



Technical Advisory Committee (TAC) Meeting
Marion County – Library Headquarters, Meeting Room B
2720 E. Silver Springs Blvd., Ocala, FL 34470

March 11, 2025
3:30 PM

AGENDA

1. CALL TO ORDER
2. ROLL CALL
3. PROOF OF PUBLICATION
4. CONSENT AGENDA
 - A. [January 14, 2024 TAC Meeting Minutes](#)
5. ACTION ITEMS
 - A. [List of Priority Projects \(LOPP\) Policies and Procedures Update](#)
6. PRESENTATIONS
 - A. [SunTran Transit Development Plan \(TDP\) Annual Report](#)
 - B. [Active Transportation Plan Update](#)
7. COMMENTS BY FDOT
 - A. [FDOT Construction Report](#)
8. COMMENTS BY TPO STAFF
 - A. [2050 Long Range Transportation Plan \(LRTP\) Update](#)
9. COMMENTS BY TAC MEMBERS
10. PUBLIC COMMENT (Limited to 2 minutes)
11. ADJOURNMENT

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

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

The next regular meeting of the Technical Advisory Committee will be held on May 13, 2025



Technical Advisory Committee (TAC) Meeting

Marion County – Library Headquarters, Meeting Room B

2720 E. Silver Springs Blvd., Ocala, FL 34470

3:30 PM

MINUTES

Members Present:

Steven Cohoon

Noel Cooper

Kia Powell

Loretta Shaffer (*arrived at 3:35pm*)

Jeff Shrum

Chuck Varadin

Chad Ward

Members Not Present:

Tom Duncan

Bob Titterington

Others Present:

Rob Balmes, Ocala Marion TPO

Shakayla Irby, Ocala Marion TPO

John Scarfe, FDOT

Melissa McKinney, FDOT

William Roll, Kimley-Horn

Aubrey Hale, City of Ocala

Item 1. Call to Order

Chairman Steven Cohoon called the meeting to order at 3:31pm.

Item 2. Roll Call

Secretary Shakayla Irby called the roll and a quorum was present.

Item 3. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on January 7, 2025. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 4. Membership Update

TPO Director Rob Balmes provided a membership update, informing the committee that he had been contacted by the School District. Casey Griffith will be taking the school position on the TAC; however, he was unable to attend the meeting due to a scheduling conflict with the school board meeting, which is held on the same day at 3:00 p.m.

Mr. Balmes also reported that there was still no confirmation regarding the Department of Environmental Protection (DEP) position on the TAC.

Item 5. Consent Agenda

Mr. Cooper made a motion to approve the Consent Agenda. Mr. Shrum seconded, and the motion passed unanimously.

Item 6a. 2025 Safety Performance Management Targets

TPO Director Rob Balmes explained that federal law required TPOs/MPOs to conduct performance-based planning by tracking performance measures and setting annual safety targets. Since 2018, the TPO had been required to adopt safety targets annually, with no penalties for not meeting them.

For 2025, the TPO needed to submit safety targets to FDOT by February 28. The Board had historically adopted quantifiable targets rather than the state targets of zero for all measures. Three options were presented for 2025:

- **Option A:** 5% reduction from 2024 targets (recommended by staff)
- **Option B:** 5% reduction based on rolling averages
- **Option C:** Adopt FDOT's state targets of zero

Option A aligned with the Commitment to Zero goal of eliminating fatalities and serious injuries by 2045. The committee's recommendations were being sought before final Board consideration.

Chairman Cohoon provided feedback, mentioning past discussions from the TPO board about the need for a clear explanation of efforts to reduce serious injuries and fatalities. He suggested creating a one-page document outlining current actions and strategies, such as utilizing signal data in road projects to address issues like lane departures and curve corrections. This document could also include education and enforcement efforts, helping to demonstrate the TPO's impact. Chairman Cohoon recommended that the document be added as a goal moving forward.

Mr. Cooper inquired whether a similar list had been put together recently.

Mr. Balmes confirmed that a similar list was created last year at the request of Chairwoman Dreyer. The document, about a page and a half long, highlighted safety efforts from various partners, including programs, education, and projects. He offered to bring it back to the next meeting for updates and refinement if needed.

Chairman Cohoon suggested bringing the document back and improving it by adding data, such as the number of issues or correctable crashes in specific corridors, and detailing the results of investigations and efforts to meet safety goals. He expressed support for the document created last year and recommended enhancing it by including more data and possibly adding elements of beautification.

Ms. Shaffer asked Mr. Balmes how the information was shared with the community, specifically through workshops and social media, and how it was shared with the public.

Mr. Balmes explained that the document was only shared with the board and committees. He acknowledged the idea of making it more illustrative and professional-looking to share with the public.

Ms. Shaffer agreed with Chairman Cohoon's suggestion about producing the informational document, proposing that a press release could be issued through the public relations department. She suggested reaching out to local media to highlight the progress made, and the beautification efforts that had been supported by FDOT in the community.

Ms. Shaffer asked Mr. Balmes if he had a preference between Option A or B, or if either option was more suitable in terms of funding or other parameters needed for success.

Mr. Balmes explained that there is no penalty for setting aggressive targets that may not met. He mentioned that integrating these into the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) helps guide how the issue is approached. He added that Mr. William Roll would address how this is factored into the goals and objectives during the LRTP presentation.

Mr. Shrum made a motion to recommend Option A: a 5% reduction to the prior year targets for the 2025 Safety Performance Management Targets, with the addition of statistical information on how the goals are being addressed. Mr. Cooper seconded, and the motion passed unanimously.

Item 6b. 2025 Pavement and Bridge and System Performance Targets

TPO Director Rob Balmes explained that federal law required State DOTs and TPOs/MPOs to conduct performance-based planning by setting data-driven targets. In 2017, the Federal Highway Administration (FHWA) established the Pavement and Bridge Condition Performance Measures (PM2) and System Performance Measures (PM3) to assess conditions and reliability for the National Highway System (NHS). There were no penalties for failing to meet these targets.

On December 16, 2022, FDOT set new statewide two- and four-year targets for PM2 and PM3, which the TPO Board adopted on March 28, 2023. These targets were required to be included in the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).

At the 2024 mid-point review, FDOT revised three targets, requiring TPO Board action by March 1, 2025:

- **PM2** – % of NHS Bridges in Poor Condition: revised from $\leq 10.0\%$ to $\leq 5.0\%$
- **PM3** – % of Person-Miles Traveled on the Interstate That Are Reliable: revised from $\geq 70.0\%$ to $\geq 75.0\%$
- **PM3** – % of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable: revised from $\geq 50.0\%$ to $\geq 60.0\%$

PM2 measured the condition of pavement and bridges, classifying them as good, fair, or poor. PM3 assessed system performance by measuring travel time reliability for all vehicles and freight trucks. The latest available data for Marion County from 2023 was provided by FDOT.

The TPO Board was recommended to adopt the three revised statewide targets for submission to FDOT and inclusion in the TIP and LRTP.

Mr. Shrum inquired about CR 484, noting that it is the only non-state road in the discussion. He asked how it was considered in terms of funding implications.

Mr. Balmes responded that he believed it could be a beneficial funding situation, providing more options for CR 484.

Mr. Shrum asked how CR 484 was scored, given that it is a local roadway. He inquired whether there were any deficiencies that would require immediate action, and if the adopted standards might necessitate a project to address those issues.

Mr. Jon Scarfe with FDOT said he would take the question back and provide an answer to the committee.

Ms. Shaffer recommended TPO Board adoption of the three revised statewide targets for PM2 and PM3 for submission to the Florida Department of Transportation, and inclusion in the TIP and LRTP. Mr. Cooper seconded, and the motion passed unanimously.

Item 7a. Florida Department of Transportation (FDOT) Fiscal Years (FY) 2026 to 2030 Tentative Work Program for Marion County

Jon Scarfe, MPO Liaison Administrator for the FDOT District 5 Office, provided a presentation on the Tentative Five-Year Work Program for fiscal years 2026–2030 in Marion County. The FDOT District 5 Tentative Work Program Public Hearing took place from December 2 to December 6, with a Public Hearing Open House held both virtually and at the District Headquarters in DeLand on December 4, 2024.

The slideshow presentation was included in the meeting minutes on pages 11-26 for reference.

Mr. Scarfe noted on the County Breakdown slide of the presentation that in FY 2028/29, there was a dip in funding (\$15,005,771) due to resurfacing projects not being scoped out for that year, resulting in many projects not being included in the total. He also pointed out that FY 2029/30 showed a significant increase in funding (\$248,729,635), primarily due to large capacity projects in Marion County, particularly those related to I-75.

Additions to the work program included the following:

- Resurfacing projects
 - 450948-2: SR 40 from SE 196 Terrace Drive to Lake County Line
 - 454214-1: S.R. 200 (US 441/301/27), from NW 2nd Street to CRE 200-A (NW 20th Street)
 - 454215-1: S.R. 35 (US 301), from SE 142nd Place to S.R. 500 (U.S. 27/441)
- Capacity
 - S.R. 40, from end of 4-lanes to east of C.R. 314
 - S.R. 200, from Citrus County Line to C.R. 484

Mr. Shrum asked whether the bridge would be included in the S.R. 200 project from the Citrus County Line to C.R. 484.

Mr. Balmes responded that the bridge belonged to District 7 in Citrus County and was their maintenance responsibility.

- Roadway/ Intersection
 - C.R. 475-A Lane Departure – Local agency project with Marion County
 - SE 100th Avenue – Local agency project with Marion County
 - S.R. 40, from U.S. 441 to 25th Avenue
 - Interstate 75, from S.R. 200 to S.R. 326
- Aviation
 - Marion-Ocala International Airport Fuel Farm
 - Marion-Ocala International Airport Runway
- Pedestrian/ Bicycle
 - Belleview to Greenway Trail from SE 102nd Place to U.S. 441

Mr. Shrum asked whether the Belleview to Greenway bike path trail was located along U.S. 441.

Mr. Scarfe said it was a shared-use path on SE 1022nd Place.

Deferred projects included the following:

- Marion-Ocala Int'l Taxiway improvements from FY 25/26 to FY 26/27
- Marion-Ocala Int'l Airport Rescue and Firefighting Facility (ARFF) Building from FY 26/27 to FY 29/30
- SR 45 (US 41), from SW 110th St. to north of SR 40 from FY 28/29 to FY 29/30
- Interstate 75, from SR 40 interchange to SR 318 interchange from FY 27/28 to FY 28/29
- Interstate 75, from SR 200 to south of flyover from FY 27/28 to FY 28/29
- Interstate 75 at SR 484 from FY 27/28 to FY 28/29
- SR 40, from SW 80th Avenue to SW 52nd Avenue from FY 25/26 to FY 27/28
- SR 464, from SR 200 to SR 25/SR 500 from FY 26/27 to FY 28/29
- SR 35 (US 301), from Sumter County Line to CR 42 from FY 26/27 to FY 27/28

Deleted projects included the following:

- SR 60th Ave., from SW 54th St. to SECO Energy driveway
- US 301 (US 27/US 441) Phase II

Mr. Scarfe mentioned that in 2023, the City of Ocala was awarded \$104,000 for the Safe Streets for All (SS4A) program. He further noted that in 2024, Marion County was awarded \$19,020,640 through the SS4A program for the implementation of safety improvements on Maricamp Road.

Mr. Scarfe concluded his presentation with a short video highlighting FDOT's response to hurricanes Helen and Milton, noting that teams were mobilized and deployed to assist with cleanup efforts.

Ms. Shaffer commended FDOT and its team for their efforts during the hurricanes, recognizing their often-unsung contributions. She then asked about the financial outlook, noting the state's increasing population despite projections of declining tourism revenue. She inquired whether higher sales and gas tax revenues could help offset budget constraints amid other legislative funding priorities. Additionally, she asked if surplus or contingency funds at the end of the year are considered for supporting county funding programs identified as key priorities.

Mr. Scarfe clarified that funding decisions are not necessarily made at the end of the year and noted that project planning is not his area of expertise. He explained that during project development and scoping, resurfacing efforts are often coordinated with municipalities. When additional or discretionary funding is available, FDOT conducts "smart scopes" to incorporate safety enhancements. However, when budgets are tight, projects focus primarily on resurfacing, with added features requiring local partnership funding. He mentioned that planning occurs two to three years in advance and that he would be working with Mr. Balmes during the next scoping cycle. He also acknowledged concerns about declining gas tax revenue due to more fuel-efficient vehicles and the rise of electric vehicles, though no definitive solution currently exists.

Ms. Shaffer received clarification that budget projections have decreased in every district statewide, not just in District 5. Mr. Scarfe acknowledged the statewide impact and noted that FDOT, like other agencies, waits each year for its appropriations.

Item 7b. Navigating the Future 2050 Long Range Transportation Plan

TPO Director Rob Balmes introduced William Roll, Project Manager with Kimley-Horn, for the *Navigating the Future 2050* Long-Range Transportation Plan (LRTP). Mr. Roll presented the draft plan, outlining its vision, goals, and objectives, as well as the current federal and state revenue forecast.

TPO staff sought committee feedback on these elements. Additional information on the LRTP project was available on the TPO website:

<https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>

The slideshow presentation was included in the meeting minutes pages 27-53 for reference.

Item 8a. 2025 Program and Project Activities

TPO Director Rob Balmes provided an annual summary of major programs and projects planned for 2025 to meet organizational goals and state and federal requirements. TPO staff discussed the document and how committee members would be involved in providing feedback throughout the year.

Key activities and milestones included:

- Safety (PM1), Pavement and Bridge (PM2), and System Performance (PM3) Targets
- Navigating the Future 2050 LRTP
- FDOT/TPO Joint Certification
- Commission for Transportation Disadvantaged Coordinator (CTC) Review
- Annual List of Priority Projects (LOPP) and Regional Priorities
- Transportation Improvement Program (TIP)
- Transportation Disadvantaged Service Plan (TDSP) Updates
- Active Transportation Plan
- TPO Website Project
- Traffic Counts Online Map and Report
- Commitment to Zero Safety Dashboard and Annual Report
- Roll Forward TIP Amendment
- 2045 LRTP Amendment (if necessary)
- Freight Analysis Study (Tentative)
- Congestion Management Plan (CMP) Update (Tentative)

Item 8b. 2025 Meeting Schedule Update

TPO Director Rob Balmes informed the committee that due to the conflict with the November meeting on Veteran's Day, a meeting was rescheduled for November 4, 2025. The primary purpose of this meeting was to review the final 2050 Long Range Transportation Plan, which was scheduled for adoption by the TPO Board in November 2025.

Item 8c. 2025 List of Priority Projects (LOPP) Schedule

TPO Director Rob Balmes outlined the schedule for the 2025 List of Priority Projects (LOPP) process as follows:

- TPO staff will provide a schedule to all partner agencies at the beginning of the year.
- The LOPP process will begin with the schedule announced to the TPO Board/Committees and local jurisdictions, followed by a review of prior project rankings and applications on January 14.
- Coordination meetings with local jurisdictions (Belleview, Dunnellon, Ocala, Marion County) will take place in February.
- TPO will work with FDOT to review the Work Program schedule and project application requirements in March-April.
- The deadline for new projects, updates, priorities, and local application commitments will be no later than March 31.
- Draft LOPP Project Lists and rankings will be finalized no later than April 30.
- The Draft LOPP will be presented to the TPO Board/Committees on May 13 and 27, with committee and public comment closing on May 13.
- Local jurisdiction project applications are due to the TPO no later than June 15.
- The Final LOPP will be presented to the TPO Committees on June 10 and adopted by the TPO Board no later than June 20 or 23.
- New and resubmitted project applications will be submitted to the FDOT Grant Application Process (GAP) portal no later than June 30.
- The TPO Board Adopted LOPP will be submitted to FDOT no later than June 30.

Chairman Cohoon expressed support for the current LOPP schedule and suggested that the Ocala Marion TPO move away from the Top 20 list and create its own list of priorities. He pointed out that District 5 has nine counties, and two different MPOs and TPOs follow the Top 20, putting Ocala Marion TPO in the minority. He recommended focusing on a list that includes state, bridge, and trail priorities, as well as other important projects that might be excluded by the Top 20 list.

Mr. Cooper asked if the Top 20 list is what FDOT uses when selecting and funding projects.

Mr. Balmes explained that all seven lists are presented in one package to the district. After meeting with the secretary and staff, they sit down and review all the projects as part of the LOPP process.

Mr. Scarfe confirmed that Mr. Balmes point was correct. He explained that FDOT works with various TPOs, and while projects don't necessarily have to be on the Top 20 list, they do need to be on the TPO's priority list. He used bicycle pedestrian projects as an example, noting that a project might be listed in a specific subcategory, like "Bike/Ped number six," rather than strictly following the Top 20 list. He further clarified that different TPOs handle their priority lists differently, with larger TPOs like Metroplan Orlando often dealing with more complex categories, while smaller TPOs tend to maintain the Top 20 list approach.

Mr. Cooper mentioned that communication on this matter is important, as he feels that when the board discusses projects, there is a belief that the higher a project is listed on the Top 20, the more aligned it is for funding.

Chairman Cohoon expressed that he believes the TPO is limiting itself by sticking to the Top 20 list. He suggested that individual lists, specific to the projects being pursued (such as bike/pedestrian projects or road/bridge projects), would be more effective. He emphasized that each project could fall into its own category, with no set number of priorities per list, as done by other TPOs and MPOs. He noted that the current approach might be creating unnecessary conflict, as everyone is trying to fit into the Top 20, rather than aligning projects with the appropriate priority list for their category not to exceed five categories.

The committee continued to discuss potential changes to how projects are prioritized, exploring options used by other TPOs and MPOs.

Mr. Balmes offered to bring forward an LOPP agenda item for the March meeting to discuss the matter further. Any proposals for changes to the list would then be presented to the board for review and decision.

Item 9a. FDOT District 5 Compass Points Newsletter

Ms. Kia Powell, MPO Liaison for FDOT, mentioned that the committee could access the latest newsletter, which highlights ongoing activities in the district. The newsletter was included in the committee meeting packet.

Item 9b. FDOT Construction Report

Ms. Powell noted that the construction report for December was included in the meeting packet, which provided the latest updates. She mentioned that the next report would be available on the first of the month, covering January. At the time of the meeting, there were four active intermittent lane closures.

She also reminded the committee about the ongoing 18-month process for the 2055 transportation plan. She encouraged anyone interested in participating in additional committees or learning more to visit FloridaFTP.com, where they could leave comments or get involved in upcoming meetings.

Lastly, Ms. Powell mentioned the construction career days held on January 30th and 31st, where high school students explored different career options in the construction field. She noted that, as of that morning, tickets for the event had been sold out, and several local high schools had attended.

Item 10a. 2050 Long Range Transportation Plan (LRTP) Workshop #2

TPO Director Rob Balmes told the committee about the 2050 Long-Range Transportation Plan (LRTP) Community Workshop scheduled for February 25, 2025, from 5:00 PM to 7:00 PM at the Mary Sue Rich Center at Reed Place, located at 1821 NW 21st Avenue, Ocala, FL 34475. He emphasized that this workshop would provide an opportunity for the community to offer input and help shape the future of transportation. He encouraged committee members to attend and share the flyer with others who may be interested.

Item 10b. Safety Matters

TPO Director Rob Balmes informed the committee that Marion County, in partnership with the TPO, publicly released the Safety Matters initiative on December 31, 2024. A press release was distributed to the media and general public, and a Safety Matters YouTube page was established. Over the coming months, the Marion County Public Information Office and TPO will release a series of safety education videos. Committee members were encouraged to visit the Safety Matters YouTube page at the following link:

<https://www.youtube.com/@SafetyMattersMarionCounty>. Additionally, videos and updates will be posted on Marion County and TPO social media pages.

Item 10c. TPO Staff Update

TPO Director Rob Balmes provided a staff update to the committee, informing them that transportation planner Sara Brown had left her position at the TPO to pursue a new job. As a result, the TPO is currently operating with a staff of three. Rob mentioned that he had been working with HR to have the position opening advertised.

Item 11. Comments by TAC Members

Ms. Shaffer announced that a date for the ribbon-cutting ceremony for the gateway signage has been set for the morning of April 7th. She mentioned that a meeting invite would be sent to everyone and encouraged all to attend, acknowledging that the project would not have been possible without everyone's help.

Item 12. Public Comment

There was no public comment.

Item 13. Adjournment

Chairman Cohoon adjourned the meeting at 5:11pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



DISTRICT FIVE Work Program Public Hearing

FY 25/26 to FY 29/30

1/14/2025

Citizens' Advisory Committee (CAC) /
Technical Advisory Committee (TAC)
Meeting



Tentative Work Program (TWP)

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

D5's Tentative Five-Year Work Program Public Hearing:
Virtual/Online (Dec. 2nd - 6th)



Review and Adoption:
Executive and FTC Reviews (Feb./Mar.)
TWP to Governor and Legislature (Mar.)
Budget Approved (May/June)
Work Program Adopted (July 1st)

December

January

February - July

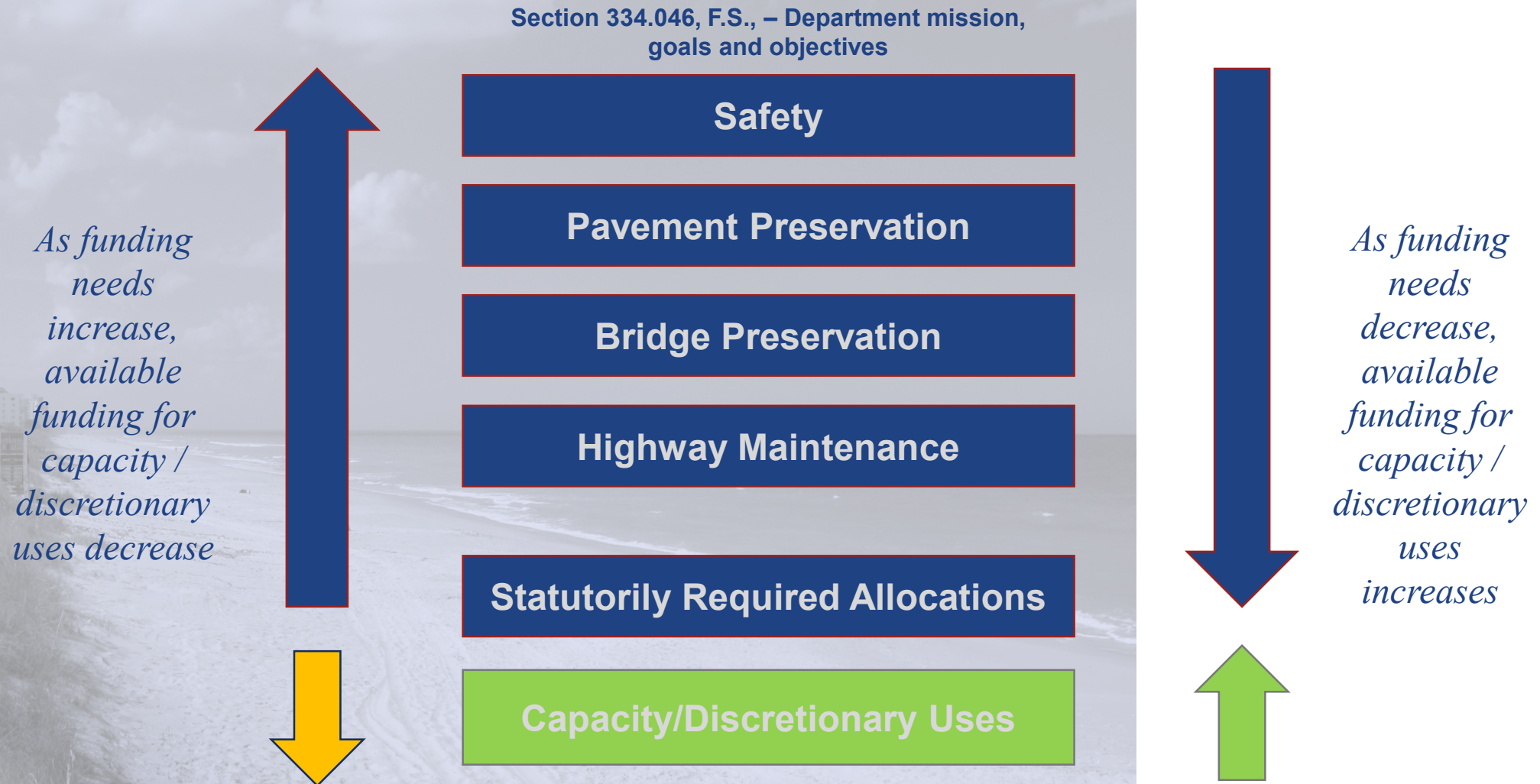


Districts submit TWP to Central Office
(Jan. 15th)



Funding Priorities

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030



Influencing Factors of D5's TWP:

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030



Allocations & Revenues



State funds decreased due to reductions in revenue projections



Statutory formula (population and motor fuel tax projections);
Rental car surcharge projections



Decisions, Policies & Statutes



Resurfacing Program allocations adjustments;
funding reallocated to other statewide critical needs/programs



Economic Variables

D5 Construction Material Trends:



Earthwork +131.6%



Traffic Signals +26%



Asphalt +5%

Avg. # of
Bids 3.5

District 5 Fiscal Year End 23 vs. 24 Cost Group Comparison

County Breakdown

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

County	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	TOTAL
Marion	\$117,329,862	\$74,209,747	\$97,552,883	\$15,005,771	\$248,729,635	\$552,827,898

Project Type Breakdown

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

Project Type	Five-Year Estimated
Capacity	\$302,641,943
Preservation	\$113,602,606
Multi-modal	\$43,056,601
Road/Intersection	\$46,829,427
Operations	\$8,618,679
Bike/Ped	\$15,061,725
Misc.	\$23,016,917

Project Highlights

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

- Newly funded project phases
- Projects of interest
- Deferred and deleted projects
- Grant awards



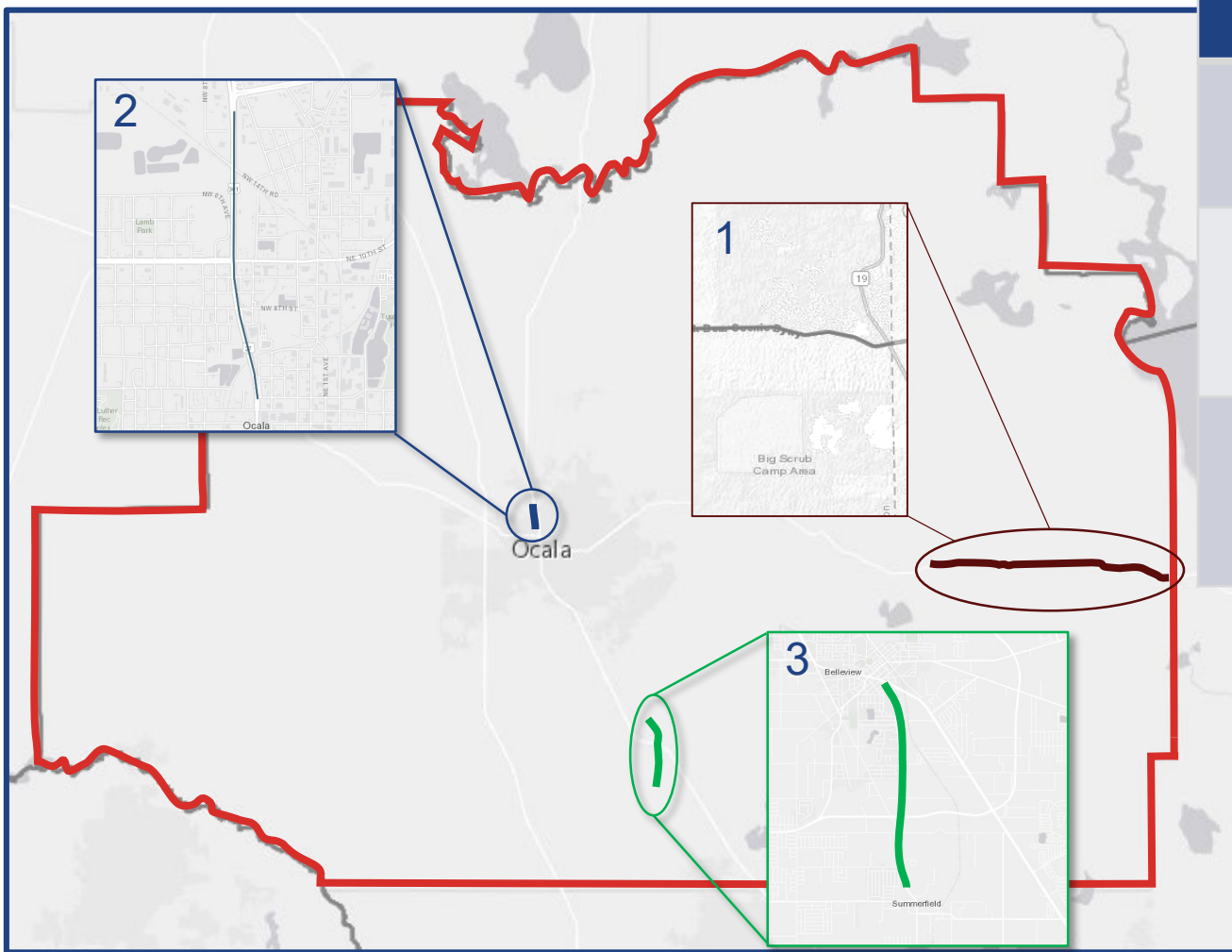
If a previously programmed project is NOT mentioned, there have been no changes.

