie and Walmart using SE Maricamp Road and not bifurcate into A and B branches at the Winn-Dixie. The Red route is presently the lowest ridership route and has the highest operating cost per passenger trip. It is proposed to eliminate the last trip of day, due to low ridership.

Silver Route to the Ocala / Marion County Commerce Park

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

Commissioner Gold asked what would be the impact if the stop at the Shores Walmart was added.

Oliver Cromwell with the SunTran addressed the board and said there would be a time constraint on the end bound and because there was a long stretch of road on the red route adding another stop would add additional 4 to 5 minutes that would miss the connection to the Health Department but said it could be looked at.

Ms. Stone made a motion to approve the Route Changes as they had been presented with the addition of addressing the Center for the Blind concerns. Ms. Bryant seconded and the motion passed unanimously.

Item 5. Adjournment

Chairman Moore adjourned the Public Hearing at 2:42 PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



TRANSPORTATION PLANNING ORGANIZATION

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

September 20, 2018

MINUTES

Members Present:

Commissioner Kathy Bryant
Commissioner Jeff Gold
Councilman Justin Grabelle
Councilman Brent Malever
Commissioner David Moore
Councilman Jay Musleh
Commissioner Michelle Stone
Councilman Matthew Wardell
Commissioner Carl Zalak

Members Not Present:

Mayor Kent Guinn
Councilwoman Valerie Hanchar
Commissioner Ronald Livsey
Councilwoman Mary Rich

Others Present:

Melba Smith
Kellie Pecora
Oliver Cromwell, SunTran
Michael Ferro
Amber Gartner, Kimley-Horn
Tom Wilder, Marion Transit
Karen Williams, Marion Transit
Anissa Pieriboni, Florida Center for the Blind
Matt Thompson, Florida Center for the Blind
Angela Hammond, Florida Center for the Blind
Tracey Straub, Marion County BOCC
David Tillman, Tillman Engineering

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 2:42 PM. Secretary Shakayla Pullings called the roll of members. A quorum was present.

Item 2. Proof of Publication

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

Item 3a. 2017 Traffic Counts

Mr. Odom presented the 2017 Traffic Counts Manual to the board and gave a brief presentation outlining of significant changes in the traffic count patterns around the county.

Mr. Odom said traffic volumes were the benchmark by which the operating efficiency of all roadways are measured. Traffic counts individually reveal more about a roadway and the vehicles that use it more so than any other type of data. They are also used as the basis to generate virtually every other type of statistic that is used in roadway analysis and they are used in all phases of roadway project development, monitoring, maintenance, traffic crash monitoring, public information and transportation legislation. Also, included in the document were several different types of transportation and socioeconomic data. The purpose of this content was to illustrate the wide array of conditions and factors that impact the transportation network in Marion County. The variety of data that was contained in the report would illustrate developing trends and conditions in various areas such as accident information, population, employment, law enforcement activities and the number of vehicles registered in Marion County. Mr. Odom also showed the board the different types of devices used to collect traffic count data.

Mr. Odom said that the Ocala/Marion County TPO would continually produce and expand the report on an annual basis in order to provide an ongoing effort to better illustrate the developing growth trends that impact the Marion County regional area. Mr. Odom also said the traffic crash data was missing from the manual but should be available before Christmas.

Item 3b. CR 464B and US 27 (Fellowship) Proposed Intersection Improvements

Mike Sanders with the Florida Department of Transportation (FDOT) presented to the CR 464B and US 27 Proposed Intersection Improvements to the board.

Mr. Sanders said that he worked with the Traffic Operations Department and the goal was to eliminate safety issues with roads and a study was done on CR 464B and US 27. Based on a Qualitative Assessment Study that was completed in 2017, FDOT has put together

90% design plans for intersection improvements at CR 464B and US 27. The purpose of the assessment was to evaluate the prevailing operating traffic flow conditions and identify areas where improvements would be beneficial for safety and efficiency reasons.

From that study, per crash records obtained by VHB from Signal4Analytics and CARS, there were seven crashes reported at the intersection during the latest 24-month period covering

January 1, 2015 to December 31, 2016. Of the seven reported crashes, one included a fatality, two were injury crashes and four were property damage only crashes. The total property damage from the crashes was estimated at \$88,800.

Additional crash data from January 2012 through December 2014 was reviewed to determine if a crash pattern that extends beyond the initial two years of data. Data from 2012 revealed that no crashes were reported at the intersection.

In 2013, five angle crashes and one overturning crash were reported. One angle crash, which involved one operator under the influence of drugs, resulted in a fatality and two other angle crashes involved injuries. The contributing cause in the angle crashes was cited as FTYRW, and the contributing cause in the overturn crash was failure to maintain vehicle.

In 2014, one crash was reported within the influence area of the intersection involving a pedestrian. The crash, which occurred approximately 80 feet south of the intersection, during the day in dry conditions, resulted in an injury with an unknown contributing cause.

Eight-hour turning movement counts were collected at the intersection of US 27 and CR 464B/BP Gas Station Driveway from 7:00 - 9:00 a.m., 11:00 a.m. – 1:00 p.m. and 2:00 – 6:00

p.m. during a typical weekday. The traffic counts along US 27 revealed a balanced northbound-southbound directional flow pattern during the a.m. period and predominantly northbound flows during the mid-day and p.m. periods. Hourly directional traffic volumes on northbound US 27 range from 362 vehicles per hour (vph) in the a.m. period, to 744 vph in the mid-day, to 580 vph in the p.m. period. Southbound US 27 directional traffic volumes range from 378 vph in the a.m. period, to 341 vph in the mid-day, and 433 vph in the p.m. period. Traffic flow on eastbound CR 464B ranged from 91 to 142 vehicles per hour (vph) for seven of the eight hours with a peak flow of 161 vph during the a.m. period attributable to a high volume of right turns onto US 27. The westbound approach, the BP Gas Station driveway, exhibited hourly traffic flows ranging from 25 to 59 vph with 58 and 59 vehicles recorded during both the noon hour and the 5:00 p.m. hour. The majority (78.0%) of the vehicles generated by CR 464B turn right to travel south on US 27 while approximately 39% of traffic exiting the gas station driveway travels west straight through the intersection onto CR 464B. The northbound approach recorded 19 U-turn movements and the southbound approach recorded 2 U-turns during the 8-hour period.

No pedestrian or bicycle activity was observed during the 8-hour count period. Heavy vehicles accounted for approximately 6% of the total traffic on US 27.

Mr. Grabelle left at 3:05pm. A quorum was still present.

Ms. Stone said that she was opposed to the CR 464B and US 27 Intersection project asked if the driveways on the north side of US 27 specifically the BP Gas Station and Sheltering Hands had been looked at

Mr. Sanders said that FDOT had not looked into doing any driveway modifications for the businesses.

Ms. Stone asked if looking into driveway modifications would be a possible viable option before a decision was made on the project.

Mr. Sanders said that drivers trying to get to the businesses would have to have some way to get to the driveway connections.

Ms. Stone asked it was something the FDOT had the authority to change.

Mr. Sanders replied yes.

Ms. Stone said she would like for the FDOT to look into it.

There was continuous board discussion about safety issues and the board opposed a U-Turn on the 65mph roadway saying it would only create another problem down the road.

Ultimately, Mr. Sanders said the design was not complete and wouldn't be until the end of the year and should be enough time to have a supplemental analysis completed.

Item 4a. Central Florida MPO Alliance Regional Priorities

Mr. Daniels presented the Central Florida MPO Alliance Regional Priorities to the board and said at its October 12, 2018 meeting, the Central Florida MPO Alliance would be discussing the draft FY 2018/19 Regional Priority Lists for highway, transit and regional trails.

Mr. Daniels provided the board with each of the approved lists and said the list for highways and trails included several projects within the Marion County area and the biggest change from the Ocala/Marion TPO was to move the NW 49th Street Interchange project up to #2 on the list. In addition, the Pruitt Gap trail projects was also added to the trails priority list. There were no projects on the transit list from Ocala/Marion.

Ms. Bryant made a motion to approve the Central Florida MPO Alliance Regional Priorities. Ms. Stone seconded and the motion passed unanimously.

Item 4b. TPO Director Contract Renewal

Chairman Moore said that himself and Councilwoman Hanchar (Vice-Chair) had got together on Monday, September 17, 2018 to conduct TPO Director, Michael Daniels Performance Evaluation and after changing the scoring scale from 1-5 Mr. Daniels had an overall average score of a 3 meaning "Meets Expectations". A copy of the evaluations of both Chairman Moore and Vice-Chair Hanchar were provided to the board for review.

Mr. Gold made a motion to approve the TPO Director Contract Renewal. However, there was no second and the motion did not pass.

Ms. Bryant said there was no new contract provided to the board it was just the existing contract.

Mr. Daniels said he did not provide a new contract because there was language in the contract that it could have been approved for an additional two years as written, amended, or could not be accepted.