Additions

TENTATIVE
FIVE-YEAR WORK PROGRAM
 FISCAL YEAR 2026 TO FISCAL YEAR 2030



#	Lane Miles	Project	Design Total \$ Construction Total \$
1	26.00	450948-2: SR 40 from SE 196 Terrace Drive to Lake County Line	Construction (FY 28) \$9,147,325
2	4.47	454214-1: S.R. 200 (US 441/301/27), from NW 2 nd Street to CRE 200-A (NW 20 th Street)	Design (FY 26) \$1,097,500 Construction (FY 28) \$6,542,824
3	12.48	454215-1: S.R. 35 (US 301), from SE 142 nd Place to S.R. 500 (U.S. 27/441)	Design (FY 26) \$1,096,500 Construction (FY 28) \$14,155,800



RESURFACING

Additions

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

FM# 410674-2

S.R. 40, from end of 4-lanes to east of C.R. 314

- Add lanes & reconstruct
- Construction added to FY 29/30
- \$129,751,356

FM# 238651-1

S.R. 200, from Citrus County Line to C.R. 484

- Add lanes & reconstruct
- Design added to FY 26/27
- \$5,000,000



CAPACITY

Additions

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

FM# 454939-1

C.R. 475-A Lane Departure

- Paved Shoulders
- Design added to FY 25/26 and Construction added to FY 27/28
- \$1,913,000

FM# 454940-1

SE 100th Avenue

- Paved Shoulders
- Design added to FY 25/26 and Construction added to FY 27/28
- \$1,257,000



FM# 450952-2

S.R. 40, from U.S. 441 to 25th Avenue

- Intersection Improvement / Enhancements
- Construction added to FY 25/26
- \$609,974

FM# 452074-1

Interstate 75, from S.R. 200 to S.R. 326

- Add Auxiliary Lane(s)
- Right of Way adjusted from FY 24/25 to multi-year programming FYs 26 to 30
- \$10,030,000

ROADWAY / INTERSECTION



Additions

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

AVIATION

FM# 455963-1

Marion-Ocala International Airport Fuel Farm

- Aviation Revenue/Operational
- Capital funds added to FYs 25/26 and 26/27
- \$1,375,000

FM# 455964-1

Marion-Ocala International Airport Runway

- Aviation Preservation Project
- Capital funds added to FYs 27/28 and 28/29
- \$1,600,000

PED/BIKE

FM# 453543-1

Belleview to Greenway Trail

- Bike Path/Trail
- Design added to FY 25/26 and Construction added to FY 27/28
- \$1,133,700



Deferred Projects:

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

FM# 438477-1:

Marion-Ocala Int'l Taxiway improvements

- Aviation Preservation Project
- Capital Grant deferred from FY25/26 to FY26/27 based on coordination with the aviation authority.

FM# 448575-1:

Marion-Ocala Int'l Airport Rescue and Firefighting Facility (ARFF) Building

- Aviation Safety Project
- Capital Grant deferred from FY26/27 to FY29/30 based on coordination with the aviation authority.

FM# 238648-1:

SR 45 (US 41), from SW 110th St. to north of SR 40

- Add lanes & reconstruct
- Construction and Construction Support deferred from FY28/29 to FY29/30 based on Work Program Balancing.

FM# 451440-1:

Interstate 75, from SR 40 interchange to SR 318 interchange

- Landscaping
- Construction and Construction Support deferred from FY27/28 to FY28/29 due to reprioritization of projects.

FM# 451440-2:

Interstate 75, from SR 200 to south of flyover

- Landscaping
- Construction and Construction Support deferred from FY27/28 to FY28/29 due to reprioritization of projects.

FM# 451440-3:

Interstate 75 at SR 484

- Landscaping
- Construction and Construction Support deferred from FY27/28 to FY28/29 due to reprioritization of projects.

Deferred / Deleted Projects:

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

Deferred Projects

FM# 450665-1:

SR 40, from SW 80th Avenue to SW 52nd Avenue

- Pavement Only Resurface (Flex)
- Construction and Construction Support deferred from FY25/26 to FY27/28 due to a reduction in resurfacing lane mile allocations based on current pavement conditions.

FM# 452634-1:

SR 464, from SR 200 to SR 25/SR 500

- Pavement Only Resurface (Flex)
- Construction and Construction Support deferred from FY26/27 to FY28/29 due to a reduction in resurfacing lane mile allocations based on current pavement conditions.

FM# 452694-1:

SR 35 (US 301), from Sumter County Line to CR 42

- Pavement Only Resurface (Flex)
- Construction and Construction Support deferred from FY26/27 to FY27/28 due to a reduction in resurfacing lane mile allocations based on current pavement conditions.

Deleted Projects

FM# 449261-1:

SR 60th Ave., from SW 54th St. to SECO Energy driveway

- Intersection improvements
- Construction and Construction Support deleted from FY27/28 based on local agency coordination.

FM# 452186-2:

US 301 (US 27/US 441) Phase II

- EV Charging
- Operations grant deleted from FY25/26 due to reprioritization of projects.

GRANT AWARDS

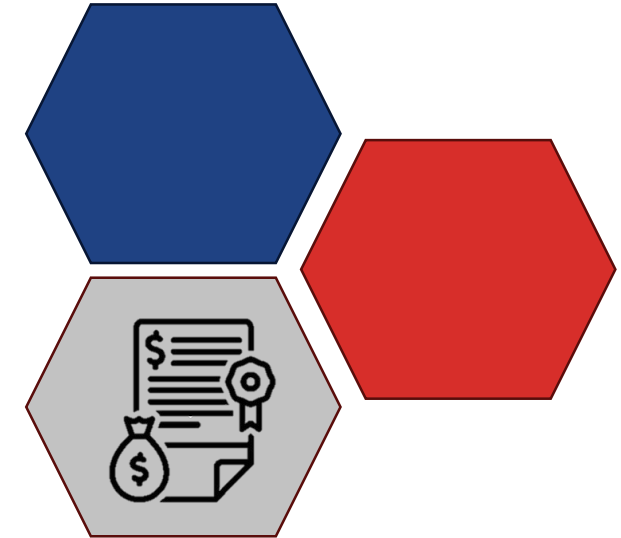
TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

2023

- Safe Streets for All (SS4A)
 - City of Ocala
 - \$104,000

2024 Awarded

- Safe Streets for All (SS4A)
 - Marion County
 - Implementation – Maricamp Road
 - \$19,020,640



FDOT Assistance

- FDOT Letter of Consistency
- Contact: Alice Giuliani, D5 PLEMO;
[Email: Alice.Giuliani@dot.state.fl.us](mailto:Alice.Giuliani@dot.state.fl.us)



Hurricanes Helene and Milton Response



Thank you!

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

Jon Scarfe, MSM, FCCM
MPO Liaison Administrator

Contact:

Phone: (386) 943-5791

Email: Jonathan.scarfe@dot.state.fl.us

Alternate Email: D5-WPPH@dot.state.fl.us

Website: www.fdot.gov/wpph/district5



NAVIGATING THE FUTURE

CAC/TAC Meetings
January 14, 2025

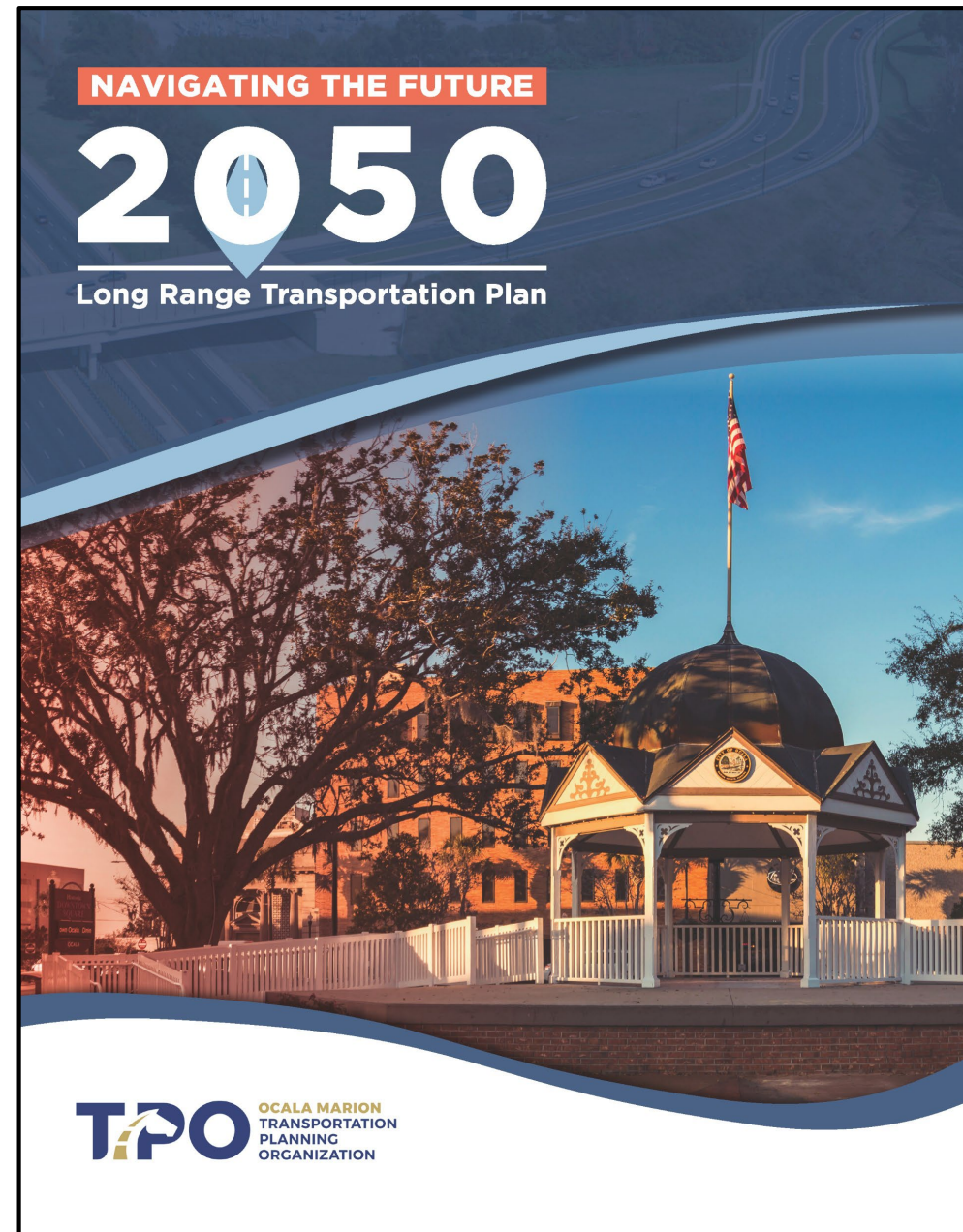
2050

Long Range Transportation Plan



Introduction

- Policy and LRTP Goals
- Revenue Forecast Introduction
- Socioeconomic (SE) Forecast



L RTP Goals & Objectives

Development Process

- Federal & State Requirements
- 2045 L RTP Goals & Objectives
- Local Comprehensive Plans
- Local Input and Guidance

L RTP Goals & Objectives

Federal & State Requirements

- Florida Transportation Plan (FTP)
- Florida Strategic Intermodal System (SIS) Policy Plan
- Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA)



IIJA (Federal) Planning Factors

- Economic Vitality
- Safety
- Security
- Accessibility & Mobility
- Environment
- Efficient System Management
- Preservation
- Integration & Connectivity
- Resiliency & Reliability
- Travel & Tourism

FDOT FTP Goals

- Safety & Security
- Resiliency
- Connected, Efficient, and Reliable
- Transportation Choices
- Strengthens Florida's Economy
- Enhance Florida's Communities
- Environment



Vision & Goals

Ocala-Marion 2050 LRTP Vision

Develop a *safe, accessible, and efficient multimodal* transportation system to best serve the *community and environment*

Prioritizing Safety and Security for all users	Promote Accessible Multimodal Travel Choices
Promoting System Preservation and Resiliency to adapt to future changes	Supporting local and regional Economic Development by connecting communities and businesses
Addressing Community Needs	Safeguarding the environment with a focus on Environmental Protection
Facilitating Quality Places and high Quality of Life	Emphasizing Implementation to turn plans into outcomes

Goal 1: Safety & Security

Objectives

- Eliminate **fatal and serious crashes** for all users
- Increase safety to and from **schools**
- Provide effective **evacuation routes**

Goal 2: Multimodal Travel

Objectives

- Increase frequent and **convenient transit** service
- Increase **bicycle and pedestrian travel**
- Increase **facility access** used the by transportation disadvantaged population
- Increase desired user-friendly **transportation options**
- Increase **multimodal connections** to major activity centers
(downtowns, employment, commercial, medical, parks)

Goal 3: System Preservation

Objectives

- Promote existing **transportation preservation**
- Prioritize transportation **rehabilitation projects**
- Prioritize transportation system **resiliency**
- Consider **operational and technological** strategies for improvements

Goal 4: Economic Development

Objectives

- Increase **access to developing areas**
- Increase access to **major employment areas**
- Increase efficiency of **freight movement**
- Plan for emerging **transportation technologies**
- Increase **reliability** and **management** strategies
- Increase transportation **system performance**

Goal 5: Community Needs

Objectives

- Increase citizen **engagement and integration**
- Increase community **transportation education**
- Increase **public participation** with future projects
- Increase organizational **outreach and collaboration**
- Consider **equity** in project planning

Goal 6: Environmental Protection

Objectives

- Reduce impacts to existing **natural resources**
- Reduce impacts to **residential areas**
- Increase access to **natural tourist destinations**

Goal 7: Quality Places and Quality of Life

Objectives

- Enhance **access to community features**
- Increase **connectivity** from residents to employment centers, commercial centers, and services

Goal 8: Implementation

Objectives:

- Identify projects that can be **funded** for implementation within a **5–10-year** time band
- Identify **planning studies** to prepare future projects for funding and implementation

Performance Evaluation

Performance Measures

- PM 1 – Safety
- PM 2 – System Preservation
- PM 3 – System Performance
- Need to be evaluated with each annual TIP update

Performance Indicators

- Guide the development and prioritization of LRTP projects
- Do not need to be evaluated annually

Revenue Forecast Introduction

- Required financial plan that **estimates funds** that can be available to support implementation of the LRTP
- Indicate funds that are **reasonably expected** to be made available to carry out the LRTP
- Demonstrate **fiscal constraint** and ensure the LRTP reflects realistic assumptions about future revenues
- Guidance for the development of the **LRTP Cost Feasible Plan**

Revenue Forecast Introduction

Federal and State Revenues

- Provided by FDOT in *2050 Revenue Forecast Handbook*
- Revenue estimates specific to Ocala Marion TPO
- Districtwide level revenue estimates
 - Estimated allocations for planning purposes developed through CFMPOA coordination



Draft Revenue Forecast : Current Snapshot Federal and State Sources

Revenue Source	Total Projected Revenues (2031-2050)
Other Roads (Non-SIS, Non-SHS) “Off-System”	\$30,310,000
Other Roads (Non-SIS, Non-SHS) Product Support***	\$6,670,000
State Highway System (Non-SIS) – Non-TMA**	\$107,800,000
SHS (non-SIS) Product Support***	\$23,720,000
Surface Transportation Block Grant – Any Area (SA)*	\$101,410,000
Surface Transportation Block Grant – Non-TMA (SN, SM, SL)*	\$144,060,000
Transportation Alternatives – Any Area (TALT)*	\$12,340,000
Transportation Alternatives – Non-TMA (TALN, TALM, TALL)*	\$21,350,000
Carbon Reduction Program – Non-TMA (CARN, CARM, CARL)*	\$18,430,000
TOTAL	\$466,090,000

*Estimated Ocala Marion TPO allocation of funding eligible anywhere in District Five

** Estimated Ocala Marion TPO allocation of funding eligible for non-TMA MPOs in District Five (Ocala Marion and Lake-Sumter)

***According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.

Sources: Florida Department of Transportation 2050 Revenue Forecast Handbook and Central Florida MPO Alliance

2045 vs. 2050 (Select Comparisons)

Revenue Source	Total Projected Revenues (2026-2045)	Total Projected Revenues (2031-2050)	Change from 2045 LRTP to 2050 LRTP
Federal + State Funding for Roadway Capacity (Non-SIS)*	\$758,100,000	\$413,970,000	- 45.4%

**Excludes Transportation Alternatives and Carbon Reduction Program funds for comparison purposes.*

Revenue Forecast Introduction

Local Revenues

- Coordination with agencies to identify anticipated future revenue sources and assumptions
 - Fuel Taxes
 - Impact Fees
 - Infrastructure Sales Surtax

Revenue Forecast Introduction

Other Revenue Sources

- Transit (SunTran)
 - Based on Transit Development Plan (TDP) 10-Year Financial Plan – *Draft in Progress*
- Strategic Intermodal System (SIS)
 - Planned improvements to be incorporated by reference in LRTP
 - Moving Florida Forward (2021-25): **\$508.6M**
 - Estimated future expenditures (2030-2050): **\$168.92M (\$YOE)*** - I-75, SR 326, SR 40
 - 2045 LRTP SIS Total: **\$1,322.5M (2026-2045)**



**Based on SIS Second Five Year Plan FY 2028/2029 - FY 2032/2033 and SIS Cost Feasible Plan 2035-2050*

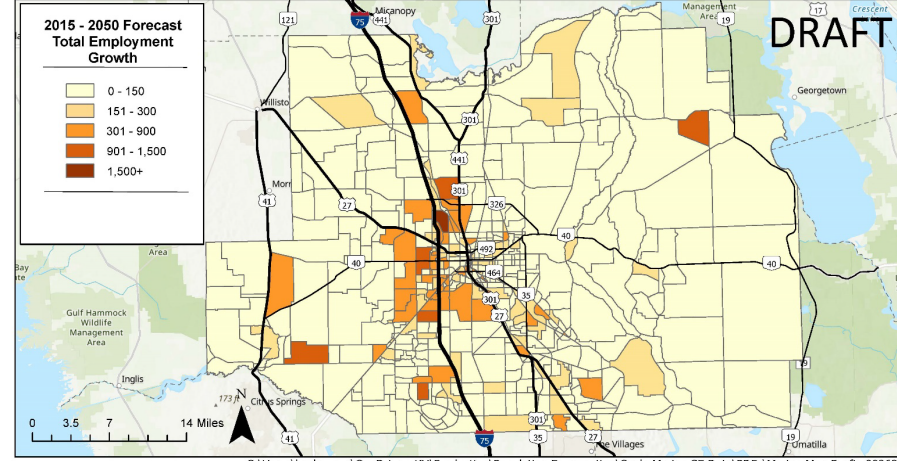
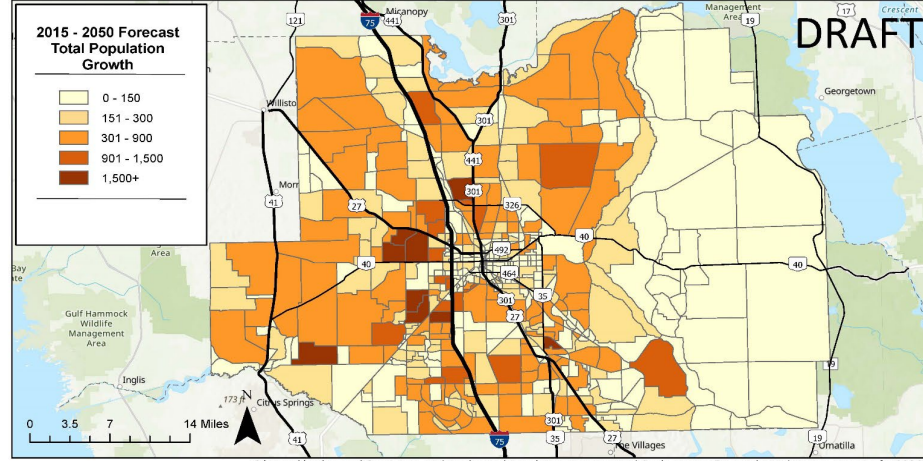
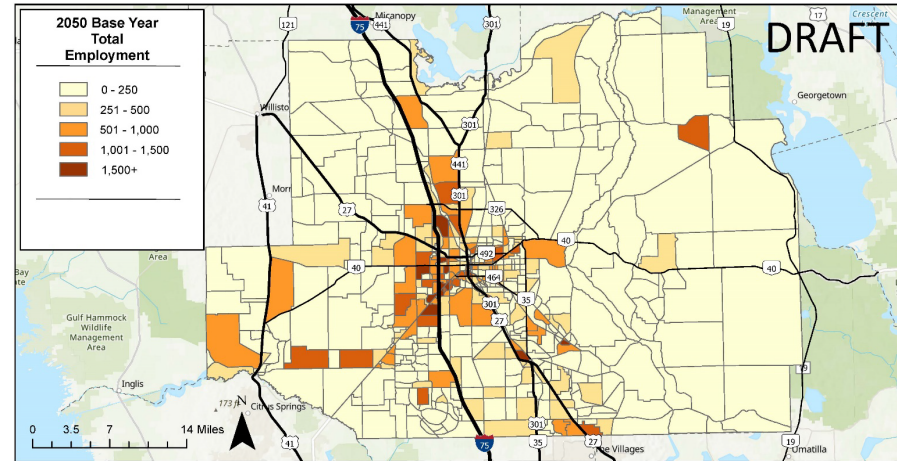
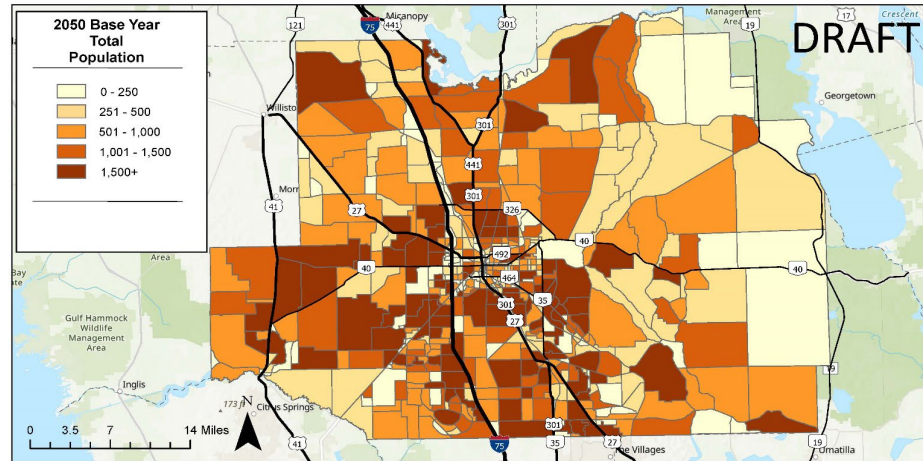
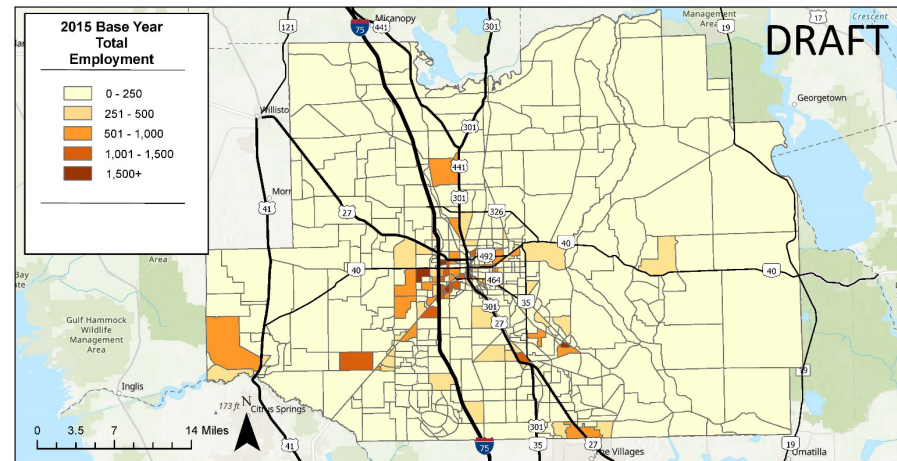
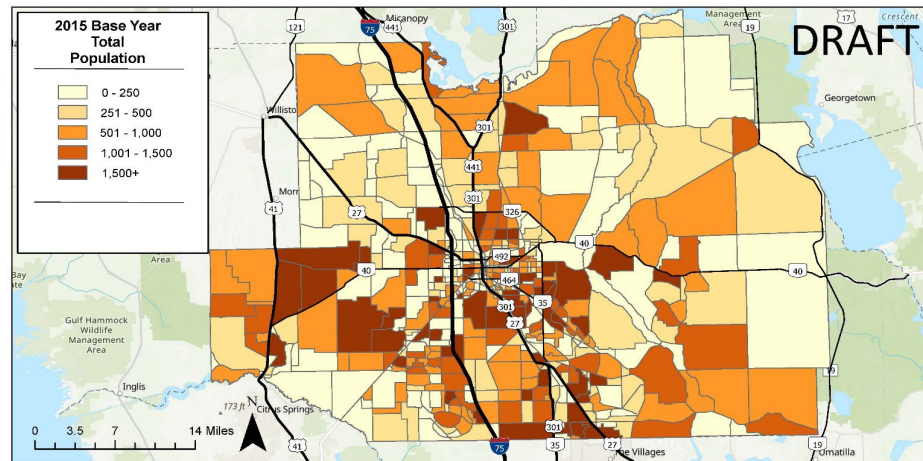
Socioeconomic (SE) Population Forecast

Ocala-Marion 2050 Population & Employment Control Totals

	2024	2050	2024 ▶ 2050	% Increase
Population	419,510*	588,400	168,890	40.26%
Employment	137,180	192,407	55,227	40.26%

**Source: 2024 BEBR Estimate*

2025 to 2050 Total Population & Employment Growth



Next Steps

- Finalize Trend Forecast
- Initiate Scenario Development
- Needs Plan Development

Project Schedule



April 23, 2024
Public Kickoff Meeting



September 18, 2024
Community Workshop 1



February 25, 2025
Community Workshop 2



March 2025
Needs Assessment



May 2025
Cost Feasible Priorities



September 2025
Draft Plan for Public Review



November 13, 2025
Plan Adoption

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan





TO: Committee Members

FROM: Rob Balmes, Director

RE: List of Priority Projects (LOPP) Policies and Procedures Update

Summary

At the January 14, 2025 meeting, Chairman Steven Cohoon led a discussion with committee members regarding a request to update the List of Priority Projects (LOPP) by removing the Top 20 Priorities List.

As mentioned by TPO Director Rob Balmes at the meeting, this request would require a proposed update to the LOPP Policies and Procedures document and submission of a formal recommendation by committee members to the TPO Board.

Attachment(s)

- List of Priority Projects (LOPP) Policies and Procedures

Recommended Action

TAC member recommendation to revise the LOPP Policies and Procedures document for TPO Board consideration and approval.

If you have any questions, please contact me at: 352-438-2631.



List of Priority Projects (LOPP)

Policies and Procedures Guidance

Adopted on April 26, 2022
Updated on August 27, 2024

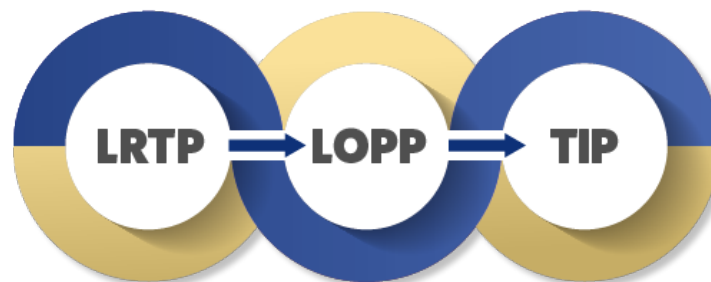
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's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

Purpose of the LOPP

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



STATUTORY REQUIREMENTS

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

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

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

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

ALIGNMENT WITH OTHER PLANS

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

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

LOPP Process

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

SCHEDULE AND KEY MILESTONES

The success of the annual LOPP process depends on a schedule that involves effective coordination, communication, and prioritization. It is critical for the approved annual LOPP with associated documentation for all priority projects to be ready for submission to FDOT by the annual deadline which is typically July 1. The annual LOPP process will follow the detailed schedule in the table as follows.

ANNUAL LOPP SCHEDULE	
LOPP Activity	Milestone Dates
LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions. Review prior project rankings and applications	January
Meetings and coordination with local jurisdictions (Belleview, Dunnellon, Ocala, Marion County)	February
Coordination with FDOT to review Work Program schedule and project application requirements	March - April
Deadline for new projects, project updates and priorities, and local application commitments	No later than March 31
Finalize Draft LOPP Project Lists and rankings	No later than April 30
Presentation of Draft LOPP to TPO Board/Committees	May
Close of committee and public comment on Draft LOPP and rankings at TAC and CAC meetings	May
Local Jurisdiction new and resubmittal FDOT Project Applications due to the TPO	No later than June 15
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
Submission of new and resubmittal project applications to FDOT Grant Application Process (GAP) online portal	No later than June 30
Submission of TPO Board Adopted LOPP to FDOT	No later than June 30

AGENCY ROLES AND EXPECTATIONS

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

Ocala Marion TPO

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

- Support jurisdictions in the identification of projects eligible for consideration in the LOPP
- Provide information and guidance related to available project funding sources and applicable processes
- Leads project scoring and ranking process in collaboration with project sponsors
- Develops and presents LOPP project lists to TPO Committees and Board
- As-needed support for the development of FDOT Project Applications for Local Off-System projects
- Submission of all Project Applications to FDOT GAP online portal
- Submission of annual TPO Board adopted LOPP to FDOT

Local Jurisdictions

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

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

Florida Department of Transportation

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

SUBMISSION OF PROJECTS

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



Organization of the LOPP

The LOPP includes the following seven lists by project category:

1. Top 20 Priorities (combined list of highest priority projects from applicable project lists below)
2. Strategic Intermodal System (SIS)
3. Non-SIS Capacity
4. Safety and Operations
5. Trails
6. Bicycle and Pedestrian
7. Planning

Top 20 Priorities Requirements

To be eligible for inclusion on the Top 20 Priorities List, the following requirements must be met:

- Projects are identified in the TPO's current Long-Range Transportation Plan (LRTP)
- Local Off-Systems projects reference prior FDOT Project Applications and resubmittal application commitments by the deadline (no later than March 31)
- New Local Off-System projects reference application commitments by the deadline (no later than March 31)

LOPP Prioritization and Ranking

The ranking methodology for the TPO's List of Priority Projects was developed to guide a clear and fair process to annually score and rank projects. This methodology was approved by the TPO Board on April 26, 2022 as part of an overall update to LOPP policies and procedures. The ranking methodology is intended to:

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

RANKING ELEMENTS

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

1. Criteria Score
2. Strategic Refinement

Each of these components is described as follows.