Mr. Musleh said the key thing would be salary and any benefits.

Mr. Zalak asked if Mr. Daniels was still at the same salary as the current contract.

Mr. Daniels responded, yes and as the contract was written there would be no change in salary.

Ms. Bryant asked if there was an opportunity to go on a six month probation period before signing another lengthy contract.

Mr. Zalak said you could renew for six months.

Ms. Bryant said she was very concerned about the issues with FDOT and the way that it was handled and very concerned about the fact that it was not communicated with the board until the TPO was put at high risk and although provisions were put in place to correct the issues but she was not willing to sign a two-year contract until she knew that the issues had been resolved and that there are no other issues.

Ms. Bryant also expressed other concerns about the bus shelters and remembered having lengthy conversation about them and the bus shelters were not built to the specifications that the board approved. Ms. Bryant passed out pictures of an installed bus shelter to show the board.

Ms. Bryant said there was approximately \$20,000 a piece spent building the shelters and they were supposed to have a Hip Roof and they instead have a Gable Roof, they were also supposed to have ventilated shelter on the sides and they did not have that, they were supposed to have a 6-foot ribbed bench and they did not have that. Ms. Bryant said she would like to see the contract for the shelters and would like to see what the specifications were that the contractor who received the bid award was given. Ms. Bryant said it caused a question with the FDOT issues and the shelters if the board should be renewing for another two-year contract.

Mr. Zalak said he had some of the same issues with the FDOT issues and told

Mr. Daniels that it was tough because if the board did not find out about the FDOT issues for approximately a year from when the problem started what else didn't the board know and he did not know how to get past it. Mr. Zalak also said he did not think the evaluation at a 3 was fair.

Mr. Musleh asked Mr. Zalak if he thought the evaluation should have been worse or better.

Mr. Zalak said he did not know how some of the questions were relevant and referenced some of the questions from the evaluation.

Mr. Malever asked Mr. Zalak if he was suggesting a six month renewal.

Mr. Zalak said that he did not suggest that and that he would not renew the contract.

Mr. Musleh said he thought the time should be reasonable and was not for not renewing the contract and believed everyone deserved a second chance to correct problems and if the problems could be corrected within a six month period then he was fine with that but did not think it should be shorter than six months because there would not be enough time.

Ms. Bryant said she would not suggest anything shorter than six months.

Mr. Musleh said six months was a good gage because you should be able to tell with the FDOT problem if it was starting to correct itself.

Mr. Gold asked if it was quarterly or monthly billing.

Mr. Daniels responded that it was monthly and that the specific conditions requirements were for three approvals with one approval so far and within two months hopefully there would be another approval.

Mr. Zalak said effectively Mr. Daniels would fix the FDOT issues but the biggest issue was truly what caused the lack of information for so long for the board not to be aware and said he did not know how that happened. Mr. Zalak said if the County Administrator or City Manager had done the same thing it would be over.

Mr. Gold said that when the County evaluates the County Administrator that all the Commissioners get input on the evaluation and would be fair that all the TPO board get that opportunity next evaluation.

Chairman Moore said he had asked how the evaluation was done previously and there had not been an evaluation for the previous TPO Director so the evaluation was done based off the wording in the contract.

Mr. Musleh made a motion to renew the TPO Director contract for six months. No increase in salary and all of the terms of the contract remain the same. Mr. Malever seconded.

Ms. Stone said in light of the conversation she did not think the performance evaluation rating could stand at a 3.1 or 3.2 combined rating.

Chairman Moore said that everyone on the TPO board could review the TPO Director and then could average everyone.

Mr. Zalak said at least the board should have input and then referenced a question from the Performance Evaluation and said he didn't know that anyone on the board was managing

Mr. Daniels on the level to answer some of the questions given. Mr. Zalak said that Mr. Daniels biggest job was to communicate to the TPO Board and that had failed miserably.

Mr. Musleh withdrew his motion.

Mr. Moore said the contract should be rewritten to say that after the six months everyone on the TPO board would give a review of the TPO Director and change the categories.

The board ultimately decided that Mr. Daniels should receive a Performance Plan at the next TPO board meeting and that everyone on the TPO board would send any areas of concern to the City of Ocala HR Director, Jarred Sorenson for them to be compiled for the board to ratify it at the next board meeting.

Mr. Malever made a motion to extend the contract for six months with the understanding that during that time a performance plan will be put together for next month and will renew the contract for the six-month period. At the end of the six months there will be a review by the entire TPO board. Ms. Stone seconded, and the motion passed unanimously.