Criteria Score

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

Strategic Refinement

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

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

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

CRITERIA SCORE

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

Prior Year Rank

1. Prior Year Rank Measure

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

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

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

Project Cycle

2. Project Phase Measure

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

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

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

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

Projects receive points based upon the highest funded phase:

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

Local Funding Commitment

3. Local Funding Commitment Measure

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

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

Regional Connectivity and Partnerships

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

4. Regional Connectivity and Partnership Measure

Projects receive points based on the following:

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

Safety

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

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

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

- Yes = 5 points
- No = 0 points

6. Safety Measure – High Injury Network

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

- Yes = 5 points
- No = 0 points

Congestion Management

7. Congestion Management Measure

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

Projects receive points based on the following:

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

Multimodal

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

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

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

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

Transportation Resilience

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

9. Transportation Resilience Measure – Evacuation Routes

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

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

Economic Development and Logistics

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

10. Economic Development and Logistics Measure – Employment Growth

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

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

11. Economic Development and Logistics Measure – Freight

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

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

Equity

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

12. Equity Measure – Disadvantaged Populations

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

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

CRITERIA SCORING MATRIX

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

*LRTP Goals

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

**Performance Measures (if applicable)

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

CRITERIA SCORING REFERENCES

The following are the sources of information used to calculate the scores for projects in the LOPP. This includes references to online or static TPO maps and/or external sources of information.

Prior Year Rank

- 2021 List of Priority Projects
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Project Cycle

- 2021 List of Priority Projects
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>
- Information submitted to the TPO from local governments
- Florida Department of Transportation (FDOT) Central Roads webpage, Marion County
<https://www.cflroads.com/projects/County/Marion>

Local Funding Commitment

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Regional Connectivity and Partnerships

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Safety

- High Injury Network (Commitment to Zero Safety Action Plan Page)
<https://ocalamariontpo.org/safety-plan>
<https://ocalamariontpo.org/wp-content/uploads/2022/04/Workshop-Boards.pdf>
- Crashes (serious injuries, fatalities), University of Florida Signal 4 Analytics website
<https://signal4analytics.com>
- Crashes (fatalities, serious injuries), TPO Commitment to Zero Dashboard and Annual Report
<http://ocalamariontpo.org/transportation-statistics/>

Congestion Management

- Congested corridors identified in the CMP - Online CMP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=20f986cb985a4fe99348ab7c8b43637e>

Multimodal

- Boxed funds multimodal projects and locations – Online 2045 LRTP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>
(click on Bicycle Projects, Sidewalk Projects, Trail Projects)

Transportation Resilience

- Current Evacuation Routes in Marion County – Online Transportation and Community Features map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

Logistics and Economic Development

- Current Freight Corridors (1) and Activity Areas with Access to High Employment Growth Areas (2) – Online Transportation and Community Features map – 2 Layers.
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

Equity

- Marion County Equity Areas – Online 2045 LRTP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>
(click on Marion County Equity Areas – 3 disadvantaged population tiers)



TO: Committee Members

FROM: Rob Balmes, Director

RE: SunTran Annual Report

Summary

Per the Interlocal Agreement between the TPO, City of Ocala and Marion County, Tom Duncan, Transit Administrator, will provide an annual report presentation on SunTran activities. This includes updates from the current 10-Year Transit Development Plan (TDP).

Attachment(s)

- Annual Report Presentation
- TDP 2025 Annual Progress Report

If you have any questions, please contact me at: 352-438-2631.



Transit Development Plan (TDP) Annual Review Report February 2025

Prepared for FDOT & Public Stakeholders

Key Segments



Purpose of the Update

Provide stakeholders with progress on transit projects, funding, and future goals.



Focus Areas

Sustainability, accessibility, efficiency, and public engagement.



Alignment with FDOT Goals

Ensuring compliance with state and regional transportation plans.

Review of the Adopted TDP 2022 Goals



Environment and Equity

Enhance the integration of transit services to support environmental sustainability and address equity issues within the community.

Accessibility

Expand transit services to maximize access to opportunities.

Usability

Make the system more convenient and useful for residents and visitors.

Efficiency

Maximize the productivity and financial efficiency of transit operations.

Presence

Engage the community to improve service awareness and public support.

New Florida Statute Requirements (2024)



Key Legislative Updates Impacting Transit Development

- Streamlined TDP Process: Simplified procedures to make the preparation and submission of TDPs more efficient.
- Increased Coordination with Metropolitan Planning Organizations (MPOs): Enhanced collaboration to ensure comprehensive regional transit planning.
- Focused Prioritized Projects: Emphasis on identifying and prioritizing key projects that align with strategic goals and funding opportunities
- New Submission Deadline for TDP Major Updates and Annual Updates: March 1st (previously September 1st)



Overview of the TDP Annual Review



Key Components

- SunTran Performance Metrics: Tracking ridership growth, cost efficiency, and service reliability.
- Financial Plan & Grants: Funding secured from federal, state, and local sources for transit expansion.
- Key Project Implementations: Facility renovations, new service launches, and transit infrastructure upgrades.
- Future Goals & Community Engagement: Plans for service enhancements, sustainability, and stakeholder involvement.



Performance Metrics & Peer Review



Measuring Efficiency, Cost, and Service Improvements



Ridership Growth

25.3% increase from FY2022, indicating rising public transit usage.



On-Time Performance Improvement

OTP improved from 64% to 88%, enhancing service reliability.



Cost Per Passenger Trip

SunTran: \$12.47 vs. Peer Average: \$16.67, demonstrating cost efficiency.



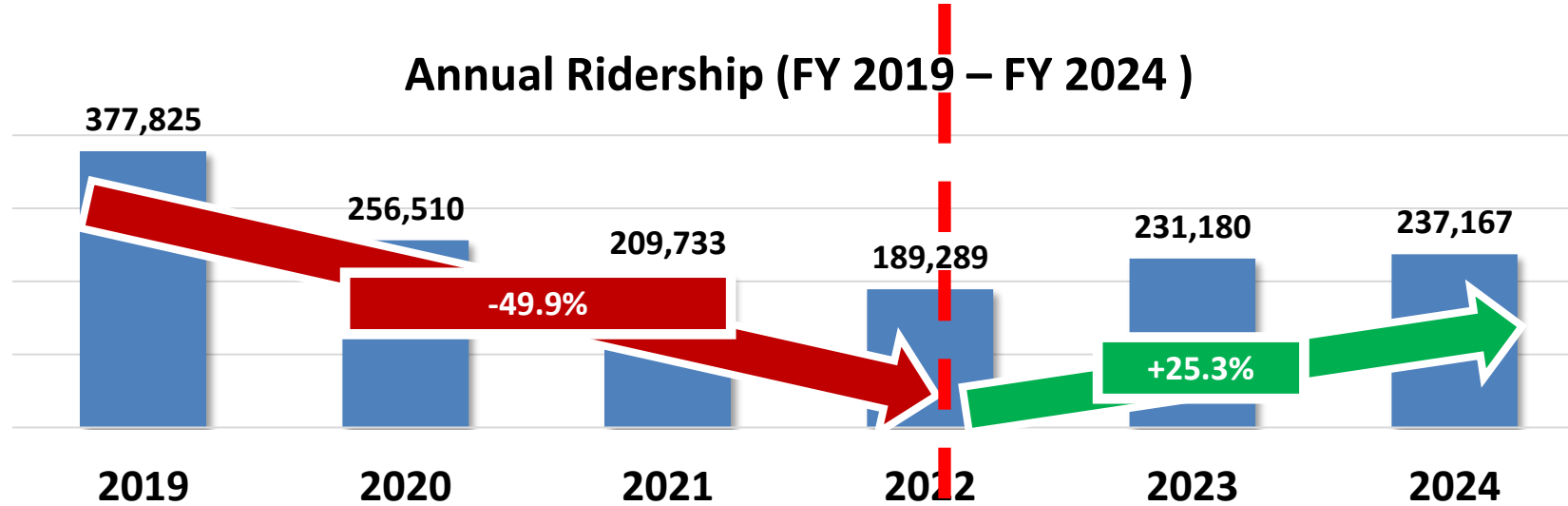
Peer Cities Comparison

Benchmarked against Hernando County, Lake County, Pottstown, Moorhead, and Suffolk Transit.

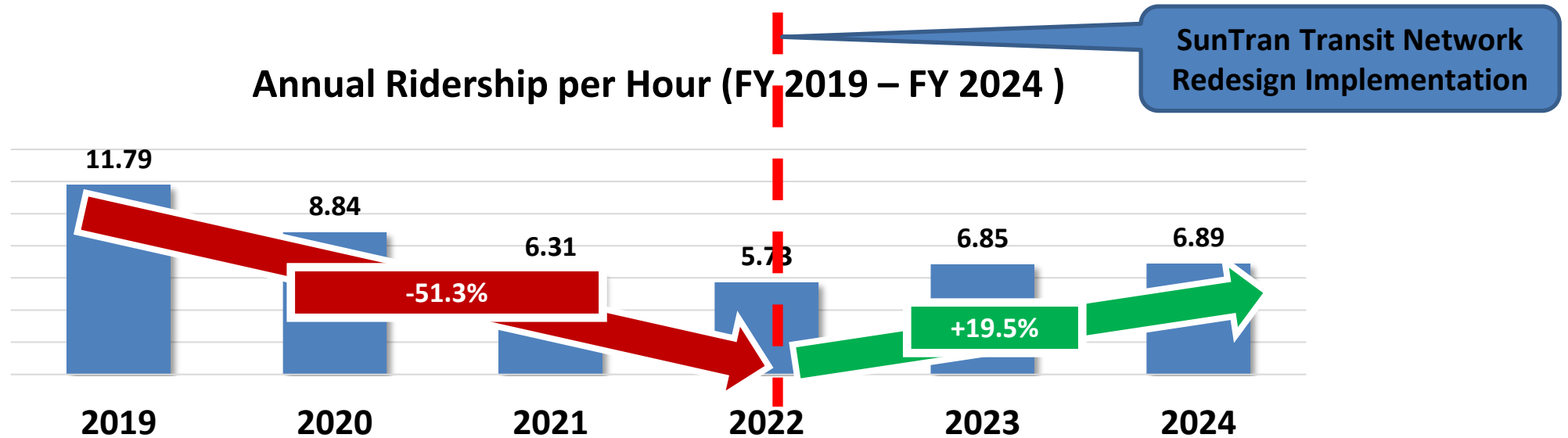
Key Performance Indicators Update



Annual Ridership (FY 2019 – FY 2024)



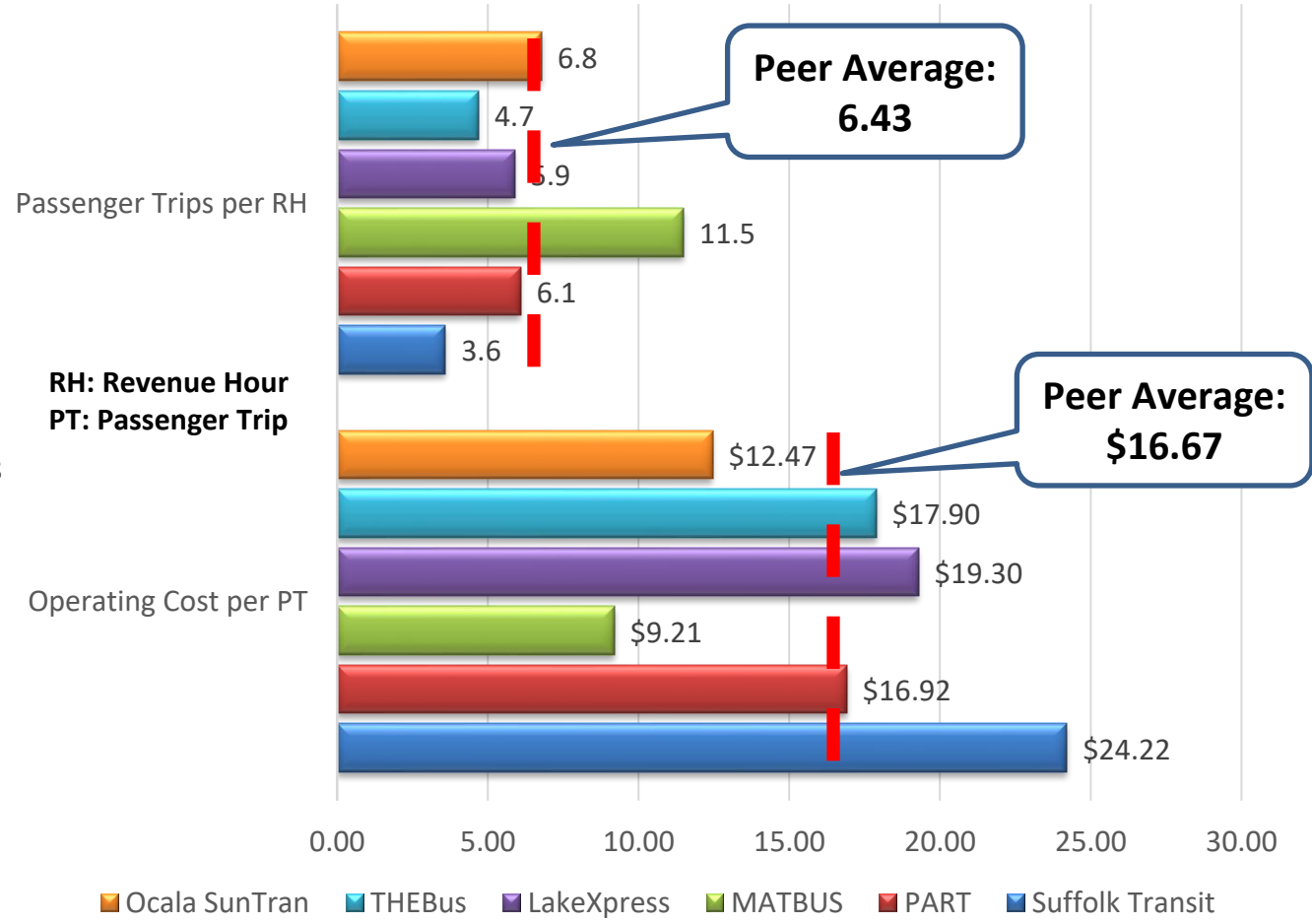
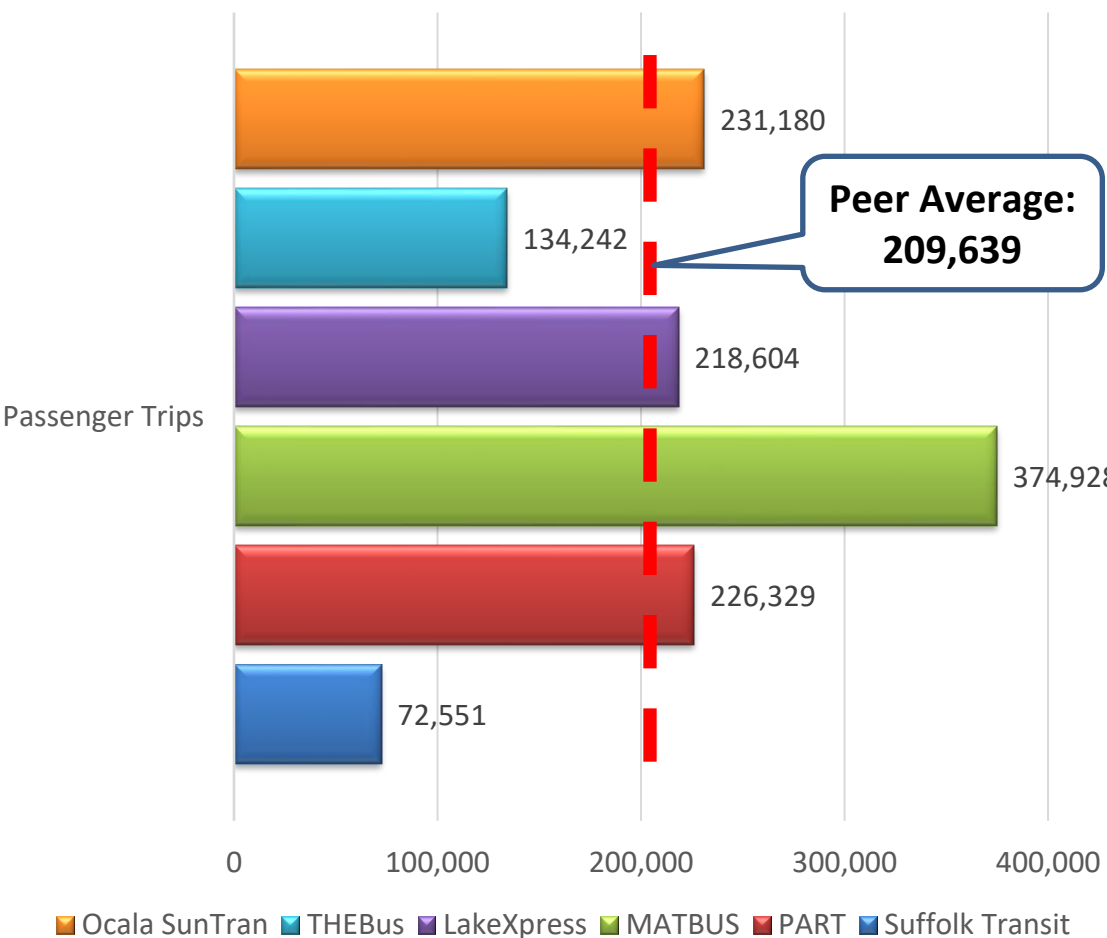
Annual Ridership per Hour (FY 2019 – FY 2024)



Key Performance Indicators Update



Peer Review Analysis (FY 2023 Data)



Passenger Trips per RH

RH: Revenue Hour
PT: Passenger Trip

Operating Cost per PT

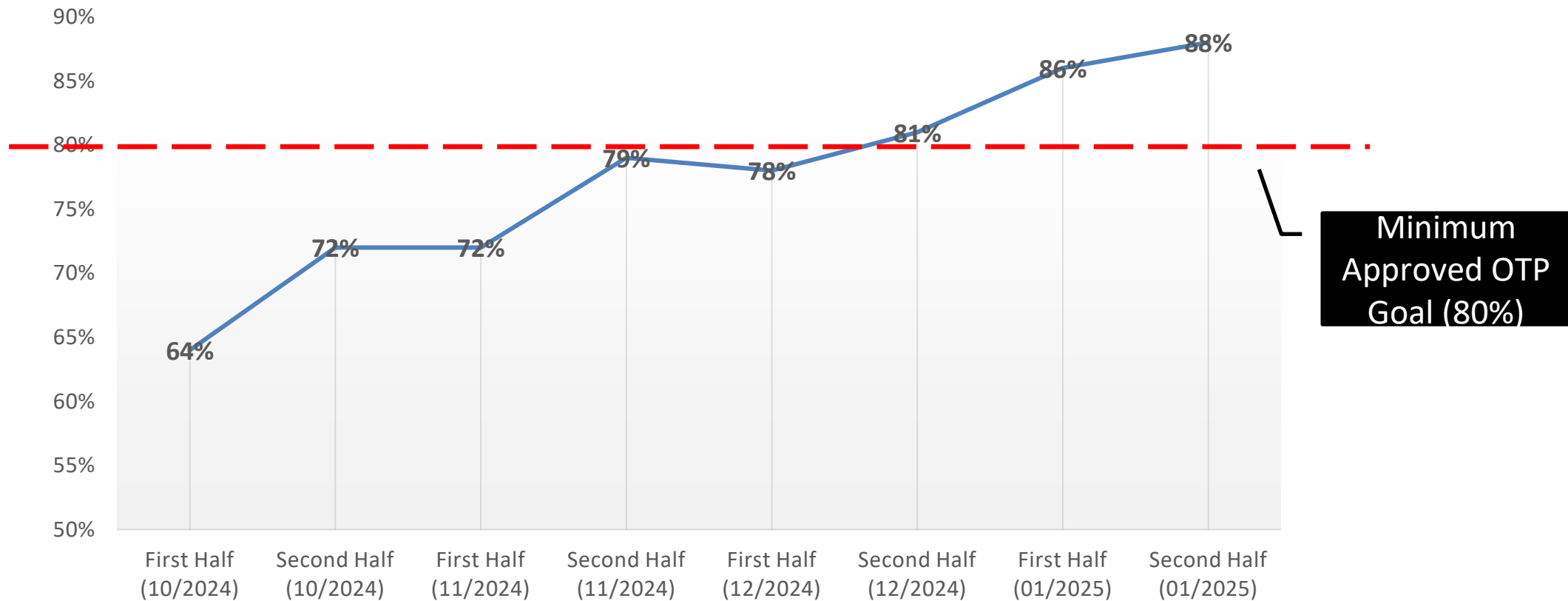
■ Ocala SunTran
 ■ THEBus
 ■ LakeXpress
 ■ MATBUS
 ■ PART
 ■ Suffolk Transit

■ Ocala SunTran
 ■ THEBus
 ■ LakeXpress
 ■ MATBUS
 ■ PART
 ■ Suffolk Transit

On-Time Performance Issue & Remedies



On-Time Performance (OTP) Summary (w/ half-month Increment) (10/2024 – 01/2025)





Addressing Transit Delays and Enhancing Scheduling

- Contributing Factors: Increased congestion and scheduling inefficiencies impacting OTP.
- AVL/CDL Software Upgrades: New route optimization tools improving real-time scheduling.
- Enhanced Driver Training: Focused training on schedule adherence and traffic navigation.
- New Transit Guide: Improving public communication and visibility of updated schedules.
- OTP Goal for FY2025: Targeting an 80%+ on-time performance across all routes.

Financial Plan & Funding Sources



Securing Resources for Transit Development



2023 FTA Low-No Emission Grant

\$16.2M secured for electric buses and maintenance facility upgrades.



2026 FDOT Public Transit Service Grant

\$229,145 allocated for Downtown Circulator operations.



FTA Section 5307 Capital Grants

Additional funding pending approval for capital improvements.



Local Contributions & Farebox Revenue

Supplementing federal and state funds to support transit operations.

FTA Low or No Emissions Grant



Footnote: The President's recent executive orders may impact the Low or No Emissions Program. The City is waiting for further direction from FTA.

Low or No Emissions Progress



- Initial consultation and evaluation of Mobility-on-Demand (MOD) micro transit planning software providers: Via Transportation, Ecolane, Sparelabs, and RideCo.
 - Background and history
 - Strengths and weaknesses
 - Alignment of the planning software with the needs of the City
 - List of references
 - Initial cost estimates
- Initial Kick-Off Meetings with CTE
- Completed the following major tasks:
 - Developed the project phasing plans
 - Identified the initial infrastructure needs
 - Performed the modeling analysis on power needs
 - Signed the contract with Kimley-Horn on engineering & design of the Electric Bus Maintenance Facility



Footnote: The President's recent executive orders may impact the Low or No Emissions Program. The City is waiting for further direction from FTA.

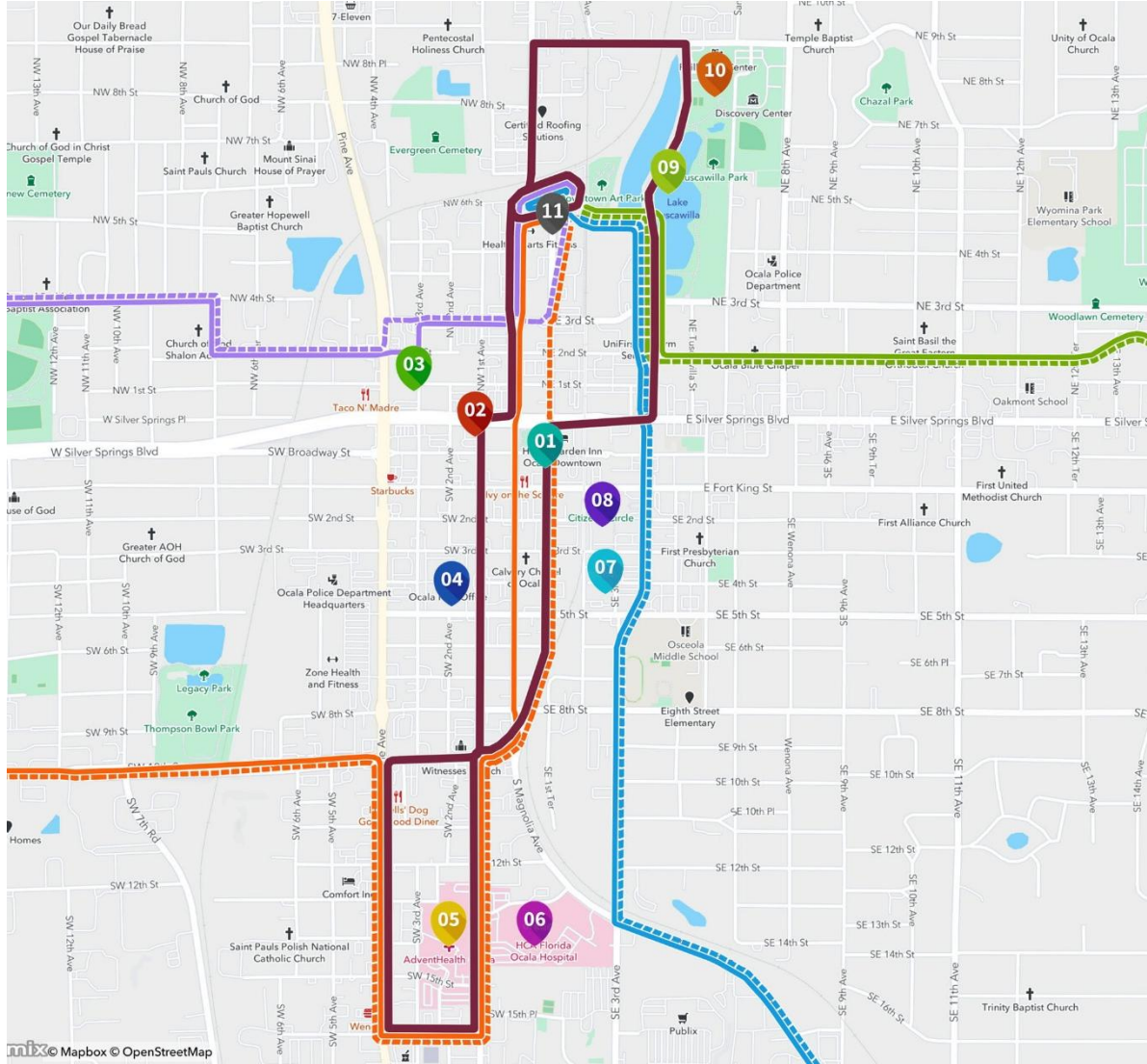
Major Projects & Implementations



Key Infrastructure and Service Enhancements

- SunTran Administrative & Maintenance Facility Renovation: Upgrading operational infrastructure for improved service efficiency.
- Downtown Transfer Station Restroom & Ticketing Kiosk: Enhancing passenger amenities for better customer experience.
- Bus Stop Shelter Improvements: Providing safer and more comfortable waiting areas for riders.
- Downtown Circulator Service Launch: Introducing a new trolley for improved urban mobility.
- FDOT Triennial Review Compliance: Ensuring adherence to state transit regulations and funding requirements.

Downtown Circulator Project



Proposed Major Activity Centers served:

1. Downtown Square
2. Tourist Development Council
3. Marion County Courthouse
4. Post Office
5. Advent Health Ocala Hospital
6. Ocala Regional Medical Center
7. Downtown Market & Chamber & Economic Partnership
8. City Hall/Citizen's Circle
9. Tuscawilla Park
10. Reilly Arts Center
11. Downtown Transfer Station

A trolley-type vehicle will be used.

Free of fare charge

Times: Approximately 20 hours per week to start

Route: The final route may vary

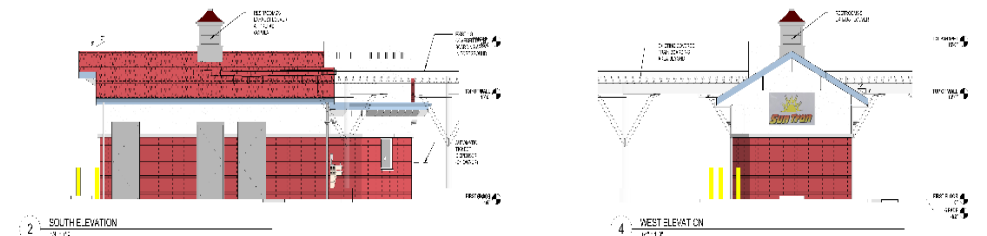
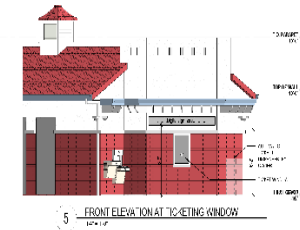
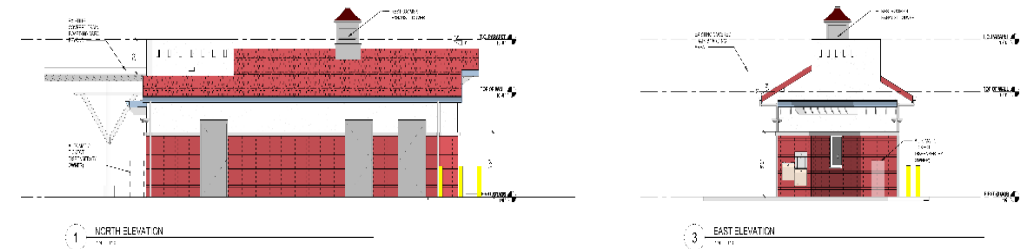
Secured an FDOT FY 2026 Public Transit Service Development Program Grant for operating assistance (\$229,145)

Downtown Transfer Station New Restrooms/Ticketing Kiosk



Major project timeline/milestones:

- Kimley-Horn completed the construction plans
- The City approved the plans
- FDOT has reviewed the plans
- **Next Steps:**
 - Complete the procurement process to hire a construction firm.
 - Begin construction by the end of 2025



Bus Stop Shelter Improvements

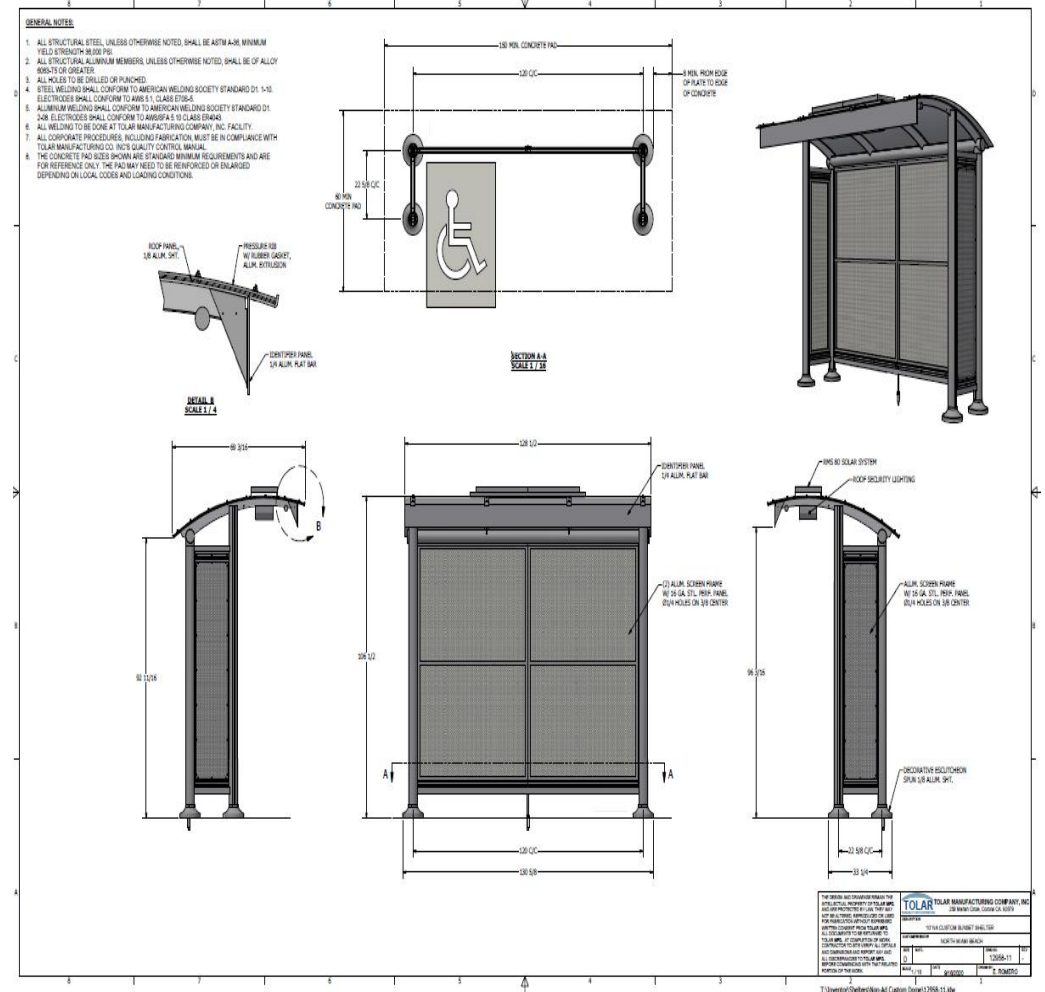


- **Existing Project Status**

- Construction Plans completed for 23 bus stops
- Funding is secured by the FTA Consolidated Grant

- **Next Steps**

- Bid the Job
- Select the vendor
- Start construction in 2025.



Community Engagement & Public Outreach



Building Stronger Connections with Riders & Stakeholders



Rider Surveys

Collecting feedback on routes, services, and transit needs.



Partnerships

Collaborating with Ocala Main Street, economic development groups, and non-profits.



Free or Reduced Cost Transit Passes

Providing transportation access to non-profit organizations.



Public Meetings & Marketing

Increasing awareness through community forums and digital campaigns.

Summary/Next Steps



- The Annual Update aligns with the new state requirements
- Downtown Restroom & Ticketing Kiosk: Construction will begin in 2025
- Bus Stop Shelter Improvements: Construction will begin in late 2025.
- Downtown Circulator Service Launch: Introducing a trolley service to enhance urban mobility beginning in the fall of 2025.
- Expanding Electric Bus Fleet & Microtransit: Advancing sustainability and flexible transit solutions.



SunTran

10-Year Transit Development Plan (TDP)

2025 Annual Progress Report



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1. Introduction

1.1 TDP Annual Progress Report Requirements

In September 2022, the Florida Department of Transportation (FDOT) approved the SunTran 10-Year Transit Development Plan (TDP) Major Update covering the 10-year horizon plan from FY2023 to FY2032. The TDP supports developing an effective multimodal transportation system in the City of Ocala and Marion County and serves as the basis for defining public transit needs, a prerequisite for receiving state funds. The central objective of this effort is to improve transit opportunities and create a robust, multimodal connection experience for the SunTran service area users.

As of the legislation approved in February 2007, the Transportation Development Plan (TDP) must undergo a major update every five years. In the years between these updates, a progress report detailing the 10-year implementation program of the TDP must be submitted. In 2024, the Florida Department of Transportation (FDOT) revised Rule 14-73.001 of the Florida Administrative Code, introducing significant changes to the TDP requirements. Effective July 9, 2024, these changes aim to streamline the TDP process, enhance coordination with Metropolitan Planning Organizations (MPOs), and prioritize key projects that align with strategic goals and funding opportunities.

The submission deadlines for major TDP updates and annual reports have been moved to March 1, replacing the previous September deadline. This report serves as the City of Ocala's SunTran annual progress report for the second year of the major TDP update in accordance with the revised requirements of Rule 14-73 of the Florida Administrative Code (FAC).

1.2 Organization of Report

This report is organized into five overall sections, including the Introduction section:

- Section 2 summarizes the activities and accomplishments in FY 2024 following the completion of the FY2023 – FY2032 TDP Major Update adopted in September 2022.
- Section 3 evaluates how the goals and objectives from FY2023 – FY2032 are addressed based on the accomplishments completed in FY 2024.
- Section 4 includes an updated implementation and financial plan and extends the TDP implementation plan to include a new 10th year, covering FY2025 – FY2034.
- Section 5 provides information on continued project implementation and other efforts.

Figure 1-1 shows a checklist that details the requirements for an annual TDP progress report as defined by Rule 14-73.001, FAC, corresponding to the location where each item was addressed. It should be noted that, in accordance with the updated TDP Rule, a section of TPO metropolitan planning process coordination and a subsection of performance monitoring related to peer review analysis was added in Section 2.



Figure 1-1 FY2024 TDP Annual Progress Report Checklist

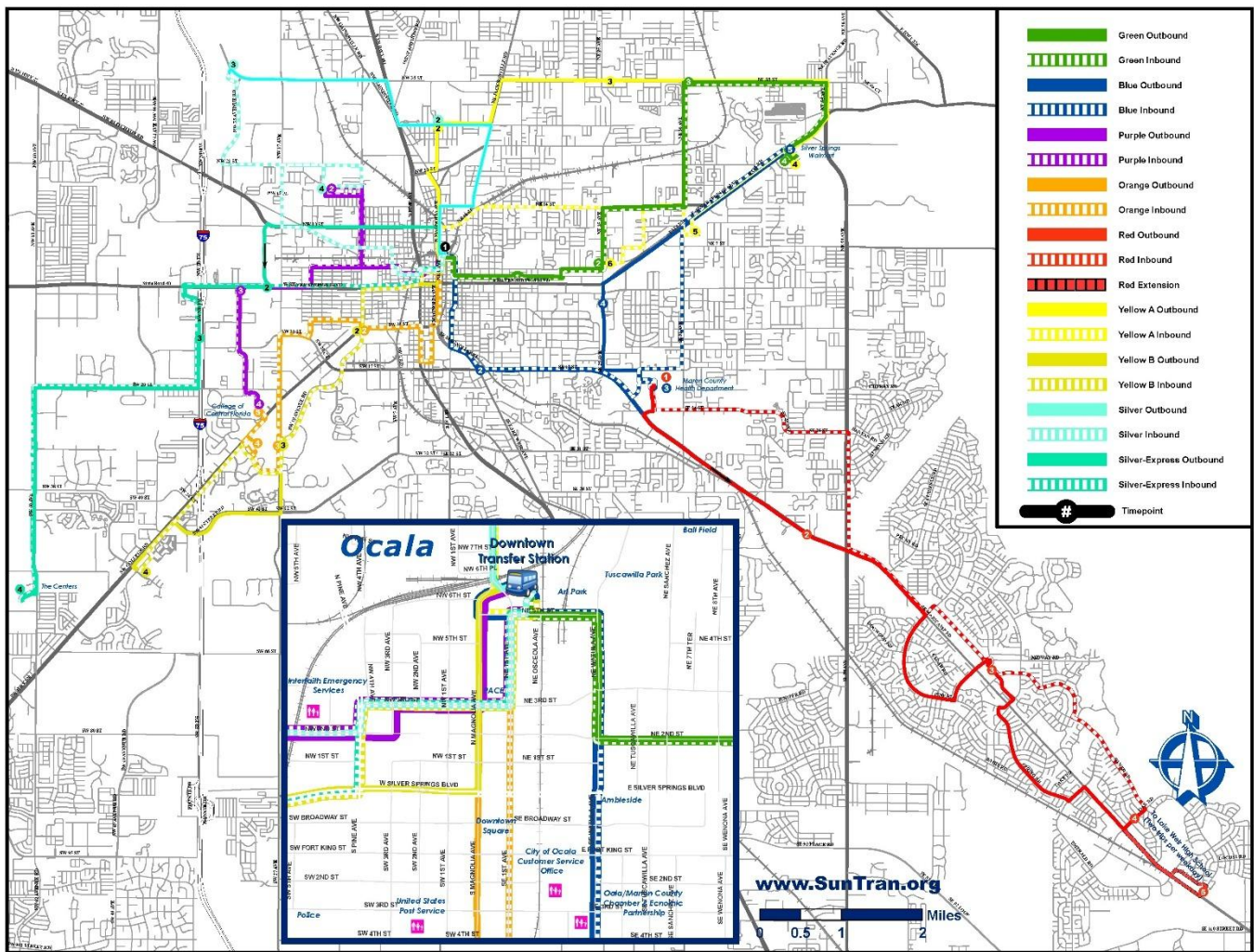




2. Summary of Past Year Accomplishments

SunTran serves the Ocala urbanized area with seven fixed routes and accompanying paratransit services, primarily focused on the city. The City has contracted with RATPDev to perform day-to-day operations and manage the system. Figure 2-1 illustrates the existing SunTran fixed-route transit network.

Figure 2-1 SunTran Fixed Routes Network (As of 09/2024)



The remainder of this section presents an overview of the service's updated information and the major accomplishments completed in FY2024, including the following:

- Progress Update on SunTran Services and Key Performance Indicators
- Metropolitan Transportation Planning Process Coordination with Ocala Marion TPO
- FY2024 Florida Department of Transportation (FDOT) Triennial Review
- FTA Low or No Emission Grants FY 2024 Progress Report



- SunTran Administrative & Maintenance Building Renovation
- New Downtown Transfer Station Restroom Facility & Ticketing Kiosk Progress Report
- Bus Stop Shelter Improvements Progress Report
- Transit guide major update
- Downtown Electric Trolley Circulator Project
- SunTran 25th Anniversary Public Event
- Other miscellaneous projects

2.1 Progress Update on SunTran Services and Key Performance Indicators

According to the American Public Transportation Association (APTA) study in January 2021 on the impact of COVID-19 on public transit, national ridership dropped to 65% below pre-pandemic levels from June through December 2020. Like all transit agencies, SunTran adjusted to meet the challenges of the pandemic. As more and more people feel comfortable using transit due to increased vaccination rates, SunTran will continue to fulfill the public's transportation needs safely.

SunTran continues its comprehensive sanitization efforts, thoroughly cleaning every bus at the end of each service day as part of the original protocols implemented during the pandemic. SunTran introduced Active Purification Technology, PHI (Photohydroionization) Cell Technology, to enhance passenger safety and improve bus air circulation. This advanced technology has been proven effective in achieving 99% kill rates for SARS-CoV-2, H1N1, avian flu, MRSA, E. coli, bacteria, mold, carcinogens, and other viruses and pathogens, including sneeze test particles. In FY2023, the system was installed in all fixed-route SunTran buses. Some older units are scheduled to be replaced in FY2025.



SunTran has experienced a decline in ridership since 2015, prompting a significant route redesign in 2018 to enhance and improve service. Despite these efforts, fixed-route ridership continued to decline, and the COVID-19 pandemic further exacerbated the situation, mirroring trends observed in other systems analyzed in the APTA study. Figures 2-2 and 2-3 depict the trends in total ridership and ridership per revenue hour, respectively, from 2000 to 2020 at 5-year intervals. These figures show that total ridership and ridership per revenue hour peaked in 2015 before beginning a steady decline.



Figure 2-2 FY2000 - FY2020 SunTran Ridership

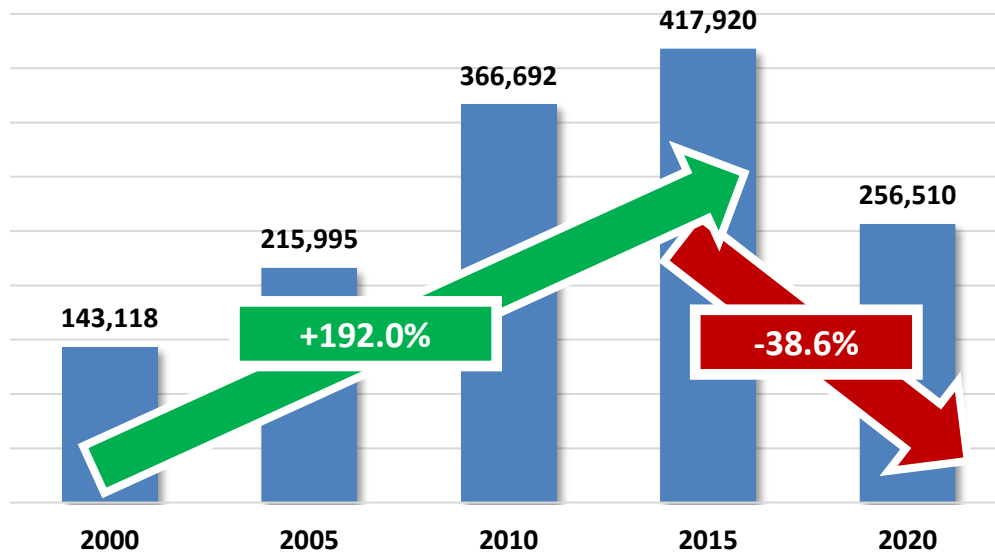
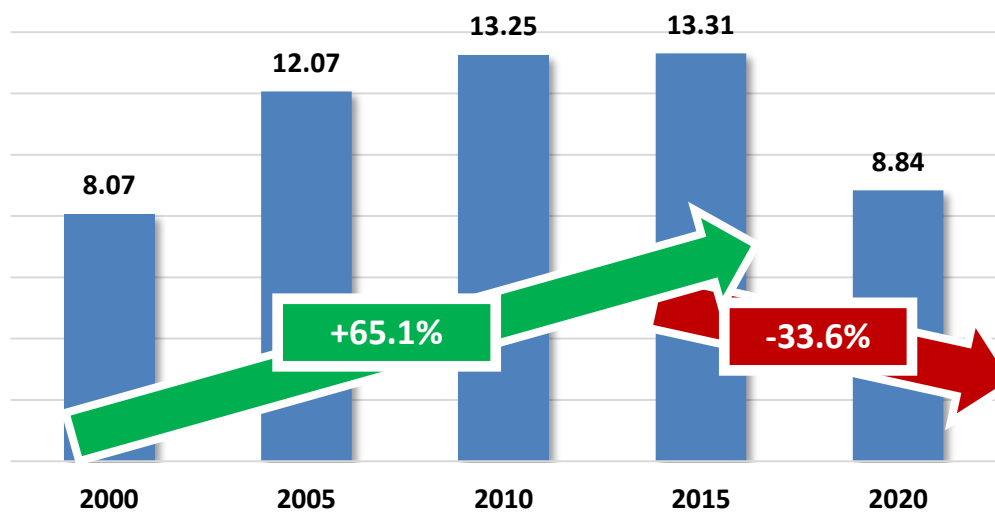


Figure 2-3 FY2000 - FY2020 SunTran Ridership per Revenue Hour



After SunTran’s administration duties were transferred to the City of Ocala from the Ocala Marion TPO, a significant transit network redesign study was conducted in FY 2020 to produce a more efficient and cost-effective system by directing transit investment where it is most needed within current funding capability, expand SunTran’s service to new areas, and improve the customer satisfaction levels on SunTran service. The study resulted in a complete overhaul of the SunTran fixed-route system that took effect in 10/2021. Figures 2-4 and 2-5 illustrate the annual ridership and annual ridership per revenue hour for FY2019 through FY2024, respectively.



Figure 2-4 Annual Ridership (FY2019 - FY2024)

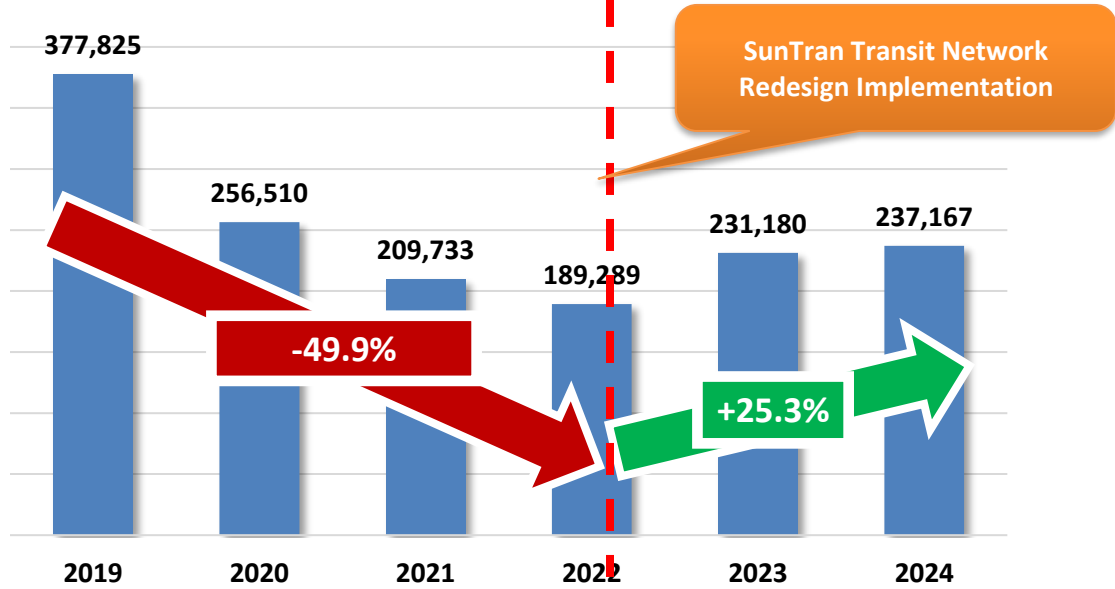
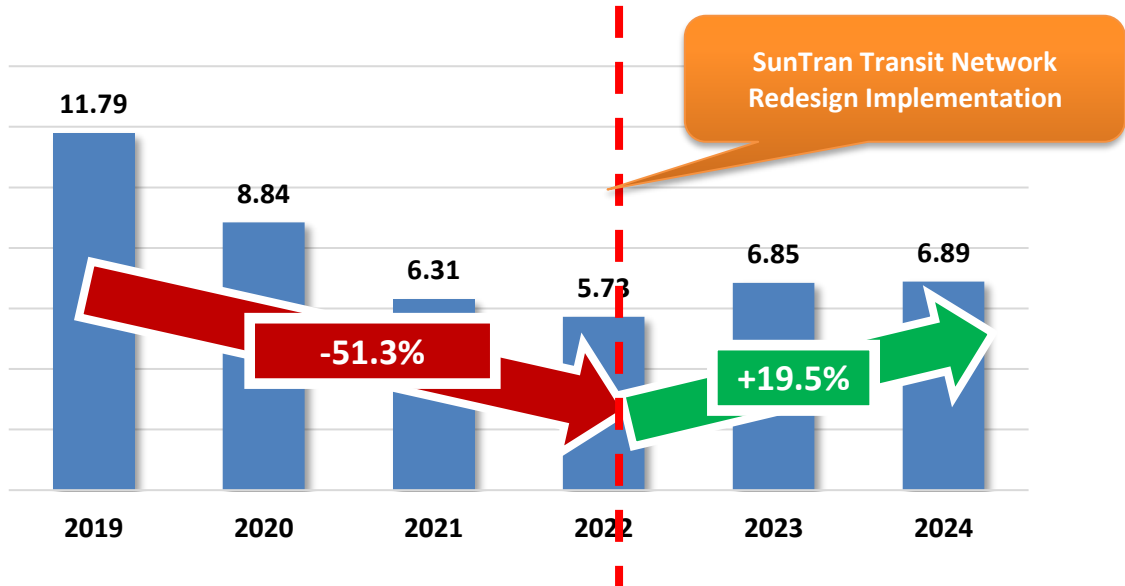


Figure 2-5 Annual Ridership per Revenue Hour (FY2019 - FY2024)



Figures 2-4 and 2-5 show that SunTran ridership and ridership per revenue hour reached a low in FY2022, rebounded during FY2023, and continued to grow through FY 2024. Ridership for FY2024 increased by 25.3 percent, while ridership per revenue hour rose by 19.5 percent compared to FY2022.

The 2020 SunTran transit network redesign shows promise for returning to pre-pandemic ridership levels. The city is monitoring performance and will make needed adjustments. However, a low on-time performance (OTP) issue was identified, with the FY 2024 average OTP at 72%. To address this, measures are being implemented, aiming for an OTP of 80% or higher in FY 2025, as set by the City Council.

In the FY2023 – FY 2032 TDP Major Update, a section of peer review analysis evaluates SunTran’s system’s general performance, effectiveness, and efficiency against those “similar” national transit systems. The TDP identified the



following peer agencies:

- Hernando County Transit (The Bus, FL)
- Lake County Transit (LakeXpress, FL)
- Pottstown Area Rapid Transit (PART, PA)
- Metropolitan Area Transit (MATBUS, MN)
- Suffolk Transit (Suffolk Transit, VA)

This TDP annual progress report updated this peer review analysis results with the latest National Transit Database (NTD) data regarding the following three fixed-route service key indicators. The purpose is to benchmark SunTran’s fixed-route service performance against the peer agencies and track its change over time.

Table 2-1 Fixed Route Service Key Operating Indicators Peer Review (2023 & 2019)

Metric	Ocala (SunTran) (2023)	Hernando County (THEBus) (2023)	Lake County (LakeXpress) (2023)	Moorhead (MATBUS) (2023)	Pottstown (PART) (2023)	Suffolk (Suffolk Transit) (2023)	Peer Average (2023)	Peer Average (2019)	Peer Average Change (19 – 23)
Passenger Trips	231,180	134,242	218,604	374,928	226,329	72,551	209,639	265,863	-21.1%
Passenger Trips per Revenue Hour	6.80	4.70	5.90	11.50	6.10	3.60	6.43	9.86	-34.8%
Operating Cost Per Passenger Trip	\$12.47	\$17.90	\$19.30	\$9.21	\$16.92	\$24.22	\$16.67	\$8.59	94.1%

According to Table 2-1, the peer average saw a decline in passenger trips and passenger trips per revenue hour and an increase in operating costs per passenger trip between 2019 and 2023. Compared to other peer systems in 2023, SunTran ranked second best out of six systems for passenger trips and passenger trips per revenue hour. Additionally, SunTran had the second lowest operating cost per passenger trip among the six systems. Significantly, all three operating indicators for SunTran outperformed the 2023 peer average.

2.2 Metropolitan Transportation Planning Coordination with Ocala Marion TPO

The City of Ocala has a long history of strong alliances with Ocala Marion TPO regarding SunTran's operations. The TPO was SunTran's administrative agency for over 20 years. After the City became the SunTran administrative agency in 2019, the City of Ocala continued coordinating with Ocala Marion TPO on significant planning efforts and decision-making processes. Highlights of these coordination efforts include:

1. Technical Advisory Committee (TAC) Meeting Attendance – The City of Ocala transit team designated a dedicated staff member to be a member of the TAC and attend monthly TAC meetings. The staff is responsible for providing input on the regional transportation planning process (e.g., Long Range Transportation Plan, FDOT 5-Year Work Program, etc.) managed by the TPO, reporting significant SunTran capital and operating improvement projects, and soliciting feedback and comments from TAC.
2. TPO Board Meeting Presentation—During the annual mid-year meeting, the City of Ocala is expected to present to the TPO board the significant accomplishments of SunTran for the past fiscal year. This



presentation aims to update the TPO board with the latest changes in SunTran and solicit feedback from the TPO board regarding future changes and/or improvements.

3. TPO participation in Decision-Making Process – When the City of Ocala initiates a significant project regarding the transit planning process, TPO is invited for their professional input from an independent perspective. For example, during the Request for Proposal (RFP) process for the last major TDP update, the TPO director, Rob Balmes, was invited to serve as a member of the evaluation committee. He attended the project presentation sessions by the final shortlisted vendors and filled out the evaluation forms. His evaluation score input and input from other evaluation committee members were used to select the winning bidder from the shortlisted vendors.
4. Securing of FY 2023 Low or No Grant – During the application for the FY 2023 Low or No Grant application, the TPO regional plans (e.g., 2040 LRTP) were reviewed and documented to ensure that the objective of this project is consistent with the goals and objectives set in that plan. In addition, before the city obligated the Low or No Grant, the TPO, under the city’s request, updated its FDOT 5-Year Work Program to include this project, a prerequisite for the FTA to distribute the funds.

For fiscal year 2025, the City of Ocala will collaborate with the Ocala Marion Transportation Planning Organization (TPO) to align regional transportation goals and conduct workshops. The 2050 Long Range Transportation Plan (LRTP) is in progress, with a city transit staff member participating in the LRTP Steering Committee. They have attended two meetings in 2024 and will continue to engage in key milestones in 2025, sharing insights to guide the long-term transportation development in Marion County.

2.3 FY2024 FDOT Triennial Review

The Florida Department of Transportation (FDOT) conducted the SunTran Triennial Review on May 22, 2024, to assess compliance with its State Management Plan (SMP) and ensure eligibility for State Public Transportation funds. The review included a desktop evaluation and an on-site visit by the FDOT team. Reports and documents uploaded to the state portal included general information, asset inventories, financial management documentation, procurement policies, employee policies, the System Safety Program Plan (SSPP), and vehicle maintenance records.

Each city department submitted the necessary documents before the review date. The Federal Transit Administration (FTA) reviewed these submissions and requested additional information from the City of Ocala as needed. The FDOT team conducted the on-site review and held an exit interview on the same day. The final findings from the review were provided on June 20, 2024.

1. Fourteen Deficiencies in Vehicle Maintenance and Safety and Security categories. These deficiencies mainly cover pre-and post-trip inspections, preventative maintenance activities, safety defects on bus vehicles, failure of plans/policies meeting FDOT requirements, driver background/training issues, event investigations, etc.
2. Six observations in categories of Vehicle Maintenance, Safety and Security, National Transit Database, and Project management/Financial Information
3. One area of concern in the Vehicle Maintenance category

The city transit staff worked with the RATP Dev team to address all the deficiencies, observations, and areas of concern. Highlights of the remedies include:

1. Completed pre- and post-trip refresher training for all the bus operators and incorporated this training into an ongoing annual training process.



2. Updated vehicle maintenance plan consistent with SunTran’s SSPP policies and procedures.
3. Updated SSPP documents in accordance with Chapter 14.90. F.A.C.
4. Developed contractor oversight procedure to guide the routine oversight activities with RATP Dev and other third-party contractors and document the contract oversight activities.
5. Repaired the safety-sensitive defects with the bus of concern.
6. Developed comprehensive event investigation procedures that include preventability determination, corrective action plans, monitoring and tracking of corrective actions, and follow-up evaluation.
7. RATP Dev addressed all the requirements for driver training as required by Chapter 14-90.
8. Uploaded driver background checking records as requested by FDOT.
9. Developed steps to prevent future deficiencies, such as implementing ongoing training, enhanced contractor oversight, and internal audits.
10. Other remedies as necessary.

All items were addressed, and FDOT closed the review on November 1, 2024.

2.4 FTA Low or No Emission Programs FY2024 Progress Report

On June 27, 2023, the Federal Transit Administration (FTA) announced the recipients of the FY 2023 FTA Low or No Emission Grant, with the City of Ocala being one of the two selected agencies in Florida to secure the \$16.2 million in federal funding. Since receiving the grant, the City of Ocala's progress includes the following:

- Initial evaluation of potential mobility-on-demand (MOD)/microtransit planning software providers

Several well-known MOD planning software providers are available in the market, and the City of Ocala identified Via Transportation (Remix planning software), Ecolane, Sparelabs, and RideCo. Given the City of Ocala's entry into this new domain, gathering comprehensive information from each provider was imperative to facilitate an informed decision-making process for the forthcoming Request-for-Proposal (RFP). Each provider was allowed to present their planning software, during which the City of Ocala noted key takeaways, including:

- The background and history of the company
- The strengths and weaknesses of the planning software
- Alignment of the planning software with the needs of the City of Ocala
- List of references (transit agencies) provided by the company.
- Initial cost estimates
- Other pertinent information as needed.