Ms. Stone left at 4:02pm. A quorum was still present.

Ms. Bryant said she would like to have an analysis done on the bus shelters.

Mr. Zalak agreed.

Ms. Bryant said the specifications of the shelters were not agreed upon by the TPO Board. Ms. Bryant asked if the TPO had overpaid and not received what was asked for as far as the specifications the board decided on. Ms. Bryant asked if someone had changed the bus shelter design and not tell the board about it.

Mr. Zalak asked Mr. Daniels if someone had changed the bus shelter design.

Mr. Daniels responded that the design was done by the City of Ocala and the City had put together a draft design and the design of the shelter that was built had been taken back to the board.

Ms. Bryant told Mr. Daniels according to the February 28, 2017 minutes he stated that the shelters would have Hip Roof style and have glass panels in front of them and the shelters did not have either of them.

Mr. Daniels said he knew the actual building design in what was approved in February but he would go back and look at it.

Ms. Bryant said she believed that the shelter design that was approved by the board was what went into the contract because bids were included.

Mr. Daniels said that the City of Ocala did not design the bus shelter they only designed the pads and when the design was taken to the board there were some differences.

Ms. Bryant said that even with what Mr. Daniels was saying it was not what was stated in the minutes of the February 28th meeting and the shelters are not as what was stated.

Mr. Daniels said that he could certainly provide the information.

Mr. Zalak said the problem was that board stated one thing at the meeting and Mr. Daniels came back to the board and got approval on a different design.

Mr. Daniels said he would go back and look at the minutes but he did provide a design at the meeting.

Ms. Bryant said it did not make any sense because the board approved a contract which meant the design should have been attached with the contract that was approved by the board and Mr. Daniels stated in the February 28th minutes what some of the design specifications were and that is not what the shelters look like.

Mr. Daniels said that he knew there was a different design and he had provided it to the board and he would go back and provide the information.

Ms. Bryant asked how had the design changed after the board put out a bid and approved a contract.

Mr. Daniels said there was language in the contract that there was the ability to make some changes and the contract was based on what was actually built and it was not based on the design, referencing a photo of the board approved shelter that Ms. Bryant had provided.

Mr. Wardell asked if it was a design-build contract.

Mr. Daniels said that basically they came in and provided the design with the TPO and that was what the contract was based on. Mr. Daniels also said there were three different contractors and they all had a different design with differences. Mr. Daniels said he did not want to say anything that was not true and he would need to go back and take a look but he did know that the actual design was submitted to the board.

Mr. Malever asked how many shelters had been built.

Mr. Daniels responded, eleven shelters.

Mr. Zalak said the contract was for eleven shelters.

Ms. Bryant reiterated that with all due respect to Mr. Daniels it did not make any sense and that there was a contract that was approved that should have had design specifications attached to it and that is what should have been built.

Mr. Daniels said he would take a look at it and without having the information in front of him that he could not respond accurately.

Item 5. Consent Agenda

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

Item 6. Comments by FDOT

Vickie Wyche with FDOT said the Status Report had not come out for the month due to a staff member being out of the office and asked if there were any questions from the board.

Mr. Zalak asked about Baseline.

Ms. Wyche said she would get an update and email Mr. Zalak.

Ms. Wyche notified the board that she would start including lane closures along with the status reports.

Ms. Wyche also noted to provide information on NE 14th Street.

Item 7. Comments by TPO Staff

Mr. Daniels provided the board with updated Financial Billing Information and the UPWP Progress Report and talked about financial progress of the TPO.

Mr. Daniels also talked about projects that would be taken to the board in upcoming meetings.

Item 8. Comments by TPO Members

There were no comments by TPO Members.

Item 9. Public Comment

There was no Public Comment.

Item 10. Adjournment

Commissioner Moore adjourned the meeting at 4:11pm.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

430655-1 S.R. 492 (NE 14th St) Resurfacing from U.S. 27/301/441 (Pine Ave) to S.R. 40



About

The purpose of this project is to mill and resurface State Road 492 (Northeast 14th Street) from U.S. 27/301/441 (Pine Avenue) to State Road 40 (Silver Springs Road), approximately 4 miles. Other work activities include narrowing the center lane to add a bike lane, pedestrian signal and signing upgrades, guardrail replacement, curb and gutter, and improvements to comply with current Americans with Disabilities Act (ADA) standards. The contractor will maintain access to businesses and residences.