Furthermore, the City of Ocala proactively contacted transit agencies referred by the interviewed companies to solicit candid feedback about their products. All gathered information has been documented for future reference in the RFP process.

- Negotiation with CTE regarding the service contract

One of the project partners identified in the grant application was the Center for Transportation and the Environment (CTE), which provided valuable insights to help secure this funding opportunity. CTE will also play a vital role in the project plan by involving nine primary phases. The City of Ocala was continuously communicating with the CTE to ensure the details reflected in the proposed service contract were aligned



with the languages used in the grant application package and the needs of the City of Ocala. The Ocala City Council approved the final proposed service contract on July 2, 2024.

- Preparation of grant funding disbursement

The grant's ultimate disbursement was contingent upon accurately inputting project details into the Federal Transit Administration's (FTA) TrAMS system. Following this crucial step, the City of Ocala maintained ongoing communication with FTA grant managers to ensure alignment with FTA requirements and promptly implemented any necessary adjustments.

Simultaneously, the City of Ocala's procurement department completed its FY 2024 - 2026 Disadvantaged Business Enterprise (DBE) Program and corresponding goal in accordance with FTA regulations. This step resolved any obstacles to the final approval of the grant funding disbursement, ensuring compliance and facilitating the smooth progression of the project.

FTA finally approved the grant funding disbursement on June 18, 2024. The city started project implementation according to the planned schedule. The first step was to work with CTE to initiate project kick-off meetings and stakeholder workshops.

- Initial Kick-Off Meetings with CTE

The initial Low-No Program Kickoff meetings with CTE were held on August 15 and August 16, 2024, at the City of Ocala properties. The kickoff meetings included a series of workshops with the staff from different departments of the City of Ocala to bring all the stakeholders on board with this project. The major topics covered during these two days included:

- Project Introductions and Agenda Review
- Project Goals Workshop
- Data Collection/Route Modeling Workshop
- Fleet Workshop
- Workforce Analysis Workshop
- Stakeholder Engagement Workshop
- Procurement Workshop
- Facilities Workshop
- Project Planning and Scheduling Workshop

After the kick-off meetings, the City of Ocala has been working with CTE to develop the project phasing plans, identify the initial infrastructure needs, and perform the modeling analysis regarding power needs, among other things.

- Future Visions and Challenges

As part of this Low or No Grant Program application, a Zero-Emission Transition Plan was prepared to outline the roadmap for SunTran to have a fully electrified bus fleet. The City of Ocala expects that, by 2030, 50 percent of SunTran's fleet will consist of low or zero-emission vehicles. Below is a summary of planned activities, barriers/mitigations, and other concerns for the City of Ocala to realize the goal:



- Public Communication – the city plans to conduct public outreach campaigns to promote the benefits of these programs (e.g., environmental awareness events or educational materials)
- Infrastructure readiness – the FY 2023 Low or No Grant provides capital funding to build the initial infrastructure to support the electric vehicles, such as charging stations, power grid upgrades, dedicated electric bus maintenance facility, etc. More funding opportunities need to be identified in the future to support the complete electrification of the fleet.
- Operating funding shortage—While the capital funding for purchasing electric vehicles was secured under the FY 2023 Low or No Grant Program, the operating funds will be a big challenge for the city and county. The city will continue to work with local, state, and federal agencies or interested partners to explore funding opportunities.

2.5 SunTran Administrative & Maintenance Building Renovation

The SunTran Administrative & Maintenance Building Renovation project started on June 19, 2023, and concluded on November 11, 2023. During this renovation process, the following main tasks were completed:

- Remove and replace the existing floor and wall finishes.
- Remove and replace ceilings in limited locations.
- Remove and replace existing cabinets.
- Install new cabinets.
- Remove and replace existing lights, plumbing fixtures, and A/C equipment.
- Repair exterior and interior walls and trim.
- Install a new interior wall and door for the quiet room.
- Reseal and restripe existing vehicular use areas.

According to the FDOT requirement, the proof of completion for this project, including the engineer's certification of compliance (electrical and mechanical) and the final construction plan, was submitted to FDOT on March 21, 2024. Below are photos showing the different areas after renovation. The following images show other facility areas after the renovation project was completed.

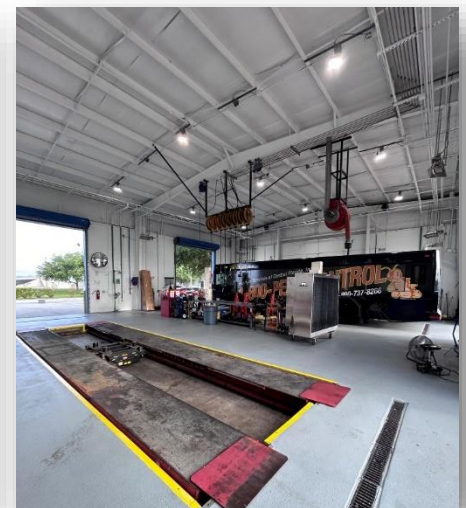
Renovated Parking Area



New Kitchen Cabinet and Floor



Renovated Maintenance Area





2.6 Downtown Transfer Station Restroom Facility & Ticketing Kiosk Progress Report

The city collaborated with Kimley-Horn and Associates and other agencies to address several comments and issues related to the construction plans for the restroom facility and ticketing kiosk. The main points of concern included:

- The need to relocate the restrooms and rearrange the interior spaces.
- The proposed building needed to be moved further north to avoid potential conflicts with underground power lines.
- An evaluation of water and wastewater flow requirements was necessary based on the estimated daily number of passengers and staff using the facility.
- Recommendations regarding restroom amenities and necessary passenger protection features.

The city development review team approved the site and building plans in June 2024. Staff expects the bid documents to be finished in the spring of 2025, and construction will start in the fall of 2025.

2.7 Bus Stop Shelter Improvements

Site plans for the 23 selected bus stops have been completed and approved by the Florida Department of Transportation (FDOT). During the development of these site plans, it was discovered that some locations did not have sufficient right-of-way (ROW) to accommodate the construction of bus shelters. To resolve this issue, the City of Ocala contacted the affected property owners to request easements. While most property owners agreed to grant the easement, some declined the request. As a result, the city had to modify the site plans to address these challenges.

The city plans to complete this project phase by early 2025, followed by bidding the project and selecting a construction vendor. Construction is expected to start in late 2025. These bus shelters will enhance accessibility, comply with the Americans with Disabilities Act (ADA), and support visually impaired riders. They will also provide weather protection, increase safety, and improve the riding experience. As of July 1, 2024, the bus stop design status is shown in 2-1 and will be updated in FY2025 as the process continues.

2.8 Transit Guide Major Update

The current transit guide, which includes bus schedules and rider information, was last updated in October 2021 to reflect significant changes in the system-wide transit network. Since the last route adjustments, SunTran's on-time performance has fallen below national standards. The main contributing factors include:

- Population growth: The community's population growth and traffic have delayed the entire transit network.
- Outdated AVL/CDL Software: The existing AVL/CDL software technology requires significant updates to improve accuracy and usability.
- Scheduling Issue: Some of the prescheduled layover times did not align with the drivers' needs well.
- Increased Disabled Ridership: Due to a rise in disabled transit riders, longer wait times at bus stops have been observed.
- Driver training: Insufficient driver training caused inconsistent driving behavior, resulting in varying levels of on-time performance by individual drivers.



In light of ongoing challenges with poor on-time performance, the City of Ocala has implemented the following comprehensive measures:

- **Bus Schedule Revision:** New schedules have been developed to better align with travel patterns, accommodate drivers' needs, and increase layover times during peak hours. Feedback from riders was considered when revising the bus schedules. The input includes consistent delays at specific bus stops, requests for increased coverage for a particular area, etc.
- **AVL/CDL Software Update:** Avail, the software provider, has agreed to conduct a comprehensive update to enhance accuracy, user-friendliness, and real-time capabilities.
- **Route Optimization:** Plans are underway to realign low-performing Silver Route and restructure congested segments of Blue Route to improve overall efficiency and reliability. (See details in 2.9)
- **Transit Guide Redesign:** The transit guide will be revamped into a "Brochure" format, including individual route schedules and maps. The design is expected to be finalized after the proposed new schedules are completed.
- **Improved Driver Training:** driver training focuses on time points and schedule adherence.

The City of Ocala is proactively addressing challenges in its transit system by modernizing technology, optimizing routes, and improving scheduling. These enhancements aim to improve reliability for residents and reduce the impact of population growth. The goal is to reach an on-time performance rate of at least 80 percent by fiscal year 2025.



Table 2-2 SunTran Bus Stop Shelter Design Status as of 07/01/2024

STOP ID	Direction	Roadname	Latitude	Longitude	Survey Status	Site Plan Status	Batch #	FDOT Intermodal			ROW/Easement Review	Easement Request Status
								Submittal Date	Review Completion Date	Reviewer		
4057	NA	Parking for Health Dept	29.169157	-82.092806	Complete	Complete	2	Sent 11/21/2022	12/9/2022	croark/jzaballero		
2022	Northbound	SW 27th AVE	29.160024	-82.16881	Complete	Complete	5	Sent 1/10/2023	2/8/2023	croark/jzaballero	Additional Easement is needed	Work on finding proper contact of the property
2025	Westbound	NE 35th ST	29.223029	-82.085937	Complete	Complete	4	Sent 1/6/2023	1/23/2023	croark/jzaballero	Additional Easement is needed	Declined by the property owner
4006	Eastbound	E Silver Springs BLVD	29.196311	-82.088093	Complete	Complete	1	Sent 11/7/2022	11/21/2022	croark/jzaballero		
8303	Westbound	NW 17th PL	29.204259	-82.15714	Complete	Complete	4	Sent 1/6/2023	1/23/2023	croark/jzaballero		
2084	Eastbound	E Silver Springs BLVD	29.188374	-82.10061	Complete	Complete	6	2/1/2023	2/8/2023	croark/jzaballero		
6017	Westbound	NE 14th ST (Bonnie Heath)	29.20076	-82.099596	Complete	Complete	1	Sent 11/7/2022	11/21/2022	croark/jzaballero	Additional Easement is needed	Work on finding proper contact of the property
2028	Westbound	NE 35th ST	29.222997	-82.059033	Complete	Complete	4	Sent 1/6/2023	1/23/2023	croark/jzaballero		
6034	Westbound	NE 2nd ST	29.1884	-82.113293	Complete	Complete	4	Sent 1/6/2023	1/23/2023	croark/jzaballero		
6040	Eastbound	NE 2nd Street	29.188383	-82.124895	Complete	Complete	2	Sent 11/21/2022	12/9/2022	croark/jzaballero	Additional Easement is needed	Working on finalizing easement agreement
2035	Southbound	NE 55th AVE	29.218359	-82.058015	Complete	Complete	5	Sent 1/10/2023	2/8/2023	croark/jzaballero		
2011	Westbound	SW 17th ST (SW 10th St)	29.177844	-82.165985	Complete	Complete	2	Sent 11/21/2022	12/9/2022	croark/jzaballero	Additional Easement is needed	Working on finalizing easement agreement
2002	Westbound	E Silver Springs BLVD	29.21065	-82.066718	Complete	Complete	1	Sent 11/7/2022	11/21/2022	croark/jzaballero		
8206	Northbound	SE 25th AVE	29.183235	-82.103253	Complete	Complete	3	Sent 12/12/2022	12/20/2022	croark/jzaballero		
4065	Eastbound	SW 16th ST	29.17289	-82.139983	Complete	Complete	2	Sent 11/21/2022	12/9/2022	croark/jzaballero		
6021	Southbound	NE 25th AVE	29.199294	-82.103391	Complete	Complete	6	2/1/2023	2/8/2023	croark/jzaballero	Additional Easement is needed	Declined by the property owner
8608	Westbound	NE 14th ST (Bonnie Heath)	29.200694	-82.107248	Complete	Complete	1	Sent 11/7/2022	11/21/2022	croark/jzaballero	Additional Easement is needed	Working on finalizing easement agreement
5031	Northbound	SW 27th AVE	29.156751	-82.168823	Complete	Complete	3	Sent 12/12/2022	12/20/2022	croark/jzaballero		
4017	Northbound	SE Watula AVE	29.18442	-82.133451	Complete	Complete	5	Sent 1/10/2023	2/8/2023	croark/jzaballero		
2017	Southbound	SW 27th Ave	29.19929	-82.10339	Complete	Complete	7	Sent 1/10/.2024	2/2/2024	croark/jzaballero	Additional Easement is needed	Work on finding proper contact of the property
2014	Northbound	SW 27th Ave	29.16687	-81.16907	Complete	Complete	7	Sent 1/10/.2024	2/3/2024	croark/jzaballero	Additional Easement is needed	Work on finding proper contact of the property
8205	Eastbound	SE 17th Street	29.17145	-82.09960	Complete	Complete	7	Sent 1/10/.2024	2/3/2024	croark/jzaballero	Additional Easement is needed	Working on finalizing easement agreement

*The property owners declined the easement requests for stops 2025 and 6021. In this case, the City of Ocala is looking for alternative replacement stop locations to apply the existing site plan with minimum modifications.



2.9 Downtown Trolley Circulator Project

The Downtown Circulator Service was identified as a need during the public engagement for the FY2018-FY2027 Transit Development Plan (TDP) Major Update. It received strong support and is included in the unfunded needs plan. This service aims to enhance mobility for residents and visitors, increase exposure for downtown businesses, and improve connections between the core routes—Orange, Blue, Green, and Purple—and the Amtrak shuttle at the downtown transfer station. The proposed route will serve key activity centers such as:

1. Ocala Downtown Square (includes Hilton Garden Inn and various street-front stores and restaurants, among others)
2. Ocala Post Office
3. Marion County Courthouse
4. Tourist Development Council
5. Advent Health Ocala Hospital
6. Ocala Regional Medical Center
7. Ocala Downtown Market & Ocala/Marion County Chamber & Economic Partnership
8. Ocala City Hall/Citizens Circle
9. Tuscawilla Park
10. Reilly Arts Center
11. Downtown Transfer Station

The proposed downtown circulator service will be free and operate every 15 minutes. The overall service frequency is 70 minutes, resulting in inefficient transfers at the downtown station. This new service aims to improve transfer opportunities between core routes and various transportation services. City staff are working with downtown stakeholders to develop a tentative schedule for at least 20 hours of operation per week. The final routes and hours will be announced in September 2025.

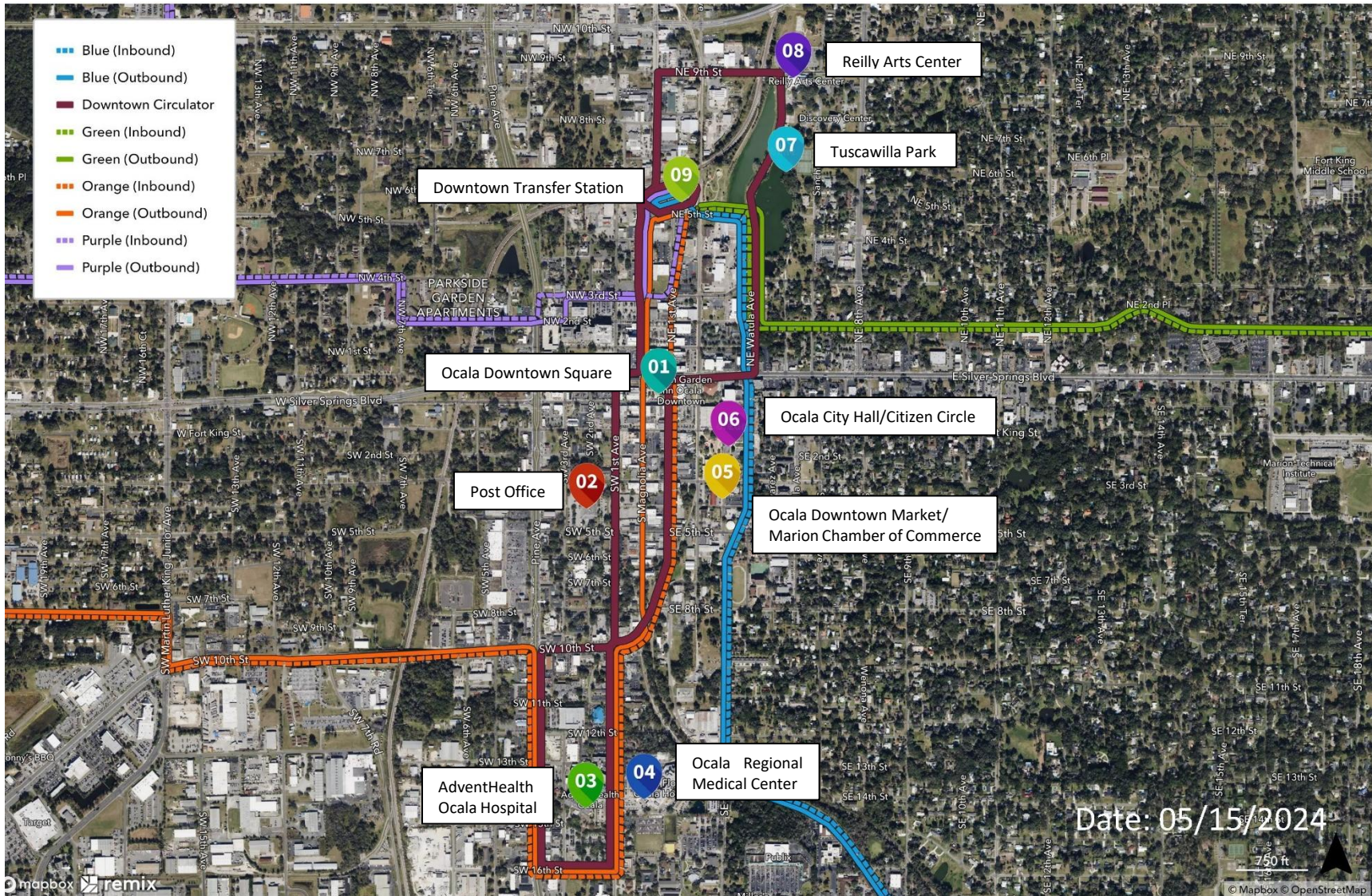
Initial estimates suggest the service will attract around 7,000 riders annually. A benefit-cost analysis (BCA) shows a benefit-cost ratio (BCR) of 51.8%, excluding social and economic benefits. The service is expected to boost business and tourism in the vibrant downtown area while serving disadvantaged populations needing reliable public transit.

Extensive planning efforts have occurred since this unfunded need was identified in the previous Transportation Development Plan (TDP). The city has worked closely with the Ocala Marion Transportation Planning Organization (TPO) to integrate this new service into its 2045 Long Range Transportation Plan (LRTP). The latest TDP includes recommendations for improving frequency on the core routes (Green, Blue, Orange, and Purple), and the downtown circulator aligns with this recommendation to enhance the frequency of the Orange route.

Furthermore, the city has applied for a Federal Transit Administration (FTA) Section 5307 Consolidated Capital Grant to fund the acquisition of a trolley. Additionally, the city successfully applied for a Public Transit Service Development Program Grant (FY 2026) to assist with three-year initial operating expenses and a two-year marketing campaign. This campaign will include flyer distribution, public meetings, email blasts, digital media advertisements, and bus wraps. The total amount awarded for this grant is \$229,145, which covers 50% of the operating costs.



Figure 2-6 Proposed Downtown Circulator with Major Activity Centers





2.10 Silver and Blue Routes Service Changes

Concurrent with the development of the new Transit Guide, two significant service changes were identified and described below:

- Silver Route Reconfiguration - Within the SunTran transit network, the Silver route has been identified as the least productive. Initially slated to traverse NE Jacksonville Rd to reach HIS Compassion Food Bank (located at 2000 NE 78th St, Ocala) as per the FY 2023-2032 TDP proposal, subsequent discussions with the County revealed minimal enthusiasm for this route alteration. Consequently, a decision has been made to realign the Silver Route, focusing its trajectory within the city area. This adjustment aims to provide transfer opportunities with the current Purple Route at Mary Sue Rich Community Center and enhance service provisions to areas housing disadvantaged populations, including Blitchton Station Apartments, Harvey’s Fellowship Home, Parkside Gardens Apartments, etc.
- Blue Route Adjustment - An analysis has revealed that a specific segment of the Blue Route frequently encounters prolonged travel delays, particularly during peak hours. Rectifying this concern is paramount to enhancing systemwide on-time performance. As a result, inbound trips on the Blue Route will now follow a revised path, shifting from its previous route along SE 25th Ave to SE 36th Ave.

These two route changes will be implemented during a full route review. These changes in route alignment will not affect operating costs.

2.11 SunTran 25th Anniversary Public Event

As SunTran commemorates its 25th anniversary, the City of Ocala organized a special event at the newly refurbished SunTran Administrative & Maintenance Facility on January 31, 2024. Attendees included FTA and FDOT officials, current and retired city and county officials, stakeholders, vendors, and the riding public. The event featured speeches from elected and city officials who expressed gratitude for the community's support, acknowledged staff dedication, and highlighted SunTran's contributions to the residents, businesses, and visitors. Representatives from FTA, FDOT, and other guest speakers also shared their perspectives on SunTran's development over the past two and a half decades. The special event concluded with a guided tour of the facility for the guests.



From Left to the Right:

1. Dr. Charles Chiu, Program Manager, Federal Transit Administration (FTA)
2. Ji Li, Senior Transit Planner, City of Ocala
3. Carlos Colon, Transit Project Coordinator, Florida Department of Transportation (FDOT)
4. Jo Santiago, Transit Intermodal Supervisor, FDOT
5. Steven Neal, Transit Manager, City of Ocala
6. Aviance Webb, Community Planner, FTA
7. Holly Lang, Growth Management Fiscal Manager, City of Ocala
8. Olanrewaju Adelekan, SunTran General Manager, RATP Dev
9. Steve Sherrer, RATP Dev Vice President, RATP Dev
10. Jennifer Treiber, District Aide to Florida Representative McClain (District 27)
11. Haylee Austin, District Aide to Florida Representative Ryan Chamberlin (District 24)



From Left to the Right:

1. Tye Chighizola, City Projects Director, City of Ocala
2. Peter Lee, City Manager, City of Ocala

2.12 Other Miscellaneous Projects

Except for the significant accomplishments mentioned above, the City of Ocala also made other minor capital improvements to the SunTran capital asset, which include:

- Forklift (Purchase Date: 09/2024)
- KONI Mobile Bus Lift System (Purchase Date: 05/2024)
- Two Non-Revenue Ford Vans (Purchase Date: 05/2024)

The forklift improves maintenance staff's mobility to move heavy items, while the new Mobile Bus Lift System replaces SunTran's outdated model, which has been used for over 20 years. These upgrades will enhance vehicle servicing efficiency. Additionally, two new ADA-accessible non-revenue vans will replace older models that have exceeded their lifecycle, ensuring that emergency services accommodate all riders, including those with disabilities, thus improving the overall experience for SunTran users.



3. Goals and Objectives Evaluation

This year’s evaluation of the City of Ocala’s effort in support of SunTran’s goals and objectives regarding transit service, as outlined in the FY2023 – FY2032 TDP, was conducted as part of this progress report. The results of this evaluation are summarized in Table 3-1.

Table 3-1 Goals and Objectives Evaluation

Goals	Evaluation
ENVIRONMENT AND EQUITY	
Goal 1: Enhance the integration of transit services to support environmental sustainability and address equity issues within the community.	
Objective 1.1: Develop a Zero Emissions Fleet Transition Plan by 2023.	Completed in FY 2023
Objective 1.2: Pursue funding opportunities to assist with purchasing Electric Vehicles and related Infrastructure.	The City applied for the FY 2026 FDOT Service Development Grant Program for the new downtown circulator service.
Objective 1.3: Develop and implement a strategy to promote transit-supportive development patterns within the service area by 2023.	No action during this period.
Objective 1.4: Develop a methodology to assess transit system equity based on best practices by 2023.	To ensure that public transportation services are accessible, affordable, reliable, and meet the needs of all population groups, particularly disadvantaged communities, SunTran/City of Ocala established a structured, data-driven approach to assess transit system equity by improving on-time performance.
ACCESSIBILITY	
Goal 2: Expand transit services to maximize access to opportunities.	
Objective 2.1: Continue proactively seeking partnerships with surrounding county governments, agencies, and private employers to increase connectivity between counties.	Continuous discussion was performed with county governments and private employers on how SunTran can provide better connections to new developments.
Objective 2.2: Pursue additional funding opportunities that support improved bus stops and shelters and service extensions to underserved areas with strong transit propensity.	An FTA Section 5307 Consolidated Capital Grant was under application to support the construction of the bus stop shelters identified in section 2.7.
Objective 2.3: Proactively partner with the business community and the regional workforce development board to continuously develop and refine services to meet their needs.	SunTran consulted with Ocala Metro Chamber & Economic Partnership and Ocala Main Street on applying for the FY 2026 FDOT Service Development Grant Program for the new downtown circulator service.
USABILITY	
Goal 3: Make the system more convenient and practical for residents and visitors.	
Objective 3.1: Design, implement, and maintain an annual survey program that includes both system users and on-route Employer surveys assess the community’s need for transit services on weekdays, Saturdays, and Sundays.	An annual onboard survey is being developed to evaluate customers’ needs and satisfaction levels regarding transit use.
Objective 3.2: Determine the feasibility of implementing Sunday services.	The awarded FY2023 FTA Low or No Emissions program grant included the vehicle purchase for Sunday microtransit services.
Objective 3.3: Improve system security and user comfort by strategically investing in bus stop amenities (lighting, security cameras, signage, etc.)	See Section 2.7 for details.



EFFICIENCY	
Goal 4: Maximize the productivity and financial efficiency of transit operations.	
Objective 4.1: Assess the feasibility of modifying or eliminating underperforming routes to improve the cost-efficiency of the system.	The city actively monitors route performance and will modify or eliminate underperforming routes as necessary. The city will change several underperforming route segments and reflect them in the latest transit guide.
Objective 4.2: Prioritize investments in routes with the highest ridership to improve the productivity (effectiveness) of the transit system.	The city secured two electric 35-foot buses in the FY2023 FTA Low or No Emissions program grant to improve the weekday peak-hour service frequencies to the top-performing routes (Green, Blue, Orange, and Purple Routes)
Objective 4.3: Evaluate the feasibility of automated, connected, electric, and shared (ACES) vehicles and other emerging technologies that may reduce operational costs.	The city introduced EV “microtransit” on-demand transit service in the FY2023 FTA Low or No Emissions program grant. See details in Section 2.4
Objective 4.4: Complete a systemwide 'hot spot' analysis using AVL data and bus operator input to identify recurrent delays and transit priority treatments to address by 2023.	Continuous input from AVL data and bus operators about the recurring delays was documented and would be used to adjust the operating schedule for each route.
PRESENCE	
Goal 5: Engage the community to improve service awareness and support.	
Objective 5.1: Utilize public meetings and annual Elected Official Briefings to garner public support from area stakeholders.	The city continues to attend TPO TAC and boarding meetings to provide SunTran’s opinions on the regional transportation planning process, prepare progress reports/major updates on SunTran services, and gauge stakeholder feedback.
Objective 5.2: Maintain and document an ongoing public involvement process through surveys, discussion groups, interviews, public workshops, and participation in public events, with an emphasis on gathering input from traditionally underrepresented populations.	The city has actively participated in community public events by fulfilling event transportation needs. Bus operators were periodically interviewed to gather first-hand feedback from the riding public.
Objective 5.3: Continue to evaluate and enhance marketing material to provide printed and web-based transit information that is customer-friendly and attractive.	SunTran is expected to have a significant update for its printed transit guide by the end of this year. As part of our marketing campaign, the city has distributed appreciation goodies/gifts to passengers several times this year. In the FY 2026 FDOT Service Development Grant Program application, part of the funding request is to cover the initial marketing campaign for the proposed downtown circulator service.



4. Updated Implementation and Financial Plan

The city updated the 10-year Implementation Plan from the FY2023 – FY2032 TDP Major Update as part of the annual progress report. This revision reflects last year’s accomplishments and anticipated changes due to funding and other factors. The updated Implementation Plan and revised financial plan are presented in this section.

4.1 Progress Review of TDP Implementation Plan

This summary outlines the actions taken regarding the service improvements and changes for FY2024 as part of the TDP 10-Year Implementation Plan. It is important to note that the service improvements and changes scheduled for a specific year in the TDP Implementation Plan can be delayed or advanced as needed. As priorities evolve, funding assumptions may change or not materialize, and additional funding may become available. Therefore, the project implementation schedule should be adjusted accordingly.

- **Downtown Circulator Service**—As described in section 2.9, the FDOT approved the application for capital and operating funding assistance for this service. The city is expected to start it in the fall of 2025.
- **Operate Yellow A Route along NE 35th Street**—This service change has been further evaluated and is not recommended. For the upcoming blue route change, it will no longer serve Trinity Village to reduce its travel time. However, Yellow A Route would be rerouted to serve Trinity Village to make up for the Blue Route coverage. Therefore, Yellow A Route will still run along NE 14th St. with additional coverage for Trinity Village.
- **Blue-Green-Orange-Purple Interline Improvements** – The improvements have been deferred due to unavailable existing funding. However, due to securing the FY 2023 FTA Low or No Grant, two new electric 35-foot bus vehicles were allocated for this improvement. The city will begin the procurement process according to the grant implementation schedule. This improvement is expected to be implemented in FY 2027, as it takes approximately two years to build the vehicles.
- **Sunday Microtransit Service (B&C)** – This improvement has been deferred due to unavailable existing funding. However, securing the FY 2023 FTA Low or No Grant covered the six electric cutaway vehicles for this improvement. It is expected that this improvement will occur in FY 2027.
- **Bus Stop Shelter improvement** is ongoing, as described in Section 2.7.
- **Vehicle Replacement & Addition** – The funding (\$40,000) for the engine and transmission rebuild for the two cutaway vehicles was secured, and an RFP for this project would be issued. It should be completed by the end of 2024. The number 34 35-foot bus vehicle was completed for its engine rebuild. In addition, the city procured two additional non-revenue vehicles delivered in May 2024. These two vehicles will be ADA-accessible and can transport passengers in an emergency.

4.2 Updated 10-Year Financial Plan

The FY 2023 FTA Low or No Emission Programs award to the City of Ocala is vital for funding the service improvements listed as “unfunded” in the FY 2023 – FY 2032 Ten-Year Development Plan (TDP). Since this



grant is for capital improvements only, the city must seek additional operating funding to support service expansion.

Table 4-1 shows the updated ten-year (FY 2025 – FY 2034) implementation plan. Key changes include delaying the launch of new microtransit services due to the time required for the expanded electric vehicle maintenance facility and the production of 35-foot electric buses. The plan also incorporates the downtown circulator, bus stop shelters, and restroom and ticketing kiosk projects.



Table 4-1 10-Year Cost Forecast

Alternatives	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Maintain Existing Service	\$3,803,356	\$4,562,382	\$4,263,174	\$5,170,476	\$6,328,840	\$5,060,417	\$11,008,009	\$5,673,970	\$6,014,408	\$6,375,273	\$58,260,305
Green (OB) (ST)			\$677,062	\$760,747							\$1,437,809
Blue (OB) (ST)			\$677,062	\$760,747							\$1,437,809
Purple (OB) (ST)											\$0
Orange (OB) (ST)											\$0
Green (ST) Bus		\$1,311,272									\$1,311,272
Blue (ST) Bus		\$1,311,272									\$1,311,272
Red (ST)											\$0
Silver A (ST)											\$0
Silver Route (ST) Bus Stop	\$7,638										\$7,638
Silver Route (ST) Bus Stop with Shelter											\$0
Yellow Route A (ST) Bus Stop											\$0
Yellow Route A (ST) Bus Stop with Shelter	\$69,935										\$69,935
Yellow B (Marion Oaks) (ST)			-\$159,486	-\$169,055	-\$179,198	-\$189,950					-\$697,689
Marion Oaks (ST) Bus Stop		\$16,207									\$16,207
Marion Oaks (ST) Bus Stop with Shelter		\$288,130									\$288,130
Belleview (ST)		\$360,308	\$381,926	\$404,842	\$429,133	\$454,881	\$482,174	\$511,104	\$541,770	\$574,276	\$4,140,413
Belleview (ST) Bus Stop	\$2,623										\$2,623
Belleview (ST) Bus Stop with Shelter	\$34,967										\$34,967
Microtransit (NW) (ST)					\$71,777						\$71,777
Microtransit (NW) (ST) Bus				\$324,597							\$324,597
Microtransit (Sunday A) (ST)			\$79,491								\$154,482
Microtransit (Sunday A) (ST) Bus		\$305,964									\$305,964
Microtransit (Sunday B) (ST)			\$106,791								\$106,791
Microtransit (Sunday B) (ST) Bus		\$305,964									\$305,904
Microtransit (Sunday C) (ST)			\$61,827								\$61,827
Microtransit (Sunday C) (ST) Bus		\$305,964									\$305,964
Downtown Circulator (Bus)	\$575,235										\$575,235
Downtown Circulator		\$61,932	\$63,790	\$65,703	\$67,675	\$69,705	\$71,796	\$73,950	\$76,168	\$78,453	\$689,300
Green (OB) (LT)					\$806,392	\$854,775	\$906,062	\$960,425	\$1,018,051	\$1,079,134	\$5,624,839
Blue (OB) (LT)					\$806,392	\$854,775	\$906,062	\$960,425	\$1,018,051	\$1,079,134	\$5,624,839
Purple (OB) (LT)						\$854,775	\$906,062	\$960,425	\$1,018,051	\$1,079,134	\$4,818,447
Orange (OB) (LT)						\$854,775	\$906,062	\$960,425	\$1,018,051	\$1,079,134	\$4,818,447
Orange (LT) Bus				\$656,729							\$656,729
Purple (LT) Bus				\$656,729							\$656,729
Silver (Alt)(LT)				\$529,409	\$561,173	\$594,844	\$630,534	\$668,366	\$708,468	\$750,976	\$4,443,770
Silver (LT) Bus			\$637,601								\$637,601
Yellow B (Marion Oaks) (LT)							\$233,139	\$247,127	\$261,955	\$277,672	\$1,019,892
Teal (LT)						\$797,290	\$845,128	\$895,835	\$949,585	\$1,006,561	\$4,494,399
Teal (LT) Bus					\$676,431						\$676,431
Microtransit (NW) (LT)					\$76,084	\$80,649	\$85,488	\$90,617	\$96,054		\$428,892
Microtransit (SE) (LT)				\$437,539	\$463,792	\$491,619	\$521,116	\$552,383	\$585,526	\$620,658	\$3,672,634
Microtransit (SE) (LT) Bus			\$472,714								\$472,714
Microtransit (BV) (LT)				\$109,385	\$115,948	\$122,905	\$130,279	\$138,096	\$146,382	\$155,164	\$918,159
Microtransit (BV) (LT) Bus			\$315,142								\$315,142
Microtransit (Sunday A) (LT)				\$86,813	\$92,022	\$97,544	\$103,396	\$109,600	\$116,176	\$123,146	\$728,697
Microtransit (Sunday B) (LT)				\$116,602	\$123,598	\$131,014	\$138,875	\$147,208	\$156,040	\$165,403	\$978,741
Microtransit (Sunday C) (LT)				\$67,238	\$71,272	\$75,548	\$80,081	\$84,886	\$89,979	\$95,378	\$564,383
Microtransit (SR200 1- South)				\$494,836	\$524,526	\$555,998	\$589,358	\$624,719	\$662,202	\$701,935	\$4,153,575
Microtransit (ST) (SR200 1- South) Bus			\$315,142								\$315,142
Microtransit (SR200 1- Central)				\$583,386	\$618,389	\$655,492	\$694,822	\$736,511	\$780,702	\$827,544	\$4,896,846
Microtransit (ST) (SR200 1- Central) Bus			\$315,142								\$315,142
Microtransit (SR200 1- North)				\$968,837	\$1,026,967	\$1,088,585	\$1,153,901	\$1,223,135	\$1,296,523	\$1,374,314	\$8,132,262
Microtransit (ST) (SR200 1- North) Bus			\$630,285								\$630,285



Table 4-1 10-Year Cost Forecast (Continued)

Alternatives	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
SR 200 Corridor Connectors (ST)				\$853,000	\$904,180	\$958,431	\$1,015,937	\$1,076,893	\$1,141,506	\$1,209,997	\$7,159,944
SR 200 Corridor Connectors (ST) Bus			\$2,701,221								\$2,701,221
Construction of 25 Bus Shelters and associated infrastructure	\$620,000	\$620,000	\$620,000								\$1,860,000
Construction of Downtown Restroom Facility & Ticketing Kiosk	\$509,600										\$509,600
Existing Maintenance Facility Expansion		\$1,417,727	\$4,308,120								\$5,725,847
Low-no Workforce Development		\$202,125	\$202,125	\$202,125	\$202,125						\$808,500
TOTAL EXPENSES	\$5,623,354	\$11,069,246	\$16,669,130	\$13,080,685	\$13,711,434	\$14,459,508	\$21,403,440	\$16,690,972	\$17,690,212	\$18,749,340	\$149,147,321

Table 4-2 10-Year Revenue and Balance Forecast

Revenue Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Federal											
FTA 5307	\$3,067,936	\$3,159,974	\$3,254,773	\$3,352,417	\$3,452,989	\$3,556,579	\$3,663,276	\$3,773,174	\$3,886,369	\$4,002,960	\$35,170,448
FTA 5339 (c) Low No	\$1,069,387	\$4,564,781	\$9,062,269	\$860,385							\$15,556,822
Misc. Federal Capital Grant	\$6,455,945										\$6,455,945
State											
State Block Grant	\$778,278	\$801,626	\$825,675	\$850,445	\$875,959	\$902,237	\$929,304	\$957,184	\$1,014,615	\$1,075,492	\$9,010,815
FDOT Urban Corridor		\$360,308	\$381,926	\$1,257,842	\$1,333,313	\$1,413,312	\$1,498,111	\$1,587,996	\$1,683,276		\$9,516,084
FDOT Service Development			\$155,949	\$2,156,374	\$2,284,772	\$2,860,023	\$422,564	\$447,918			\$8,327,599
DEP Electric Transit Bus Grant	\$300,000										\$300,000
Local											
Farebox Revenue (Maintain Existing Service)	\$209,881	\$220,375	\$231,394	\$242,963	\$255,112	\$267,867	\$281,260	\$295,323	\$310,090	\$325,594	\$2,639,859
Farebox Revenue (New Service)	\$0	\$78,443	\$202,613	\$621,787	\$666,272	\$956,932	\$1,057,797	\$1,167,320	\$1,237,359	\$1,311,601	\$7,300,123
Local Contribution - City of Ocala (for State Block Grant)	\$466,967	\$480,976	\$495,405	\$510,267	\$525,575	\$541,342	\$557,582	\$574,310	\$608,769	\$645,295	\$5,406,489
Local Contribution - Marion County (for State Block Grant)	\$311,311	\$320,650	\$330,270	\$340,178	\$350,384	\$360,895	\$371,722	\$382,874	\$405,846	\$430,197	\$3,604,326
Local Contribution - City of Ocala (for FDOT Service Development)			\$93,570	\$1,293,825	\$1,370,863	\$1,716,014	\$253,538	\$268,751			\$4,996,560
Local Contribution - Marion County (for FDOT Service Development)			\$62,380	\$862,550	\$913,909	\$1,144,009	\$169,026	\$179,167			\$3,331,040
Bus Advertising	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$800,000
Fuel Refund	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$70,000
TOTAL REVENUE	\$11,677,318	\$11,133,189	\$15,163,078	\$12,382,597	\$12,093,511	\$13,782,216	\$9,265,746	\$9,648,002	\$9,155,929	\$7,796,100	\$112,097,686
TOTAL COST	\$5,623,354	\$11,069,246	\$16,669,130	\$13,080,685	\$13,711,434	\$14,459,508	\$21,403,440	\$16,690,972	\$17,690,212	\$18,749,340	\$149,147,321
EXISTING SERVICE SURPLUS/SHORTFALL	\$6,053,964	\$63,943	-\$1,506,052	-\$698,088	-\$1,617,923	-\$677,292	-\$12,137,694	-\$7,042,970	-\$8,534,283	-\$10,953,240	-\$37,049,635
TOTAL SURPLUS/SHORTFALL	\$5,958,279	\$6,022,222	\$4,516,170	\$3,818,082	\$2,200,159	\$1,522,867	(\$10,614,827)	(\$17,657,797)	(\$26,192,080)	(\$37,145,320)	

*The carbon reduction program was turned down by the FDOT Secretary in 2023, so it was eliminated from the funding revenue sources in the 10-year revenue forecast.



5. Continued Implementation/Outreach

Since adopting the FY 2023-FY 2032 SunTran Transit Development Plan in 2022, the City of Ocala has implemented cost-effective services and technologies. This section highlights further actions the city should consider executing its strategy and expanding the system effectively.

5.1 Implementation of Recommended Services

In June 2024, the Federal Transit Administration (FTA) distributed the city's FY 2023 Low-No Grant funding. The City Council subsequently approved a contract with CTE to begin the project's first phase. This phase involves collaborating with project partners identified in the application package to finalize the project's scope, approach, and timeline—defining tasks, roles, and responsibilities.

Additionally, the City of Ocala will seek potential operating funding resources from federal, state, and local levels to support the operation of all projects outlined in the application package. Possible funding sources include the FDOT Transit Service Development Program, the FDOT Transit Corridor Program, and reallocations from county or city local match shares. The ultimate goal is to implement all projects outlined in the FY 2023 FTA Low-No Grant while ensuring a sustainable source of operating funds.

5.2 Post-Adoption Marketing and Outreach

Since adopting the Transportation Disadvantaged Program (TDP) in 2022, the City of Ocala has worked to engage the community to enhance service awareness and support. The city has established an ongoing public involvement process that includes surveys, interviews, and participation in public events. This approach emphasizes gathering input from and aiding traditionally underrepresented populations. Some examples of this engagement include:

- Dispatched bus vehicles to service community events, such as Light Up Ocala, the 4th of July celebration with Patriotic Skies, and Conferences hosted by local non-profit organizations (e.g., Ocala Main Street).
- Provided complimentary monthly bus passes to non-profit organizations: Salvation Army, Homeless Coalition, United Way of Marion County, etc.
- Constantly communicated with non-profit organizations serving disadvantaged populations: Florida Center for the Blind, Center for Independent Living, Pace Center for Girls-Marion, etc., to ensure they receive bus services that can fulfill their transportation needs.
- Continued SunTran appreciation campaign in which free marketing items were distributed to bus riders, citizens who participated in SunTran events, and local partners.
- Continued to engage local stakeholders and governmental entities in decision-making, such as Ocala Metro Chamber & Economic Partnership, CareerSource Citrus Levy Marion, Ocala Marion County TPO, Housing Finance Authority of Marion County, Marion County Board of County Commissioners, and the Ocala City Council.
- Explored opportunities for funding assistance on marketing campaign activities, e.g., successfully applied for an FDOT Public Transit Service Development Program Grant for an initial marketing campaign on a proposed new downtown circulator service.
- Hosted Mobility Week events in partnership with FDOT and Ocala Marion TPO.

The City of Ocala recognizes the significance of transit marketing, particularly with the substantial service improvements and expansions planned for the next five years, including the introduction of microtransit services. The City is committed to allocating additional financial resources to enhance SunTran's awareness through local newspapers, social media, TV, radio, and other platforms.



6. Conclusion

The City of Ocala has scheduled public hearings to present the progress report to the Ocala City Council on February 18, 2025, and to the Ocala/Marion County Transportation Planning Organization (TPO) on February 25, 2025. This progress report is prepared in accordance with the new Rule 14-73.001 requirements, which emphasize enhanced coordination with TPO, streamlined reporting processes, and strategic project prioritization.

In 2024, notable achievements included increased ridership enhancements, improved service performance, progress on infrastructure projects, and the acquisition of funding to support sustainability initiatives. Nevertheless, challenges remain, including funding shortfalls, limited opportunities for service expansion, and the need for workforce development. The city is actively seeking state and federal funding opportunities and is refining its operational strategies to address these challenges effectively.

Looking forward, Ocala is dedicated to expanding multimodal transit options and improving overall accessibility. SunTran is focused on strengthening regional connectivity and enhancing public transit services for residents and visitors through community engagement and strategic investments.



TO: Committee Members

FROM: Rob Balmes, Director

RE: Active Transportation Plan Update

Summary

Since July of 2024, the TPO and Kittelson and Associates, have been undertaking the development of an Active Transportation Plan. An update will be provided on the project at the meeting, including a revised schedule/timeline, and recent public engagement results from an online survey and comment map. Included with this memo is a summary report of the survey and comment map results.

Attachment(s)

- Active Transportation Plan Update Presentation
- Public Comment Map and Survey Summary Report

If you have any questions, please contact me at: 352-438-2631.

OCALA-MARION TPO ACTIVE TRANSPORTATION PLAN UPDATE



CAC & TAC MEETINGS

MARCH 11, 2025

PROJECT OVERVIEW



- A Non-Motorized Transportation Plan (bicycle, pedestrian, trail, equestrian)
- Assessment of Existing/Committed Network
- Level of Stress Analysis
- Accessibility Analysis
- Economic/Health/Social Benefits

PROJECT OVERVIEW



- Public Feedback/Engagement
- Project Priorities and Lists
- Strategies and Best Practices

TIMELINE



August 2024

- Stakeholder Meeting #1



September 2024

- Presentation to TPO Board and Committees
- Outreach event at the LRTP Public Workshop



December 2024

- Stakeholder Meeting #2



March 2025

- TPO Committee and Board Updates



October 2025

- Final presentation to TPO Committees and Board for Plan adoption



August 2025

- Stakeholder Meeting #4
- Draft Plan for Public Review



May 2025

- TPO Committee and Board Presentations
- Draft Project Lists



April 2025

- Stakeholder Meeting #3
- Existing Conditions
- Level of Stress and Accessibility

TIMELINE



- Public Engagement Event (June), TBD
- Draft Plan (August) for 30-day Public Review
- Final Active Transportation Plan (October)

PUBLIC SURVEY & COMMENT MAP



September 18, 2024 to February 28, 2025

- 158 Survey Participants
- 29 Comment Map Responses
- 67 Additional Comments in survey

PUBLIC SURVEY & COMMENT MAP



Public Online Survey Communication

- Social Media Posts/Adds
 - 1,700+ Accounts Reached
 - 2,100+ Impressions
- Partner, Mayor Marciano Shares
- Email Blasts, Website Front Page



Seeking your Input!

The Ocala Marion TPO is kicking off the Active Transportation Plan. We are seeking public input on all things Pedestrian, Cyclists, and Equestrian Riders. Please visit the project page, take the survey, or add a comment to the comment map.

Follow
the links
in the
post!

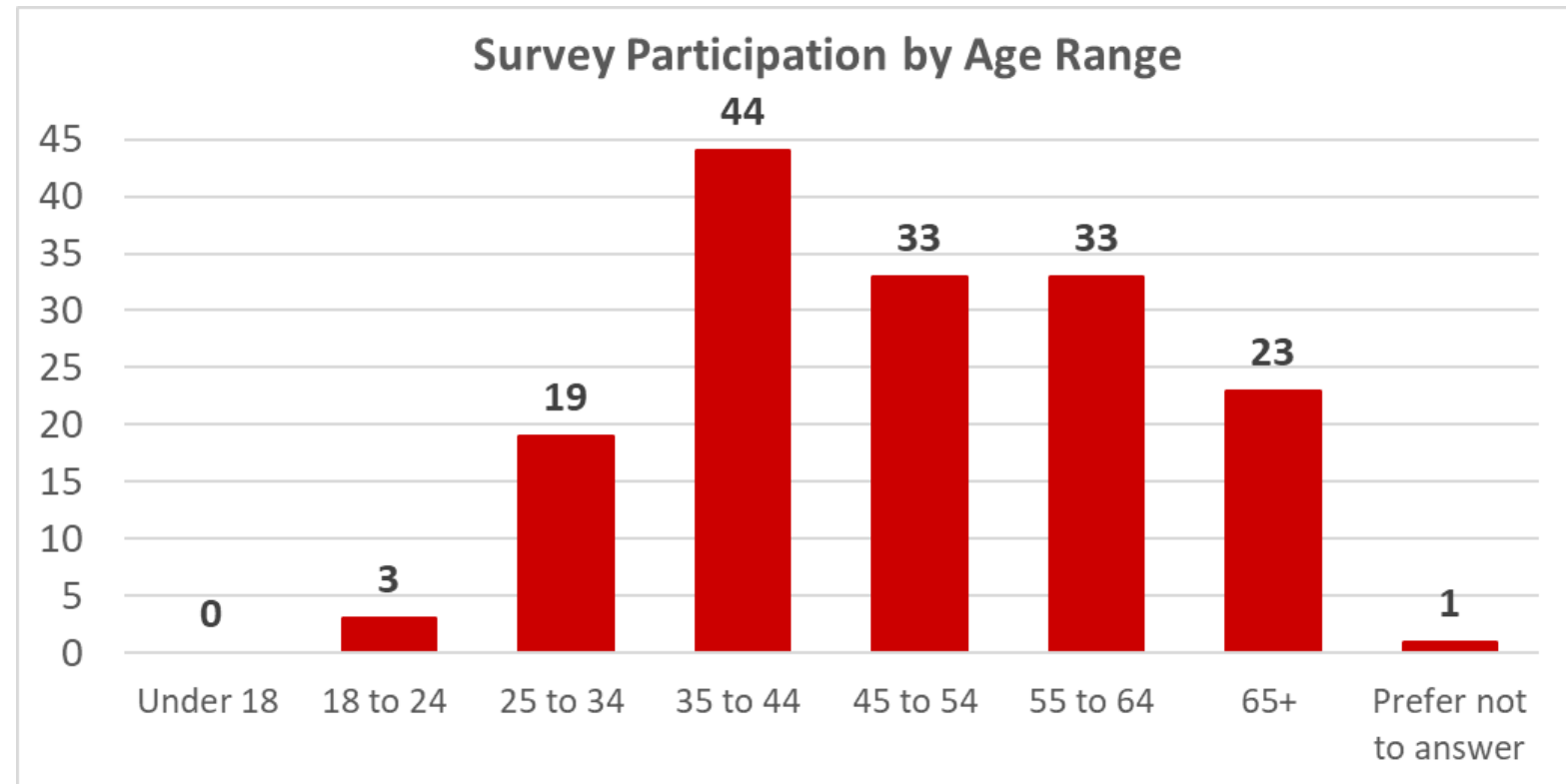


PUBLIC SURVEY & COMMENT MAP



Public Online Survey Highlights

- Age Range of Participants
35-44 (1)



PUBLIC SURVEY & COMMENT MAP



Zip Code Locations

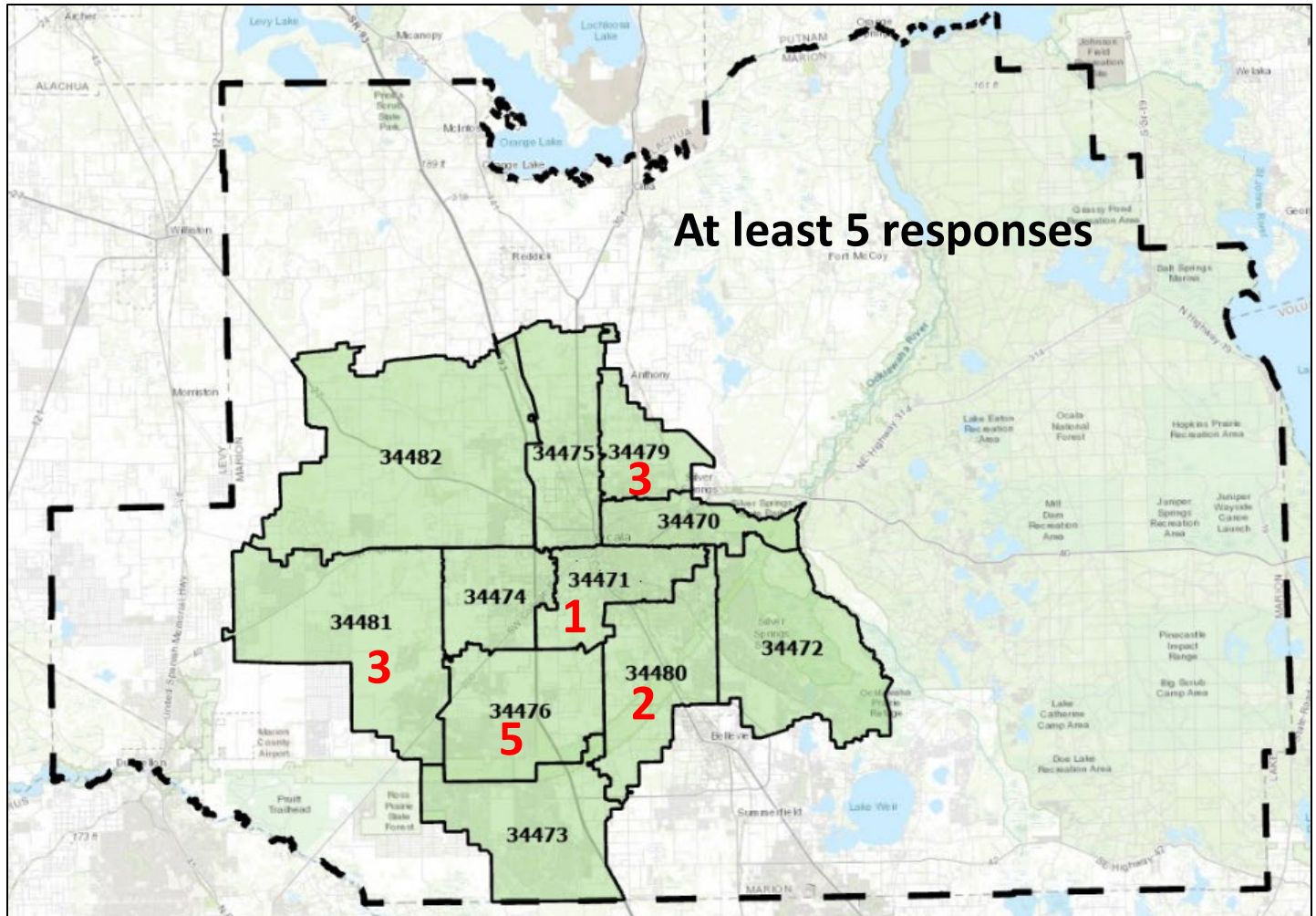
34471 (31)

34480 (19)

34470 (13)

34481 (13)

34476 (12)



PUBLIC SURVEY & COMMENT MAP



Top Two Land Uses to Connect to...

- 1. Recreational Facilities (trails, parks) (25%)**
- 2. Shopping/Groceries (16%)**
3. Neighborhoods (14%)
4. Schools/Colleges (13%)
5. Work (13%)

PUBLIC SURVEY & COMMENT MAP



How much does _____ improve your quality of life, health and well being? (1 to 10)

- Walking/Hiking: **8.4**
- Biking: **7.7**
- Horseback Riding: **6.4**

PUBLIC SURVEY & COMMENT MAP



Walk/Hike

Why do you walk or hike? (Top 2)

1. Exercise (43%)
2. Recreation (32%)

How Often do you walk or hike? (Top 2)

1. A few times a week (39%)
2. Every day (36%)

PUBLIC SURVEY & COMMENT MAP



Walk/Hike

Top 3 Improvements to support more walking/hiking

1. Add more sidewalks/close gaps (18%)
2. Expand/add trails (16%)
3. Better lighting (14%)

PUBLIC SURVEY & COMMENT MAP



Biking

Why do you bike? (Top 2)

1. Exercise (41%)
2. Recreation (35%)

How Often do you bike? (Top 2)

1. A few times a week (33%)
2. A few times a month (29%)

PUBLIC SURVEY & COMMENT MAP



Biking

Top 3 Improvements to support more biking

1. More protected bike lanes (17%)
2. Expand/add trails (15%)
3. Sidewalks/shared use paths (13%)

PUBLIC SURVEY & COMMENT MAP



Horseback Riding

Improvements:

1. Better access to trails (18%)
2. More separated horse trails (16%)
3. Improved amenities for horses (16%)
4. Safe horse crossings (14%)
5. Affordable horse rentals (14%)

PUBLIC SURVEY & COMMENT MAP



Comment Map Highlights

■ Pedestrian (17)

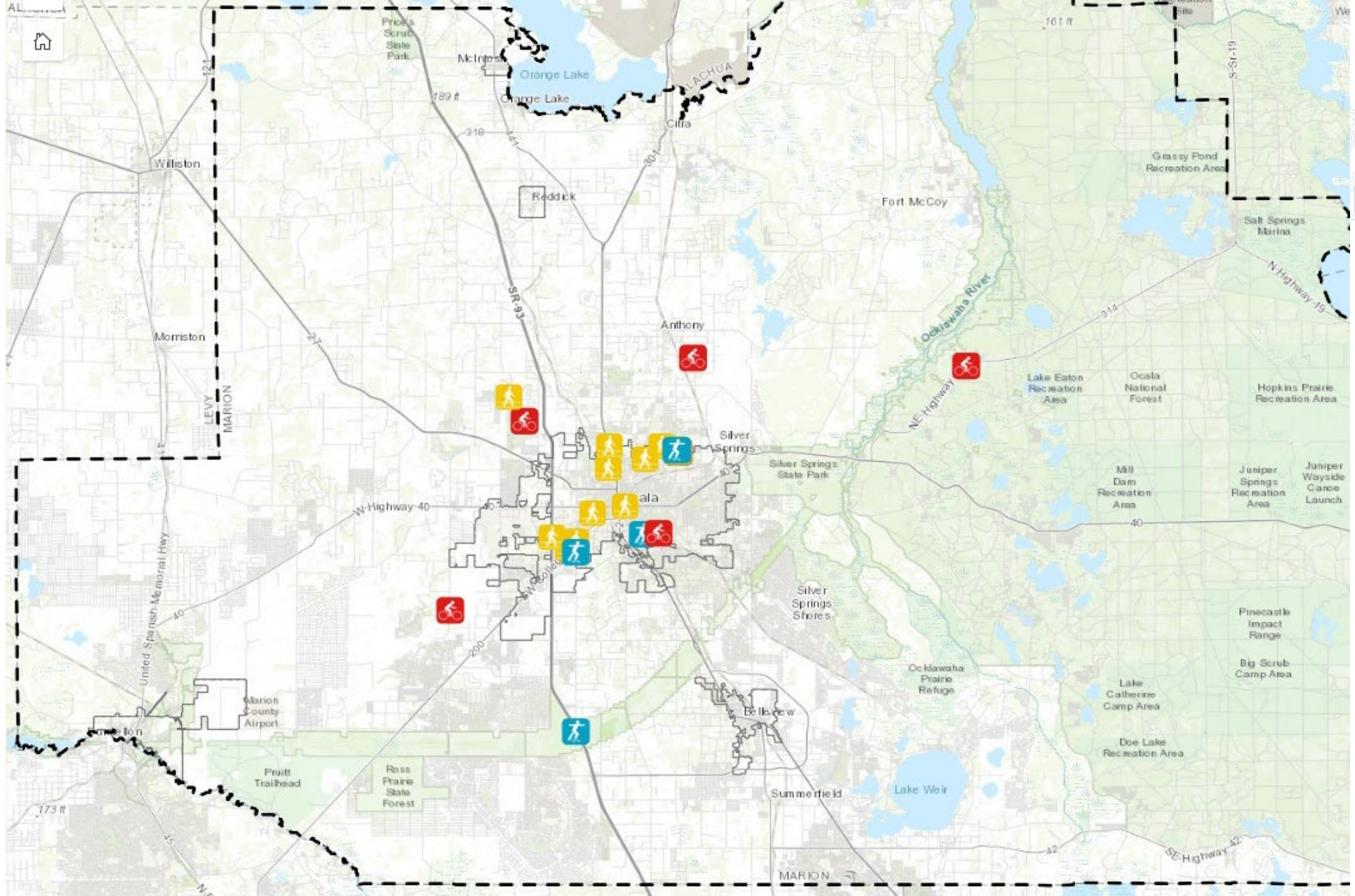
- Crosswalks, sidewalks, access, lighting

■ Cyclist (7)

- Roadway curves, lack of facilities, underpass/connectivity

■ Other (5)

- Landbridge, rail-trail, 25th Avenue area-north (11)



NEXT STEPS



- **Stakeholder Meeting – April**
- **Presentations to CAC, TAC, Board – May**
 - Existing Conditions
 - Level of Stress Analysis
 - Project Priorities
 - Draft Project Lists



Active Transportation Plan Public Survey and Comment Map Results Summary



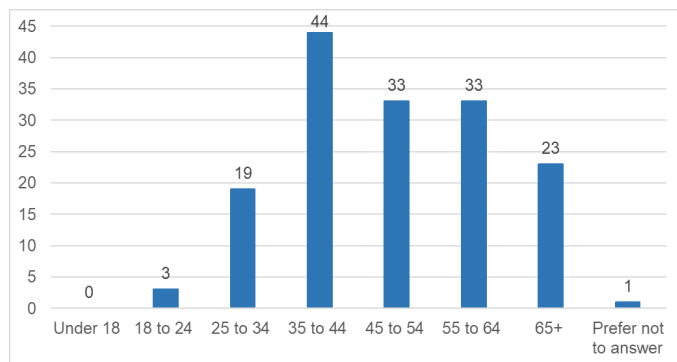
The TPO conducted an online survey and comment map from September 18, 2024 to February 28, 2025. The purpose of the survey was to gather input from the public regarding participation in active transportation, community needs and improvements. The survey results will be used to supplement the technical analysis and priority project strategies, in addition to gaining an understanding of various perspectives in the community.