Lane Closures

Friday, September 28th, 2018 to Wednesday, October 31st, 2018

7 p.m. - 7 a.m. Various intermittent single lane closures for paving work along the main road, and paving and traffic sensor installation at side streets.



Oct. 18, 2018

Steve Olson, 386-943-5479
Steve.olson@dot.state.fl.us

State Road 200 Work Ramps Up

Ocala – Motorists traveling State Road (S.R.) 200 (Southwest College Road) will see an upsurge in construction activities late this weekend, and throughout next week, as improvements begin in three different areas from County Road 484 to the Interstate 75 (I-75) interchange.

Area One: Travelers are advised that the westbound outside (right) lane is anticipated to be closed nightly from **Sunday, Oct. 21 – Thursday, Oct. 25, 7:30 p.m. – 7:30 a.m.**, between SW 36th Avenue and the I-75 interchange for work along the northbound I-75 on ramp. Access to northbound I-75 from westbound S.R. 200 will be accommodated by turning right from the middle lane. Traffic will also be shifted to temporary pavement on the ramp. This work is part of improvements to add turn lanes and widen some of the I-75 on-and-off ramps.

Area Two: Drivers are also advised that short, intermittent daytime lane closures are anticipated **Monday, Oct. 22 – Friday, Oct. 26**, along eastbound S.R. 200 at 50th, 46th and 43rd courts as well as in the westbound direction at SW 42nd Street for pedestrian improvements to concrete sidewalk and curb ramps. This work is part of improvements to resurface the road from east of Southwest 60th Avenue to east of Southwest 38th Court, about 3 miles.

Area Three: Additionally, resurfacing work is anticipated to begin at the end of this month between County Road 484 and east of 60th Avenue, about 6 miles. No lane closures are anticipated at this time; however, work will require nighttime lane closures.

Drivers are also being given notice that they can expect uneven lanes, when the contractor places layers of new asphalt.

Please note that lane closures may change. Electronic message boards and other signage will be used to safely direct motorists as well as pedestrians and bicyclists around work. When work occurs at signalized intersections, law enforcement will direct traffic.

Lane closure information is available on FDOT's Central Florida website, www.CFLRoads.com. Search by project numbers 435659-2, 437344-1 and 436978-1.

Media inquiries should be directed to the FDOT Communications Office at 386-943-5497 or d5-pio@dot.state.fl.us.

Please pay attention and use caution when traveling through a construction zone.



October 19, 2018

TO: TPO Board Members

FROM: Michael Daniels, Director

RE: Financial Billing Update

To ensure that the Board is kept up to date with our financial and billing activity, at each monthly meeting we will submit a financial report which updates the Board on our expenses and invoicing for the fiscal year. In addition, we will provide an update to our approved Unified Planning Work Program Tasks, so that the Board can see the progress that has been made on achieving the tasks in the approved UPWP. Both items along with the specific award conditions from FDOT are enclosed.

Should you have any questions regarding these issues prior to the scheduled meeting, please contact me in our office at 629-8297.

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

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

TPO PL 112 FY18-19

FY Qtr	Beginning Balance	Billing Amount	Remaining	Date Approved
FY 2018-2019	\$ 807,110.00			
JULY		\$ 22,246.32	\$ 784,863.68	9/11/2018
AUGUST		\$ 53,270.63	\$ 731,593.05	9/27/2018
SEPTEMBER				
OCTOBER				
NOVEMBER				
DECEMBER				

FTA Capital and Operation Allocation (SunTran)

Contract	Beginning Balance	Billed Thus Far	Remaining	Percentage Spent Thus Far	Notes
TPO-17-003	\$ 551,158	\$ 284,065	\$ 267,093	52%	FY 2015 FTA (5307) SunTran Capital Allocation
TPO-17-004	\$ 1,150,554	\$ 611,284	\$ 539,270	53%	FY 2015 FTA (5307) SunTran Operating Allocation
TPO-17-006	\$ 116,000	\$ 93,331	\$ 22,669	80%	FY 2015 FTA (5307) SunTran Planning Allocation
TPO-18-004	\$ 1,263,122	\$ -	\$ 1,263,122	0%	FY 2016 FTA (5307) SunTran Operating Allocation
TPO-18-005	\$ 206,623	\$ 65,094	\$ 141,529	32%	FY 2016 FTA (5307) SunTran ADA Allocation
TPO-18-006	\$ 596,480	\$ -	\$ 596,480	0%	FY 2016 FTA (5307) SunTran Capital Allocation