A total of 158 participants completed the online public survey located on the Active Transportation project page. In some cases, participants did not provide a response to a question. The following report summarizes the results of the survey. Following the survey instrument format, a breakdown of results are provided by mode of active transportation, including walking/hiking, biking and horseback riding. A total of 67 additional comments were provided by participants and are included in this summary report. The Survey Instrument is also attached to the report.

1. What is your age?

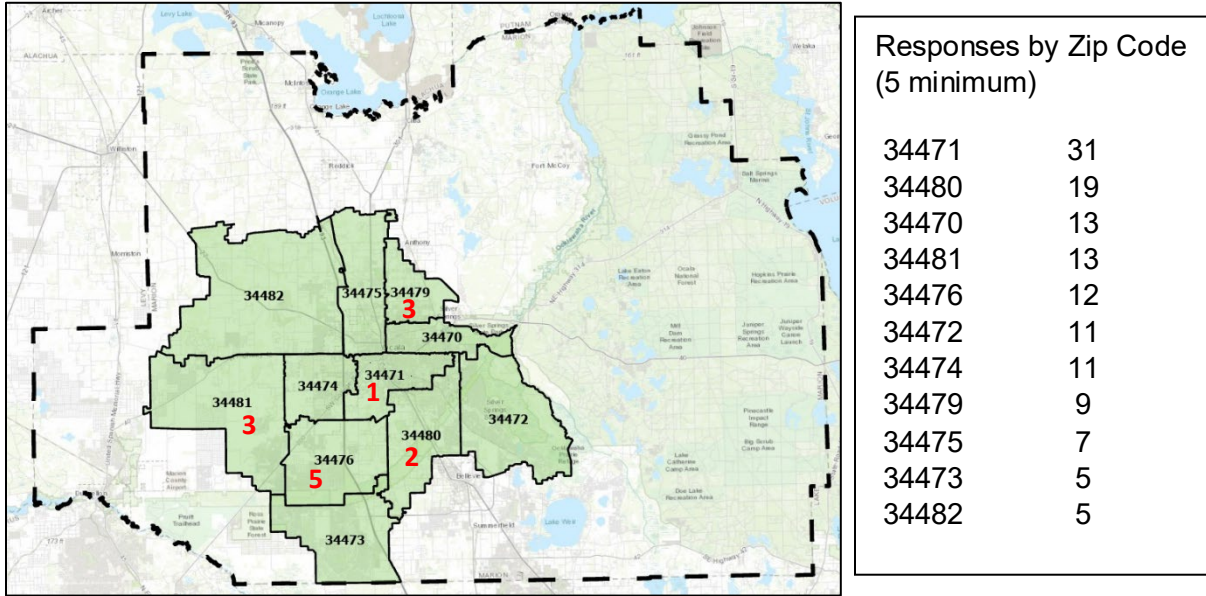
A total of 156 responses were received. The largest participating age group is 35 to 44 years old. The two other largest age groups are 45 to 54 and 55 to 64.

- 0 (0%) Under 18 years old
- 3 (2%) 18 to 24 years old
- 19 (12%) 25 to 34 years old
- 44 (28%) 35 to 44 years old
- 33 (21%) 45 to 54 years old
- 33 (21%) 55 to 64 years old
- 23 (15%) 65+ years old
- 1 (1%) Prefer not to answer



2. Please provide your home zip code.

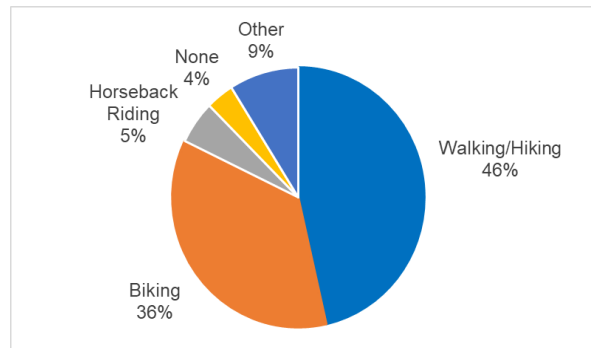
The map displays zip codes with at least five survey participants. The top five zip codes with participation include: 34471 (31), 34480 (19), 34470 (13), 34481 (13) and 34476 (12).



3. In Marion County, what type of active transportation do you participate in? (select all that apply)

A total of 280 responses were received. The majority of participants reported Walking/Hiking and Biking as an active transportation activity.

- 130 (46%) Walking/Hiking
- 100 (35%) Biking
- 15 (5%) Horseback Riding
- 25 (9%) Other
- 10 (4%) None



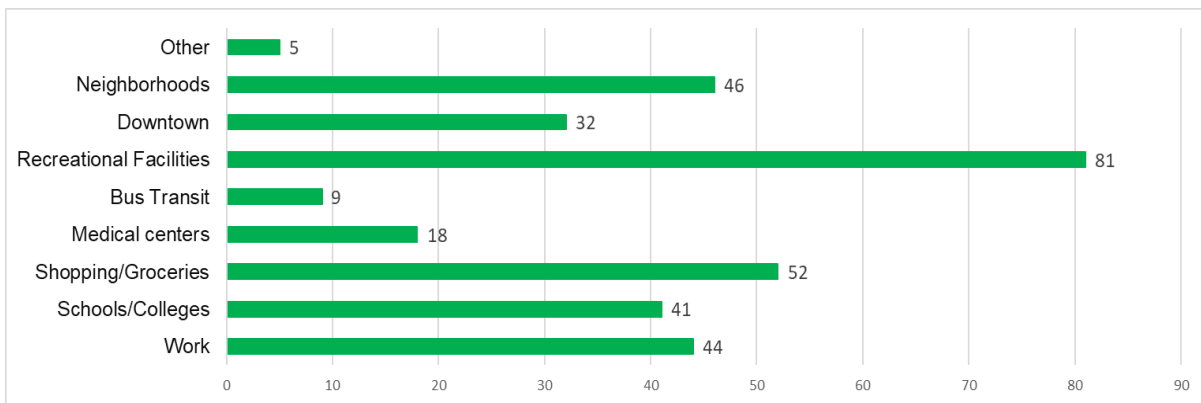
Other: Running/Jogging (11); Kayaking (2); Skating; Bus, Bus Transit

4. What are the top 2 most important land uses to connect to a safe active transportation network?

A total of 328 responses were received. The top two selections were Recreational Facilities (25%) and Shopping/Groceries (16%). Both selections combined account for 41% of the total responses.

- 44 (13%) Work
- 41 (13%) Schools/Colleges
- 52 (16%) Shopping Centers/Grocery Stores
- 18 (6%) Medical Centers
- 9 (3%) Bus Transit facilities
- 81 (25%) Recreational facilities (trails and parks)
- 32 (10%) Downtown
- 46 (14%) Neighborhoods
- 5 (2%) Other

Other: Sidewalks; Neighborhoods; Bike Lanes/Sidewalks



5. On a scale of 1 to 10, how much does active transportation contribute to your quality of life, health and well-being?

Based on type of active transportation activity selected, participants were asked to provide a response between 1 (lowest) and 10 (highest). The following summarizes the average from all responses for the three major activities in the survey.

Walking/Hiking (145 responses)

8.4

Biking (118 responses)

7.7

Horseback Riding (32 responses)

6.4

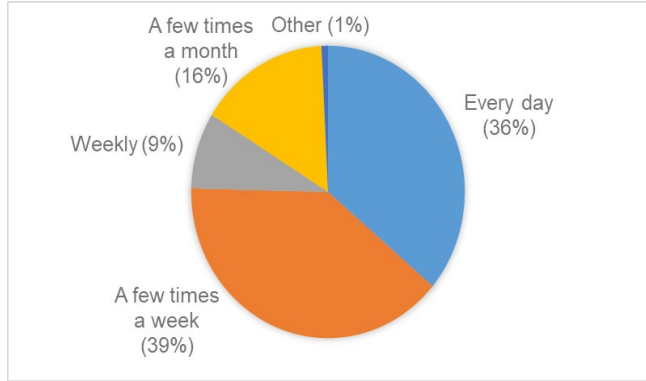
Walking/Hiking Responses

This section summarizes responses from participants that selected walking/hiking as a form of active transportation.

1. How often do you walk or hike?

A total of 130 responses were received. The top two selections were A Few Times a Week (39%) and Every Day (36%)

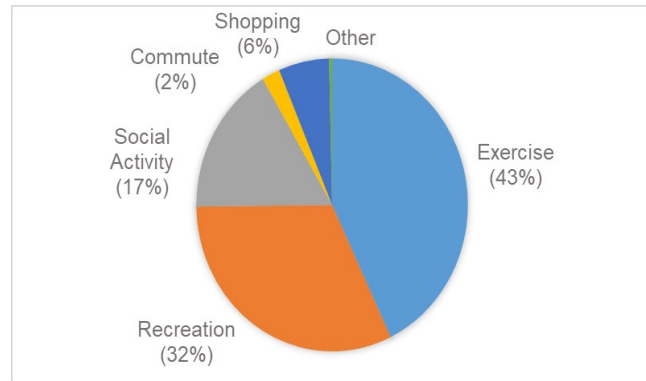
- 47 (36%) Every day
- 51 (39%) A few times a week
- 11 (9%) Weekly
- 20 (16%) A few times a month
- 1 (1%) Other



2. Why do you walk or hike in Marion County?

A total of 282 responses were received. The top two selections were Exercise (43%) and Recreation (32%)

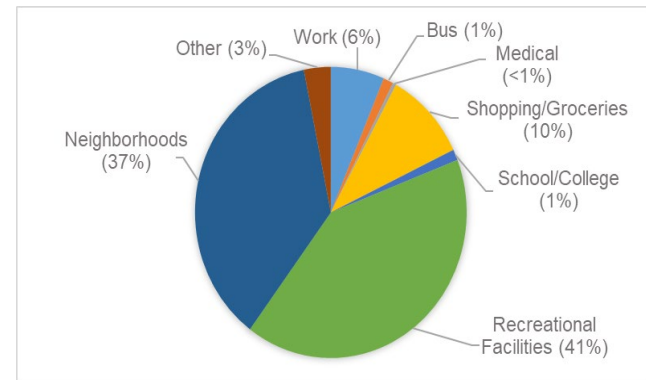
- 121 (43%) Exercise
- 90 (32%) Recreation
- 47 (17%) Social Activity
- 6 (2%) Commute to work/school
- 17 (6%) Shopping
- 1 (0%) Other



3. Where do you walk or hike in Marion County?

A total of 251 responses were received. The top two selections were Recreational Facilities (41%) and Neighborhoods (37%)

- 16 (6%) Work
- 3 (1%) School/College
- 1 (<1%) Medical Centers
- 25 (10%) Shopping/Grocery
- 3 (1%) Bus Transit
- 103 (41%) Recreational Facilities (trails, parks)
- 92 (37%) Neighborhoods
- 8 (3%) Other



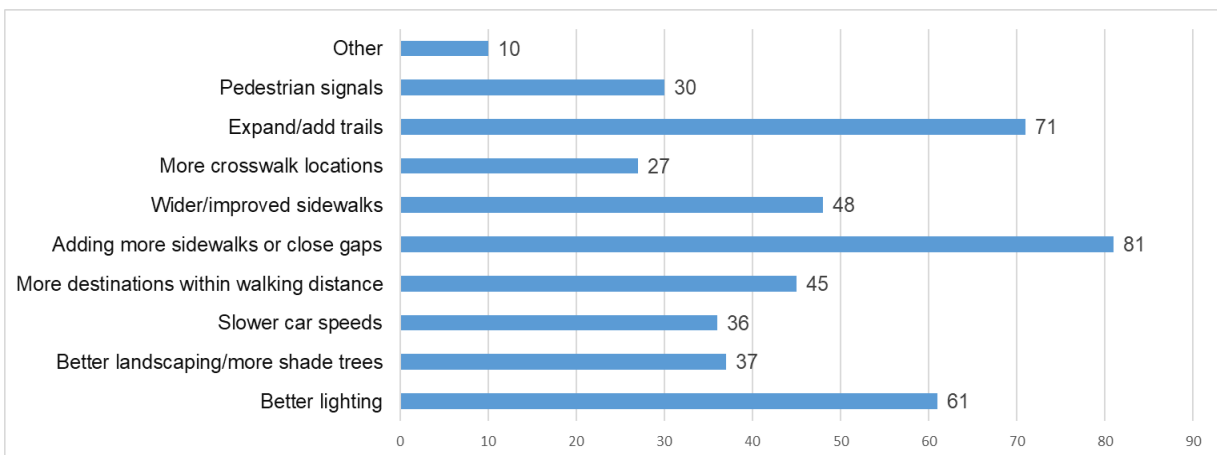
Other: Trails; Ocala National Forest or Baseline trails; Library; Wal-Mart; College of Central Florida; Neighborhood; Home/property; Around town

4. What improvements would encourage you to walk or hike more often? (Please select your top 3)

A total of 446 responses were received. The top three selections were Adding more sidewalks or closing gaps (18%), Expanding/adding trails (16%) and Better Lighting (14%).

- 61 (14%) Better Lighting
- 37(8%) Better landscaping/more shade
- 36 (8%) Slower car speeds
- 45 (10%) More destinations within walking distance
- 81 (18%) Adding more sidewalks or close gaps
- 48 (11%) Wider/improved sidewalks
- 27 (6%) More crosswalk locations
- 71 (16%) Expand/Add trails
- 30 (7%) Pedestrian signals
- 10 (2%) Other

Other: Underpass tunnel on 80th from Stone Creek to Calesa; Add sidewalks around Santos Trailhead; Pedestrian walkway over Silver Springs downtown; More bus routes; More bathrooms; More water fountains; Less speeding on SW 7th and 35th; Florida is too hot to walk other than exercise; Respect for nature; Eliminate trash; Do not make bike lanes part of roadway projects; Drivers are preoccupied; Bike lanes connecting trails to schools and neighborhoods



5. How much do you spend on Walking or Hiking items in one year?

Participants were asked to provide annual estimated expenditures in support of their walking or hiking active mode of transportation for five related areas. The following summarizes each expenditure tier with the two most frequent response highlighted in bold. For all five expenditures combined, the most frequent range selected is \$100 to \$250.

Clothing/Shoes (127 responses)

\$0: 0

\$1-\$50: 16 (13%)

\$50-\$100: 25 (20%)

\$100-\$250: 39 (31%)

\$250-\$500: 25 (20%)

\$500+: 22 (17%)

Equipment (119 responses)

\$0: 26 (22%)

\$1-\$50: 17 (14%)

\$50-\$100: 21 (18%)

\$100-\$250: 22 (18%)

\$250-\$500: 15 (13%)

\$500+: 18 (15%)

Supplies/Food (122 responses)

\$0: 18 (15%)

\$1-\$50: 19 (16%)

\$50-\$100: 27 (22%)

\$100-\$250: 28 (23%)

\$250-\$500: 14 (11%)

\$500+: 16 (13%)

Fees (state park, etc) (123 responses)

\$0: 30 (24%)

\$1-\$50: 43 (35%)

\$50-\$100: 27 (22%)

\$100-\$250: 17 (14%)

\$250-\$500: 2 (2%)

\$500+: 4 (3%)

Events (117 responses)

\$0: 28 (24%)

\$1-\$50: 25 (21%)

\$50-\$100: 15 (13%)

\$100-\$250: 17 (15%)

\$250-\$500: 15 (13%)

\$500+: 17 (15%)

Biking Responses

This section summarizes responses from participants for questions specific to biking as an active form of transportation.

1. What type of bicycle do you mostly use?

A total of 100 responses were received.

93 (93%) Pedal Bicycle

7 (7%) Electric Bicycle

2. How often do you Bike?

A total of 99 responses were received. The top two selections were A Few Times a Week (33%) and A Few Times a Month (29%).

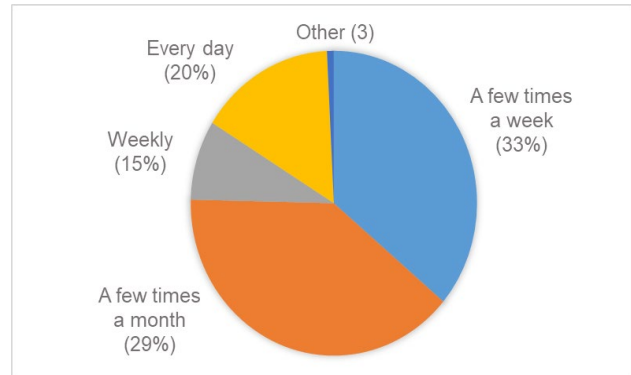
20 (20%) Every day

33 (33%) A few times a week

15 (15%) Weekly

28 (29%) A few times a month

3 (3%) Other



Other: Rarely do not feel safe; Few times a year; Few times a month

3. Why do you bike in Marion County?

A total of 224 responses were received. The top two selections were Exercise (41%) and Recreation (35%).

92 (41%) Exercise

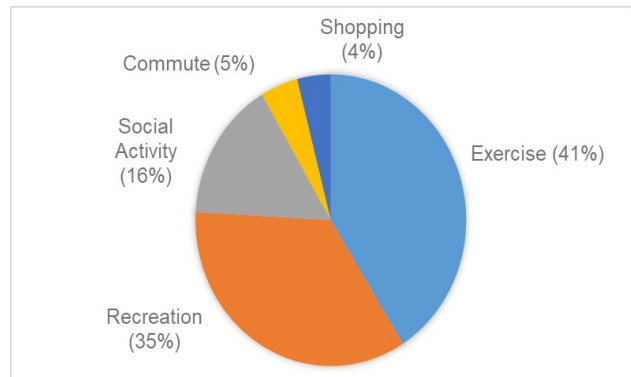
78 (35%) Recreation

35 (16%) Social Activity

10 (5%) Commute to work/school

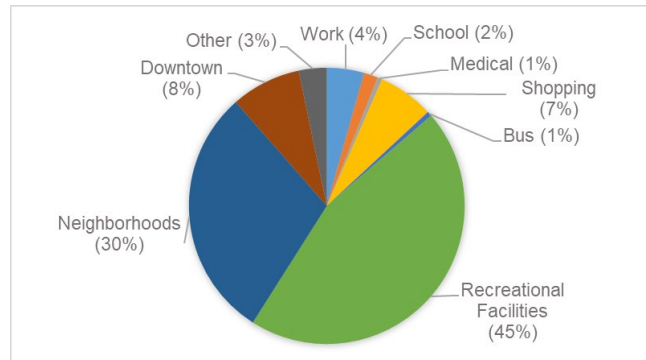
9 (4%) Shopping

0 (0%) Other



4. Where do you bike?

A total of 183 responses were received. The top two selections were Recreational Facilities (45%) and Neighborhoods (30%).



- 8 (4%) Work
- 3 (2%) School/College
- 1 (1%) Medical Centers
- 12 (7%) Shopping/Grocery
- 1 (1%) Bus Transit
- 83 (45%) Recreational Facilities
- 54 (30%) Neighborhoods
- 15 (8%) Downtown
- 6 (3%) Other

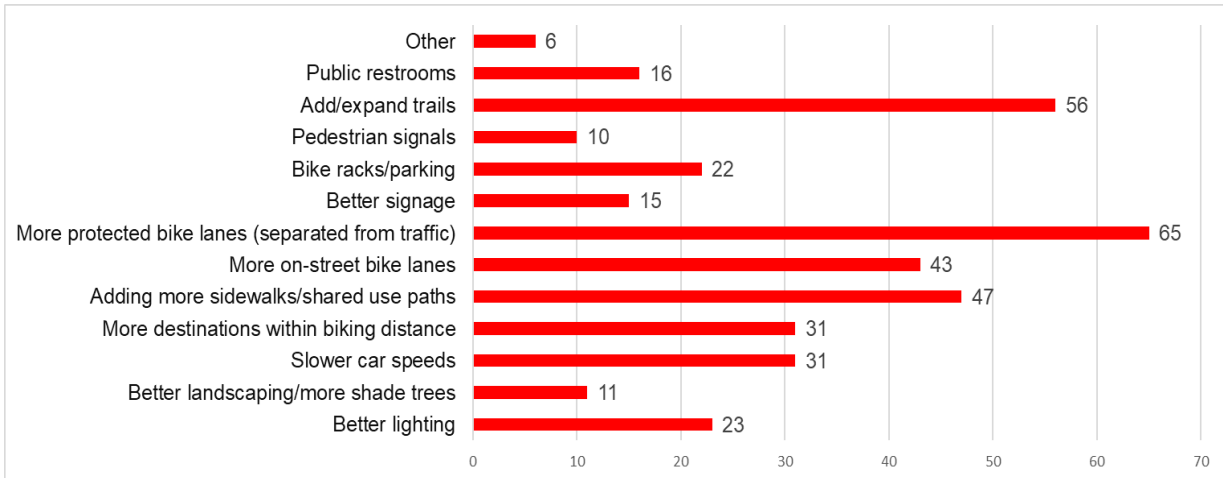
Other: Throughout the county; In county but challenging with poor shoulders/pavement conditions

5. What improvements would encourage you bike more often? (Please select your top 3)

A total of 376 responses were received. The top three selections were More protected bike lanes (17%), Expand/Add trails (15%), Adding more sidewalks/shared use paths (12%) and More on-street bike lanes (12%).

- 23 (6%) Better Lighting
- 11 (3%) Better landscaping/more shade
- 31 (8%) Slower car speeds
- 31 (8%) More destinations within biking distance
- 47 (13%) Adding more sidewalks/shared use paths
- 43 (11%) More on-street bike lanes
- 65 (17%) More protected bike lanes (separated from traffic)
- 15 (4%) Better signage
- 22 (6%) Bike racks/parking
- 10 (3%) Pedestrian signals
- 56 (15%) Expand/Add trails
- 16 (4%) Public restrooms
- 6 (2%) Other

Other: Stiffer penalties for drivers hitting cyclists; Resurfacing/better maintain roads and shoulders; Multi-use paths; More access to the Cross FI Greenway from neighborhoods; Cleaner bike lanes; Better pavement on major roadways



6. How much do you spend on Bicycle-related items in one year?

Participants were asked to provide annual estimated expenditures in support of their biking active mode of transportation for five related areas. The following summarizes each expenditure tier with the two most frequent responses in bold. For all six expenditures combined, the most frequent range selected is \$1 to \$100.

Clothing/Shoes (97 responses)

\$0: 9 (9%)

\$1-\$100: 23 (24%)

\$100-\$250: 32 (33%)

\$250-\$500: 19 (20%)

\$500-\$1,000: 8 (8%)

\$1,000+: 6 (6%)

Equipment (98 responses)

\$0: 10 (10%)

\$1-\$100: 21 (21%)

\$100-\$250: 21 (21%)

\$250-\$500: 19 (19%)

\$500-\$1,000: 8 (8%)

\$1,000+: 19 (19%)

Supplies/Food (94 responses)

\$0: 10 (11%)

\$1-\$100: 32 (34%)

\$100-\$250: 28 (30%)

\$250-\$500: 8 (9%)

\$500-\$1,000: 5 (5%)

\$1,000+: 11 (12%)

Repair/Maintenance (97 responses)

\$0: 12 (12%)

\$1-\$100: 24 (25%)

\$100-\$250: 29 (30%)

\$250-\$500: 20 (21%)

\$500-\$1,000: 9 (9%)

\$1,000+: 3 (3%)

Fees (state park, etc) (95 responses)

\$0: 28 (29%)

\$1-\$100: 45 (47%)

\$100-\$250: 9 (9%)

\$250-\$500: 12 (13%)

\$500-\$1,000: 0 (0%)

\$1,000+: 1 (1%)

Events (93 responses)

\$0: 36 (39%)

\$1-\$100: 23 (25%)

\$100-\$250: 9 (10%)

\$250-\$500: 11 (12%)

\$500-\$1,000: 4 (4%)

\$1,000+: 10 (11%)

Equestrian Responses

This section summarizes responses from participants for questions specific to equestrian/horseback riding as an active form of transportation.

1. How often do you horseback ride in Marion County?

A total of 15 responses were received. Every day was the highest selection.

- 8 (53%) Everyday
- 3 (20%) A few times a week
- 3 (20%) Weekly
- 1 (7%) A few times a month
- 0 (0%) Other

2. Why do you horseback ride in Marion County?

A total of 30 responses were received. The most frequent response was recreation (43%).

- 6 (20%) Exercise
- 13 (43%) Recreation
- 7 (23%) Social activity
- 0 (0%) Commute to work/school
- 0 (0%) Shopping
- 4 (13%) Other

Other: Emotional therapy; Sport/training; Enjoyment; Competition

3. Where do you horseback ride?

A total of 20 responses were received. The most frequent response was trails.

- 2 (10%) Shoulder of road
- 12 (60%) Trails
- 6 (30%) Other

Other: Farms

4. What would encourage you to horseback ride more often? (Please select your top 3)

A total of 51 responses were received. The top three selections were: Better access to trails (18%), More separated horse trails (16%) and Improved amenities for horses (16%). However, the improvement suggestions were all closely ranked.

- 8 (16%) More separated horse trails
- 9 (18%) Better access to trails
- 7 (14%) Safe horse crossings
- 7 (14%) Affordable horse rentals

- 3 (6%) Better trailer parking at trailheads
- 8 (16%) Improved amenities for horses
- 5 (10%) Shelter/shade
- 2 (4%) Better signage
- 2 (4%) Other

5. How much do you spend on horseback-related items in one year?

Participants were asked to provide annual estimated expenditures in support of horseback riding for five related areas. The following summarizes each expenditure tier and corresponding responses. For all five expenditures combined, the most frequent range selected is \$1 to \$100.

Clothing/Shoes (13 responses)

- \$0: 1 (8%)
- \$100-\$250: 2 (15%)
- \$250-\$500: 1 (8%)
- \$500-\$1,000: 1 (8%)
- \$1,000-\$2,500: 4 (31%)
- \$2,500+: 4 (31%)

Equipment (13 responses)

- \$0: 2 (15%)
- \$100-\$250: 3 (23%)
- \$250-\$500: 1 (8%)
- \$500-\$1,000: 2 (15%)
- \$1,000-\$2,500: 1 (8%)
- \$2,500+: 4 (31%)

Supplies/Food (14 responses)

- \$0: 2 (14%)
- \$100-\$250: 1 (7%)
- \$250-\$500: 1 (7%)
- \$500-\$1,000: 1 (7%)
- \$1,000-\$2,500: 2 (14%)
- \$2,500+: 7 (50%)

Transportation (13 responses)

- \$0: 3 (23%)
- \$100-\$250: 6 (46%)
- \$250-\$500: 0 (0%)
- \$500-\$1,000: 2 (15%)
- \$1,000-\$2,500: 1 (8%)
- \$2,500+: 1 (8%)

Fees (state park, etc) (13 responses)

\$0: 3 (23%)

\$1-\$100: 6 (46%)

\$100-\$250: 0 (0%)

\$250-\$500: 2 (15%)

\$500-\$1,000: 1 (8%)

\$1,000+: 1 (8%)

Events (12 responses)

\$0: 3 (25%)

\$1-\$100: 4 (33%)

\$100-\$250: 0 (0%)

\$250-\$500: 1 (8%)

\$500-\$1,000: 0 (0%)

\$1,000+: 4 (33%)

Do you have any additional comments to share?

A total of 67 additional comments were shared by the participants. The comments are organized by topic areas for ease of review.