FDOT Block Grant			
FY Qtr	Billing Date (Qtr)	Billed Amount	Date Approved
FY 2017-2018	Oct 1 2017 - Sept 30 2018		
Qtr #1	Oct 1 - Dec 31	\$ 2,715.54	5/18/2018
Qtr #2	Jan 1 - Mar 31	\$ 465,396.78	6/8/2018
Qtr #3	Apr 1 - Jun 30	\$ 432,174.61	Not Billed Yet
Qtr #4	July 1 - Sept 30		

Contract	Beginning Balance	Billed Thus Far	Remaining	Percentage Spent Thus Far	Notes
TPO-15-004	\$ 2,348,046	\$ 1,552,976	\$ 795,070	66%	FDOT Transit Block Grant

FDOT Block Grant			
FY Qtr	Billing Date (Qtr)	Billed Amount	Date Approved
FY 2017-2018	Oct 1 2017 - Sept 30 2018		
Qtr #1	Oct 1 - Dec 31	\$ 1,357.77	5/18/2018
Qtr #2	Jan 1 - Mar 31	\$ 161,834.00	6/8/2018
Qtr #3	Apr 1 - Jun 30	\$ 153,222.41	Not Billed Yet
Qtr #4	July 1 - Sept 30		

FY 15-16 5305d					
FY Qtr	Billing Date (Qtr)	Beginning Balance	Billing Amount	Remaining	Date Approved
FY 2017-2018	July 1 2017 - June 30 2018	\$ 98,234.00			
Qtr #1	July 1 - Sept 30	No Billing This Qtr			
Qtr #2	Oct 1 - Dec 31	No Billing This Qtr			
Qtr #3	Jan 1 - Mar 31		\$ 574.82	\$ 97,659.18	
Qtr #4	Apr 1 - Jun 30		\$ 2,605.55	\$ 95,053.63	

\$ 3,180.37

FY 17-18 5305d

FY 17-18 5305d					
FY Qtr	Billing Date (Qtr)	Beginning Balance	Billing Amount	Remaining	Date Approved
FY 2018-2019	July 1 2018 - June 30 2019				
Qtr #1	July 1 - Sept 30				
Qtr #2	Oct 1 - Dec 31				
Qtr #3	Jan 1 - Mar 31				
Qtr #4	Apr 1 - Jun 30				

Transportation Disadvantaged (TD)

Contract		Beginning Balance	Billed Thus Far	Remaining	Percentage Spent Thus Far	Notes
TPO-17-010		\$ 26,821.00	\$ 6,168.83	\$ 20,652.17	23%	FY 17-18 TD

FY Qtr	Billing Date (Qtr)	Beginning Balance	Billing Amount	Remaining	Date Approved	Notes
FY 2017-2018	July 1 2017 - June 30 2018	\$ 26,821.00				
Qtr #1	July 1 - Sept 30	No Billing This Qtr				
Qtr #2	Oct 1 - Dec 31		\$ 6,168.83	\$ 20,652.17	7/5/2018	
Qtr #3	Jan 1 - Mar 31		\$ 268.21	\$ 20,383.96	8/15/2018	
Qtr #4	Apr 1 - Jun 30		\$ 268.21	\$ 20,115.75	8/15/2018	

FY Qtr	Billing Date (Qtr)	Beginning Balance	Billing Amount	Remaining	Date Approved	Notes
FY 2018-2019	July 1 2018 - June 30 2019	\$ 26,790.00				
Qtr #1	July 1 - Sept 30		\$ 1,674.38	\$ 25,115.62		Not Submitted Yet
Qtr #2	Oct 1 - Dec 31					
Qtr #3	Jan 1 - Mar 31					
Qtr #4	Apr 1 - Jun 30					



UPWP PROGRESS REPORT July 1, 2018 to October 19, 2018

UPWP TASK 1.0 – ADMINISTRATION

STAFF SUPPORT

Conducted TPO Meetings on July 11 and July 17.

- Prepared meeting notice via email and website
- Posted meeting packet on website
- Developed agenda package
- Coordinated presentations

Conducted TAC and CAC Meetings on August 14

- Prepared meeting notice
- Posted Meeting Packet on website
- Developed agenda package
- Coordinated presentations

Conducted TPO Meeting on August 23

- Prepared meeting notice
- Posted Meeting Packet on website
- Developed agenda package
- Coordinated presentations
- Prepared Payroll documents and PL Invoices for FDOT
- Address PL invoice review comments
- Completed and submitted Final PL Invoice for FY17/18 UPWP to FDOT for review
- Began working on FY18/19 UPWP PL Invoices
- Submitted DRAFT PL Invoice #1 for FY18/19UPWP to FDOT for review
- Began working on FY 18/19 UPWP PL Invoice #2
- Reviewed expenditures

Provide general administrative support for the day to day operations of the TPO.

- Payroll processing
- Travel support
- General office support
- Grant management
- Invoice preparation
- Created updated Speaker Cards for TPO meetings
- Worked with IT regarding linking access and excel tables to ESRI feature classes; new drivers installed
- Submitted reclasses in preparation for the end of the City of Ocala's fiscal year
- Continued the reconciliation process of accounts in preparation for the end of the City of Ocala's fiscal year
- Worked with the City of Ocala's Grant/Finance Department to verify any and all financial outstanding issues for the end of the City's fiscal year.
- Entered account strings for all P-Card transactions
- Combined all P-Card transaction backup documents for City of Ocala Procurement Department
- Processed Pennsylvania Ave Project invoice into Eden for payment

- Reviewed invoice entries in Eden for outstanding invoices for the City's previous fiscal year
- Compiled documents for meeting packets for TAC and CAC meetings
- Completed time entries for each employee in Kronos to accomplish Payroll

CERTIFICATION

No activity this period

AUDIT

No activity this period

TRAINING

- GMS Accounting and Financial Management System Demo Webinar
- Continued practice finance assignments in the new accounting software - Munis
- 2018 FPTA / CTD Annual Conference

DATA COLLECTION

- Traffic Count Data Collection Correspondence with Marion County Engineering Staff
- Traffic Counts & Trends Manual Data Entry and Table Preparation
- NW 49th Street Interchange – Additional traffic count scheduling to augment PD&E
- Attended City of Ocala monthly GIS meeting
- Worked with American Community Survey data for information in the Dunnellon area

SAFETY

- Marion County's 2017 traffic crash data; download from FIRES and begin cleanup.
- Review Marion County's 2018 fatal traffic crashes.
- Continued cleanup of traffic crash data for 2017
- Queried TPO traffic crash database for 2013-2017 traffic crashes in the SR 40 Silver Springs Corridor study area
- Queried TPO traffic crash database for 2017 traffic crashes involving bicyclists and pedestrians; noted injury severity
- Continued general cleanup of 2017 traffic crashes (street names, location, node assignment, direction and distance)
- Queried for 2018 fatal traffic crashes on the FIRES website and compared with the TPO's current list of fatal crashes

UPWP TASK 3.0 – LONG RANGE PLANNING

2045 LONG RANGE TRANSPORTATION PLAN

- Attend monthly LRTP Progress Meeting
- Review / Evaluation of 2045 Revenue Forecast
- LRTP Pre-Meeting w/Kittleson & Associates
- LRTP Review – Multi-Modal Accessibility Review
- 2045 CFRPM – Inventory of Data Review Materials (ZDATA, Shapefiles, etc.)
- Review and evaluation of LRTP Scope (1st Draft)
- Follow-Up Teleconference with Kittleson & Associates (Franco Saraceno) regarding 2045 LRTP Scope (1st Draft).
- 2045 CFRPM – set up an ESRI project to work with 2045 ZDATA; created a table from the excel data received from FDOT to link with the TAZ feature class
- Begin CFRPM Baseline ZDATA Review
- Review and evaluation of LRTP Scope (1st Draft)

AIR CONFORMITY

No Activity this period

PERFORMANCE MEASURES

- Attend mobility performance measure FDOT workshop.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- Attend Marion County Joint Planning Agreement discussion regarding ITS.
- *TIMS Meeting Polk County – ITS*

REGIONAL COORDINATION

- Attend CFMPOA Policy meeting

REGIONAL TRAILS

- Corrections to the Marion County Regional Trail Projects map.
- Future Trails Connectivity Assessments (DEP, Heart of Florida, Local)

UPWP TASK 4.0 – SHORT RANGE PLANNING

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Meeting with County Engineering Staff – FDOT Applications
- SRTS Comparative Candidate Evaluation
- Project Application Preparation
 - SW 49th Ave – Phase II
 - SW 49th Ave – Phase III
- SR 40 Silver Springs Corridor: edited crosswalk gap data and added pedestrian lighting on both sides of SR 40 from east of Wal-Mart to SR 35
- SR 40 Silver Springs Corridor: realign Black Bear Trail to north side of SR 40 and away from private parcel #24006-000-00
- ‘Roll-Forward’ TIP Development with Transit Asset Management Performance Measures

MONITOR TRANSPORTATION SYSTEM IMPACTS

- *Marion County monthly Transportation Coordination meeting*
- *City of Ocala monthly projects development meeting*
- *NW 44th Avenue development (City of Ocala/Marion County Executive Staff & Senior Administration)*
- Traffic Study Reviews
 - Winter Green Development (Continuing)
 - Country Green Development (Continuing)
- FDOT Application Preparation
 - NW 37th Avenue
 - SR 40 – Silver Springs
 - Lake Tuscawilla Drainage Basin Expansion
 - SR 200 Wildlife Underpass
- Bridges Road Closure Stakeholders Teleconference
- NE 25th Avenue roadway widening project (FM # 431797-1) Agency Coordination meeting and discussion with FDOT and consultants.
- Additional research and discussion with FDOT staff and County staff regarding available funding options for the NW 49th Street interchange project.
- Multi-Modal Connectivity Reviews for Committed & Existing Facilities
- Collect information regarding the SW 44th Avenue project to submit to FDOT for review
- Collection title search information regarding the SR 40 Downtown Multimodal project and submit to FDOT for review.
- Traffic Incident Management Meeting – ATMS

FAST ACT TRANSPORTATION ALTERNATIVES (TA) PROGRAM

No activity this period

LEGISLATIVE ACTIVITIES

No activity this period

UPWP TASK 5.0 – PUBLIC TRANSPORTATION

SUNTRAN

- Realignments to SunTran Blue, Silver & Red Routes in preparation for Public Hearing Worked with SunTran staff to resolve route discrepancies
- Worked on the 7 routes with route overlaps
- Generating time point locations from excel spreadsheet
- Setting up a rough draft of 44x36 wall plot at 1:1950FT

TRANSPORTATION DISADVANTAGED

No Activity this period

UPWP TASK 6.0 – PUBLIC INVOLVEMENT

TPO

- Updated the TPO website with the approved PIP and Title VI documents and signed resolutions
- Updated the TPO website with the Final ATMS Plan
- SunTran Route Change Engagement: (GIS) created 24x36 display maps for all 7 routes plus an overall map of the newly aligned transit system.
- SunTran Route Engagement Meetings
 - Silver Springs Shores Community Center (8/6)
 - Downtown Transfer Station (8/7)
 - Marion County Health Department Transfer Station (8/8)
 - Ed Croskey Center (week of 8/13 to 8/17)
 - CF Campus (8/20 to 8/24).
- CTST Monthly Meeting
- Safe Kids Marion Monthly Meeting
- For the Week of 7/16 to 7/20
- SunTran Website Content Review
- SunTran Route Changes Public Involvement Coordination
- Updated the TPO website with current projects
 - Downtown to Silver Springs and Indian Lake Trail Crossing Study
 - Belleview to Greenway Trail Alternatives Study
 - Transit Development Plan
 - 2017 Traffic Count Book
- Added the CFMPOA Meeting information to the TPO website
 - Friday, October 12, 2018 at MetroPlan Orlando
- Walk Your Kids To School Day – Finalized arrangements for post-walk on-site activities
- Proclamation Acceptance Ceremony - Walk Your Kids To School Day (Marion County Commission)

FDOT

No activity this period.

UPWP TASK 7.0 – SPECIAL PROJECTS

7.1 NE 8th Avenue Road Diet Study

No Activity this period

7.2 Trails Wayfinding, Safety & Supporting Facilities Master Plan

- Data Needs & Public Involvement Strategy Meeting
- Discussion with FDOT staff and consultant regarding revising the scope of the Trails, Wayfinding, Safety, & Supporting Facilities Master Plan.
- Kick-Off Meeting for Trails Wayfinding, Safety & Supporting Facilities Master Plan
-

7.3 Nature Coast Trail Feasibility Study

No Activity this period

7.4 US 27 Corridor Assessment

No Activity this period

7.5 CR 484 Corridor Assessment

No Activity this period

7.6 CR 484 Pennsylvania Avenue Study Addendum

- Pre-Stakeholder's Meeting Strategy Session
- Stakeholder' List Candidate Review
- Scoping & Public Involvement Strategy
- Final Public Involvement Organization for CR 484/Penn Ave. Addendum (Maps, Questionnaire, etc.)
- CR 484/Penn Ave. Addendum – Final Stakeholder/Business Owner Interviews (2)
- Follow-Up teleconference with KHA for final public involvement summation for Final Interviews (2)