Facility Needs and Connections (20)

- Would love to see more paved bike/pedestrian trails
- With cost of vehicles, biking will be more important in future
- Not enough handicap spaces
- A paved trail on the greenway needs to be completed to Dunnellon.
- There needs to be bike lanes on all roadways that lead to the Santos Trailhead.
- Please make bike lanes mandatory for any new or improved roads. There is also a need for camera coverage to help catch the drivers who will hit the riders/walkers.
- Please invest in a comprehensive trail network
- Please help make ocala more active and accessible for all by giving us safe through ways, sidewalks and more wonderful trails!
- Please complete the trail from Dunellon to Hwy 200 with an ability to cross Hwy 200 safely.
- Please add more ways to get around Ocala and Marion county safely by bike.
- Please put a route to the WEC, thank you
- My husband and I live on the Ne side of Silver Springs. We love that we can walk or bike downtown and enjoy everything it has to offer. However, it is not easy crossing Silver Springs. A pedestrian crosswalk over the road would make life so much easier !
- More sidewalks in summerfield area please!
- More protected bike lanes
- It would be nice to have several hubs to start from. These could also serve for bikers/hikers to meet one another. Water fountains along the trails may help although most hikers/bikers carry their own. Trails should also accommodate the handicapped. Parking. Facilities should be available near hubs. THANK YOU.
- I worked in the trauma ICU and saw a lot of patients hit by cars on 200, 40, and busy roads. I live in Fore Ranch and would love to walk to the mall or movies but 200 is so busy I am afraid to cross it even with the crosswalk. Could there be pedestrian bridges built? Our community is growing SO fast. Can we slow down the amount of farms getting sold of for huge apartment complexes? Our roads aren't ready for this many people let alone safe for people to walk or bike along. I used to ride bikes on the road and saw too many friends get hit by car drivers. There needs to be more options of transport for the elderly who are on a fixed income and do not drive.

- I want to see Santos trailhead connect to downtown Ocala and Belleview as well as the Greenway without having to bike ride along fast roads without sidewalks or bike paths. It's so hard to ride my bike on a soft shoulder and the cars zipping by makes it feel too dangerous.
- Forest service recently disked (plowed?) fire access around the greenway. There was walking, biking access at the southern end of 65th street in the Liberty Triangle region allowing access without reliance on motor vehicles that is now impossible. Why not allow access here and maintain the fire break at the same time. I contacted the Forest Service and they consider this use as illegal. That could be changed and assist the neighborhood with access
- Biking in particular is vital to ensure low-income individuals are able to get to work. Many people can not afford a car or registration and maintenance of a car. Biking needs to be made safe for those individuals through (ideally protected) bike lanes. I also bike for recreation on the local trails and connecting the west end of the Santos Trail to the Withlacoochee Trail would be a huge improvement to our trail system. Also adding a trail that extends into downtown Ocala would promote tourism from long-distance trail cyclists coming from the southern trails that connect to the Withlacoochee already.
- Any kind of lane on the side of the road would be better than none.

Safety/Access/Lighting (18)

- There are virtually no sidewalks in my neighborhood (north of the social security office on rt 40). There is heavy traffic in the area. 11th ave NE is a major thoroughfare with a lot of pedestrian traffic and no sidewalks. It is a miracle no one has been killed. I see people jump onto lawns to avoid vehicles. Vehicles speed between stop signs. Vehicles do not stop at 4 way stop signs. How's about some enforcement. The same holds true for the neighborhoods on the other side of rt 40. Lots of traffic, lots of people walking and no sidewalks. Pedestrian cross walks need to have flashing lights. 2 new pedestrian cross walks were installed by the police station on 301. No flashing lights were installed. How stupid is that. There is so much traffic there. Anybody would be crazy to use those crosswalks. Drivers are not going to see pedestrians trying to cross. Please add flashing lights. At least give pedestrians a chance to cross safely.
- The hardest part of biking in Ocala is the cars. I don't feel safe biking with my kids outside of trails. More awareness to drivers is needed, because they are not used to driving with bikes sharing the roads. I am used to Gainesville where there are a lot of pedestrians and biking is a normal mode of transportation.
- The greenway is amazing. Our sidewalks are OK, but cars travel so fast and drive reckless, so urban walking is terrifying.
- The downtown roadways/crossings are SO DANGEROUS! Cars do not stop at stop signs especially between Harry's and Cantina. I have almost been hit twice while in the crosswalk. Let's improve the safety of our citizens.

- The bike lanes on local roads are not safe with distracted drivers of all types including drugs, alcohol, PHONES, and unlicensed drivers of all ages. Expand sidewalks for bikes and walkers for more safety.
- The biggest issue in Ocala that prevents me from doing said activities is the drivers so many people run red lights and if I'm in a cross walk they don't care they still go for it
- We need more places that are safe and well lighted at night
- More lighting, pedestrian and bike traffic is a huge fatality situation now and for people who love to walk or bike and have the option to choose won't because it's unsafe. Major intersections with crosswalks don't have lights or appropriate signage. A speed study was done on SE 30th avenue for example due to it being a major cut from maricamp to fort king. Study showed over 89% of cars speeding but said they couldn't do anything once it was complete & said Opd needs to do more traffic. Well we are a local law enforcement family and that didn't sit well. I couldn't believe how bad the results from the study were. We've considered petitions to attempt to simply get stop signs or even speed humps. Average speeds are 40-55 in a 30mph resd street. According to the study a car passes on average 30 seconds apart at those speeds. Kids from buses and bike riders genuinely risk their life just walking or riding where they need to. It's disappointing this city is so far behind. Been here 40 years.
- In addition the above, I often see school aged children who walk to school and there are no/limited sidewalks and poor lighting. All areas up to schools and areas around schools should all have sidewalks accessible and pedestrian crossing.
- I would like to be able to commute more on my bike but fear of getting hit keeps me in my truck.
- I used to cycle through town. Even the so-called bike lanes are unsafe now. Distracted and impatient drivers make it untenable. Plus the bike lanes are rarely swept of the debris that inevitably collects at the sides of a road. There are a lot of people who ride even bc they can't afford a car. We need to do better
- I think we missed the mark on this survey. We are geared toward parks and shopping etc, but often these areas are only used because sidewalks and lighting don't exist in the citizen's own neighborhood. We also failed to address school children walking to and from school/bus stop; how is that prioritized below "shopping?" Watch your neighborhoods when you drive through them and pay attention to all the people walking, biking, and jogging. Do they have sidewalks, any marked crosswalks, lighting, bike lanes, signals, etc? Do they have cars passing them? Do they look safe?
- I have noticed the increment of noisy cars e.i hot rod engine, also speeding cars, loud music etc. It's turning into a hard place to live.
- I commute often to work and ride many bike paths/parks in the Ocala/marion county area. The biggest hazard to our health are drivers driving too fast or too

close to us and the road debris taking up 1/2 to 3/4 of every bike lane in the Ocala area. We have to ride very close to the line separating cars and cyclists on the road and we often are nearly hit because the debris we have to avoid in the bike lanes or edge of roads that don't have bike lanes. Baseline road has largest bike lanes but literally has 3/4 of lane full of debris on baseline south of Maricamp. We hit debris, we can flat a tire and crash Or we ride on edge of bike lane and we can easily get hit by a car. Bike lanes have not been cleaned across the city/county. I ride 9K miles a year at this point in ocala and it's sad how the county/city seems to not care about its cyclists.

- Existing roads need resurfacing and maintained. Potholes and rough patch jobs are rampant and not safe for the high psi tire pressures on bicycles. We depend on the quieter back roads for our safety!
- Existing bike lanes filled with debris causing frequent tire damage
- Bike lanes are very good and important, but the bike lanes in Marion County are so dirty! So much garbage and debris that it's dangerous to ride in them.
- Auto technologies have made need for safer walking/biking more important than ever!

Events (1)

- More bike events related to biking would be nice, the only thing I know about it the Fat Tire Festival. No road bike events.

Specific Roadway Locations (8)

- The Santos Trailhead has become a cycling destination and needs more accessibility by putting in a bike lane on 80th. Also, a tunnel under U.S. 301 would help the trail to so many people.
- When 80th becomes four lanes in 2026 or 2027, a multimodal underpass needs to be constructed at 63rd Street Road. It is very dangerous to cross. Construction will also reduce traffic load since people will be able to use golf carts to attend events and new retail at Calesa.
- SW 38th Street. From 20th to Sam's club is extremely dangerous. Adding apartments with hundreds of more speeding cars is beyond worrying. Sidewalks and bike lanes are desperately needed. The Sam's club intersection needs to be dealt with. There is space for an additional driveway behind the store.
- In SW Ocala, there are 2 great multimodal paths separated by the traffic light intersection of SW 80th Ave. and SW 63rd Street Road. This is the light connecting Stone Creek to Calesa. Does you know who I could contact to see if a connection is part of the plan in Marion County? Two great paths separated by a nasty intersection with curbs.
- I would love to commute via bike or running, but it is definitely not safe. Especially in certain corridors such as Baseline Rd between 92nd/441, 441, and Maricamp on the county maintained portion.

- Create off road bike/walking path along SR 200 and 484 to Santos trail. Approx 1/4 mile Paved path required. Will improve access and safety
- Create better access to Santos trail from SR 200
- NE 36th Ave is in dire need of paved bicycle path from NE 14th St to NE 49th St. NE 35th Street from NE 36th Ave to Baseline Road in Silver Springs also needs paved bicycle path.

Community Facilities (6)

- Would really benefit from a waterpark or zoo for kids with mascot characters
- We need a good outdoor track for kids/ Not having a public track is sad. Brick city is good but needs improvement!
- Our parks only offer scenery and nothing to do or to promote activity. All we have is a million springs and trees. We need more social activities and equipment for out door use. Frisbee park? Dog parks? Soccer, baseball, sports parks. We all can't afford the WEC center and that's all you worry about. I get nothing for my taxes.
- As a senior, I am extremely active. I power walk minimally 5 mornings every week. I am a member of Marion County Parks and Rec hiking and Kayaking clubs meeting monthly. I physically work out in Tuscawilla Park daily along with others, effectively turning our Park into a gym by using Park benches, children's play ground equipment and stairs. There is a huge emphasis on children's playgrounds in our parks, but adult workout stations are grossly overlooked.
- Active recreation centers are great for the community. Thank you for looking into ways to improve and add them. Sites like the Cross Florida Greenway are wonderful and I hope to see more areas to walk and bike safely added.
- Should have a large park with a body exercise weights on the SW side of Ocala

General (14)

- This was a confusing questionnaire.
- Thank you for asking how you can improve bike safety and promote a healthy lifestyle.
- Stop paving horse country.
- Stop building houses. You're worried about transportation? You are ruining the roads because of all of the building. Worry about that first. YOU ARE RUINING OUR COUNTRY CITY OCALA!
- Something DESPERATELY needs to be done with the roads BEFORE we even consider parks!!!
- Please reduce traffic
- Add more bus services
- Ocala needs a passenger train rail system to connect passengers from Major cities. It's critical and much needed when we need to fly using Orlando or Tampa International Airports... Amtrak would be a great option.

- Marion county's public transit is HORRIBLE and the lack of sidewalks to even walk around my own neighborhood is HORRIBLE and all the added construction of new homes have made it even worse and over crowded streets
- I would definitely be spending and going more if we had public transportation on a better timely schedule.
- Consider improving these conditions for the Marion county diaspora community who have left home and enjoy the qualities of sound infrastructure and urban planning. If you do small investments now, then it will be amenable for outta state Ocalans to want to visit and extend their stays. Just sayin.
- Citizens organized trash pickups on the parks, trailheads, along side of the roads and trails.
- Beyond this the over development is destroying Marion county The traffic. The lack of left turn lanes The traffic especially on 200 and at 60th. The poor quality builders are detrimental to our safety. This state has become extremely buyer beware. Be very beware
- Belleview and Ocala could be a huge bike mecca promoting B&Bs, hotels, restaurants, etc if we had more bike lanes connecting to the paved and dirt trails. Connect neighborhoods and restaurants to the trails.

Active Transportation Plan Comment Map Summary

The following summarizes comments received from the online comment map. A total of 29 comments were shared by members of the public. Comments were organized by Pedestrian, Cyclist, Equestrian and Other. The comment map was open the public from September 18, 2024 to February 28, 2025.



Pedestrian (17)

- 62nd Place, Ocala Park Estates: Paved sidewalk needed for busy neighborhood. Children walking or waiting for bus in the grass.
- SW 20th Street: Sidewalk needed from CF to under I-75. Currently, pedestrians walk on grass and side of road from 38th to College.
- SR 200: Need better crosswalk at Paddock Mall crossing to CF.
- SR 200 at 27th Avenue: Difficult intersection to cross, scary for walkers. Needs improvements.
- SW 5th Street, east of SW 20th Avenue: Review this area of city. Sidewalks missing or in bad shape.
- Downtown to Mid-Town: Need better crosswalks for pedestrians between Midtown areas with new hotel and Downtown Square.
- NW 22nd Street, between MLK and US 301/Pine Avenue: Sidewalks needed. A lot of walkers on the street traveling to Howard Academy.
- NW 35th Street, between W. Anthony Road and US 301/Pine: Sidewalks needed.
- NE 28th Street, between NE Jacksonville Road and NE 14th Avenue: Need lighting and sidewalks. Children walking to school and pedestrians along road and in dark.
- NE 35th Street at NE 18th Terrace area: Need sidewalks on 35th including in county limits. Death trap to commute with pedestrians in the roadway or bicycles popping in and out of nowhere, poor lighting.
- NE 25th Avenue (7), between NE 34th Place and NE 28th Street: Sidewalks needed, curves of road are dangerous, two churches with pedestrian activity and speeding vehicles.

Cyclist (7)

- SW 80th and SW 63rd Avenue: Multimodal underpass needed from Stone Creek to Calesa.
- Ocala Park Estates/NW 49th: Ocala Park Estates at 49th Street, using new interchange and access via 35th Street.
- Highway 314: Bike Path needed from SR 40 to Salt Springs.
- SE 18th Street/SE 18th Avenue: Bike comment.
- NE 25th Avenue (2), between NE 34th Place and NE 28th Street: curves of road are dangerous, two churches, no bicycle access.
- NE 36th Avenue area. Bike comment.



Other (5)

- Landbridge over I-75 (Cross Fl Greenway): Safety improvements. Cyclists travel too fast with people and horses walking. Tight crossing.
- SW 27 Avenue at Easy Street: Dark, poor lighting at intersection.
- Florida Northern Trail: Convert existing rail line to trail in City of Ocala.
- NE 25th Avenue (2), between NE 34th Place and NE 28th Street: curves of road are dangerous, two churches, no bicycle access, no sidewalks. Fast driving.

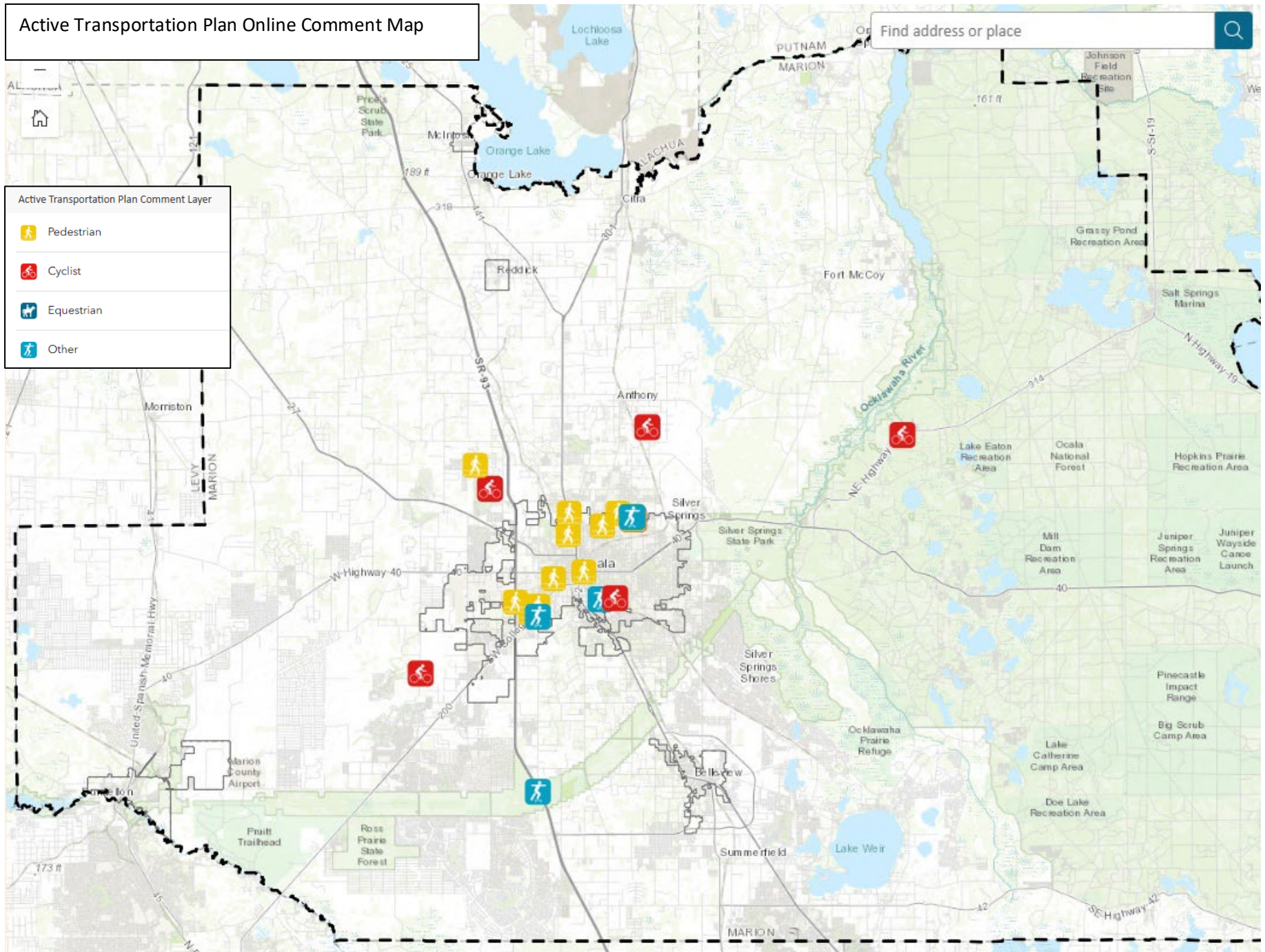
Active Transportation Plan Online Comment Map

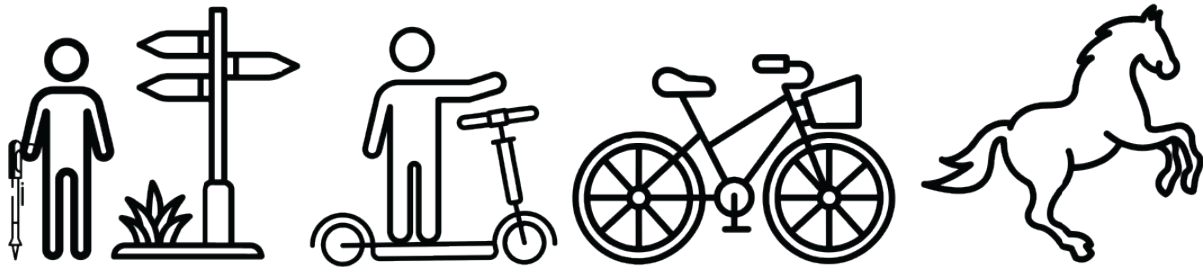
Find address or place



Active Transportation Plan Comment Layer

- Pedestrian
- Cyclist
- Equestrian
- Other





Ocala Marion TPO Active Transportation Plan Survey

Biking - Walking - Equestrian

The Ocala Marion TPO is conducting a public survey in support of our Active Transportation Plan. Active transportation is human-powered mobility, such as biking, walking, or rolling. Please share your thoughts on transportation challenges and opportunities in Marion County by completing this survey.

For more information on the Active Transportation Plan please visit the website at: www.ocalamariontpo.org. The project website includes an overview of the plan, timeline, important updates, a public comment map, and photo gallery.

For general information please contact the Ocala Marion TPO:
2710 E. Silver Springs Blvd
Ocala, FL 34470
352-438-2630
OcalaMarionTPO@marionfl.org

Thank you for your participation!

1. What is your age?

- Under 18 years old
- 18 to 24 years old
- 25 to 34 years old
- 35 to 44 years old
- 45 to 54 years old
- 55 to 64 years old
- 65+ years old
- Prefer not to answer

2. Please provide your home ZIP code.

3. In Marion County, what type of active transportation do you participate in? (select all that apply)

- Walking/Hiking (go to Q5)
- Biking (go to Q9)
- Horseback Riding (go to Q14)
- None (go to Q22)
- Other (please specify) (go to Q18)

4. What are the top 2 most important land uses to connect to a safe active transportation network?

- Jobs
- Schools/Colleges
- Shopping Centers/Grocery Stores
- Medical Centers
- Bus Transit Facilities (bus stops, station)
- Recreational facilities (trails, parks)
- Downtown
- Other (please specify)

WALKING/HIKING RELATED QUESTIONS

5. How often do you walk or hike in Marion County?

- Everyday
- A few times a week
- Weekly
- A few times a month
- Other (please specify)

6. Why do you walk or hike in Marion County?

- Exercise
- Recreation
- Social Activity
- Commute to work/school
- Shopping
- Other (please specify)

7. Where do you walk or hike?

- Work
- School/College
- Medical Centers
- Shopping Centers/Grocery Stores
- Bus Transit Facilities (bus stops, station)
- Recreational Facilities (trails, parks)
- Downtown
- Other (please specify)

8. What improvements would encourage you to walk or hike more? (please select your top 3)

- Better lighting
- Better landscaping/more shade trees
- Slower car speeds
- More destinations within walking distance
- Adding more sidewalks or close sidewalk gaps
- Wider/improved sidewalks
- More crosswalk locations
- Expand/add trails
- Pedestrian signals
- Other (please specify)

BIKING RELATED QUESTIONS

9. What type of bicycle do you mostly use?

- Pedal Bicycle
- Electric Bicycle

10. How often do you bike in Marion County?

- Everyday
- A few times a week
- Weekly
- A few times a month
- Other (please specify)

11. Why do you bike in Marion County?

- Exercise
- Recreation
- Social Activity
- Commute to work/school
- Shopping
- Other (please specify)

12. Where do you bike?

- Work
- School/College
- Medical Centers
- Shopping Centers/Grocery Stores
- Bus Transit Facilities (bus stops, station)
- Recreational Facilities (trails, parks)
- Downtown
- Other (please specify)

13. What improvements would encourage you to bike more? (please select your top 3)

- Better lighting
- Better landscaping/more shade trees
- Slower car speeds
- More destinations within biking distance
- Adding more sidewalks/shared use paths
- More on-street bike lanes
- More protected bike lanes (separated from cars)
- Better signage

- Bike racks/parking
- Pedestrian signals
- Add/expand trails
- Public Restrooms
- Other (please specify)

HORSEBACK RIDING RELATED QUESTIONS

14. How often do you horseback ride in Marion County?

- Everyday
- A few times a week
- Weekly
- A few times a month
- Other (please specify)

15. Why do you horseback ride in Marion County?

- Exercise
- Recreation
- Social Activity
- Commute to work/school
- Shopping
- Other (please specify)

16. Where do you horseback ride in Marion County?

- Shoulder of the road
- Trails
- Other (please specify)

17. What improvements would encourage you to horseback ride more? (please select your top 3)

- More separated horse trails
- Better access to trails
- Safe horse crossings
- Affordable horse rentals
- Better trailer parking at trailheads
- Improved amenities for horses (water stations)
- Shelters/shade
- Better signage
- Other (please specify)

OTHER ACTIVE TRANSPORTATION RELATED QUESTIONS

18. How often do you participate in Marion County?

- Everyday
- A few times a week
- Weekly
- A few times a month
- Other (please specify)

19. Why do you participate in Marion County?

- Exercise
- Recreation
- Social Activity
- Commute to work/school
- Shopping
- Other (please specify)

20. Where do you participate in your type of active transportation?

- Work
- School/College
- Medical Centers
- Shopping Centers/Grocery Stores
- Bus Transit Facilities (bus stops, station)
- Recreational Facilities (trails, parks)
- Downtown
- Other (please specify)

21. What types of improvements would encourage you to do it more often?

DO NOT PARTICIPATE IN ACTIVE TRANSPORTATION RELATED QUESTION

22. What would encourage you to participate in active transportation?

ADDITIONAL QUESTIONS

23. On a scale of 1 to 10, how much does active transportation contribute to your quality of life, health, and well-being? (1-lowest, 10-highest, N/A-not applicable)

	N/A	1	2	3	4	5	6	7	8	9	10
Walking/ Hiking											
Biking											
Horseback Riding											
Other											

24. How much do you spend on Walking and Hiking related items in one year?

	\$0	\$1 to \$50	\$50 to \$100	\$100 to \$250	\$250 to \$500	Above \$500
Clothing/ Shoes						
Equipment						
Supplies/ Food						
Fees (State Park, etc)						
Events						
Other						

25. How much do you spend on Bicycle-related items in one year?

	\$0	\$1 to \$100	\$100 to \$250	\$250 to \$500	\$500 to \$1,000	Above \$1,000
Clothing/ Shoes						
Equipment (bicycles, parts, accessories)						
Supplies/ Food						
Repair/ Maintenance						
Fees (State Park, etc)						
Events						
Other						

26. How much do you spend on Horseback Riding-related items in one year?

	\$0	\$1 to \$250	\$250 to \$500	\$500 to \$1,000	\$1,000 to \$2,500	Above \$2,500
Clothing/ Shoes						
Equipment						
Supplies/Food						
Transportation						
Fees (State Park, etc)						
Events						
Other						

27. How much do you spend on your other Active Transportation-related items in one year?

	\$0	\$1 to \$50	\$50 to \$100	\$100 to \$250	\$250 to \$500	Above \$500
Clothing/ Shoes						
Equipment						
Supplies/ Food						
Fees (State Park, etc)						
Events						
Other						

28. Do you have any additional comments?

Name/Contact Information



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Marion County Project Status Update as of February 28

The following is a brief status update on major FDOT road construction projects in Marion County as of the January cutoff. The next cutoff date is March 31, 2025. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

MARION COUNTY

UPCOMING PROJECTS:

- No new projects currently.

CURRENT PROJECTS:

[426179-1](#) | Silver Springs State Park Pedestrian Bridges

426179-1 Silver Springs State Park Pedestrian Bridges



- Contract: T5796
- Contractor: Lambert Bros., Inc.
- Start Date: January 8, 2024
- Estimated Completion Date: Late Spring 2025
- Construction Cost: \$3.4 million
- **Description:** The Florida Department of Transportation (FDOT) will construct two 8-foot-wide boardwalks within Silver Springs State Park, the Half Mile Creek boardwalk to the north and the Fort King Waterway boardwalk to the south. The 748-foot Half Mile Creek boardwalk will connect to an existing path on the west side of the park before stretching across the creek and meeting an underutilized trail to the east. The other, a 550-foot boardwalk, will run south from the existing Ross

Improve Safety, Enhance Mobility, Inspire Innovation

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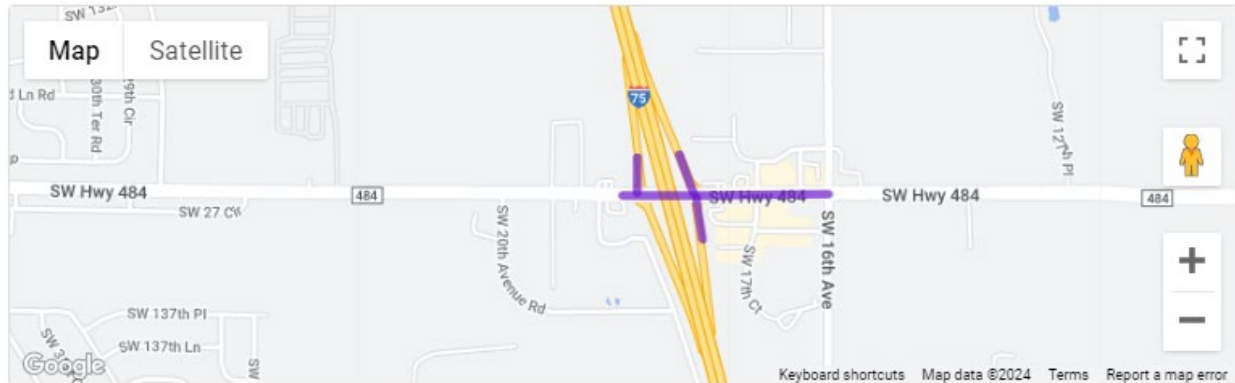
Allen Island boardwalk before crossing the Fort King Waterway with a 65-foot timber bridge. After the bridge, the boardwalk will continue for approximately 120 feet south before meeting a 180-foot lime rock trail leading to an existing group campsite. All boardwalks and trails associated with this project will comply with the Americans with Disabilities Act (ADA).

Update: The contractor continues to work on the Fort King Waterway bridge.

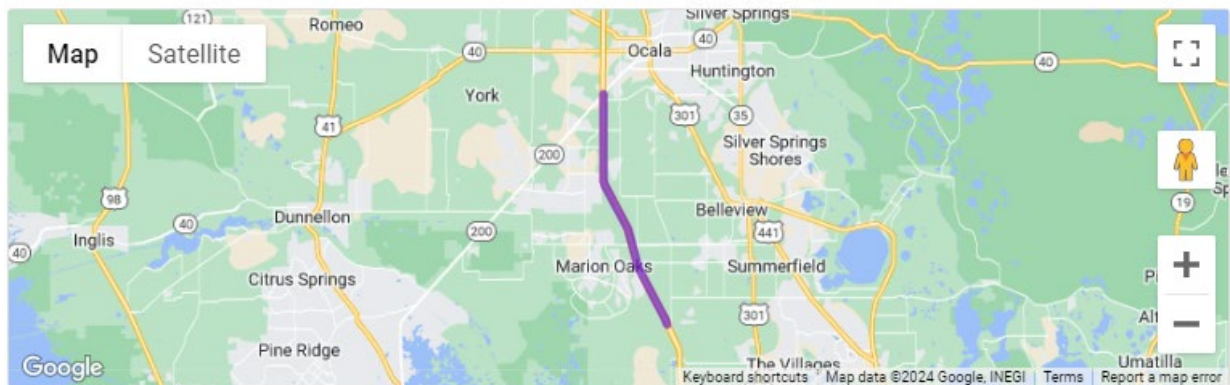
[433651-1](#) | **C.R. 484 and I-75 Interchange Roadway Improvements**

[443170-1](#) | **I-75 Resurfacing from Sumter County line to S.R. 200**

433651-1 CR 484 from SW 20th Avenue to CR 475A



443170-1 I-75 Resurfacing from Sumter County Line to S.R. 200

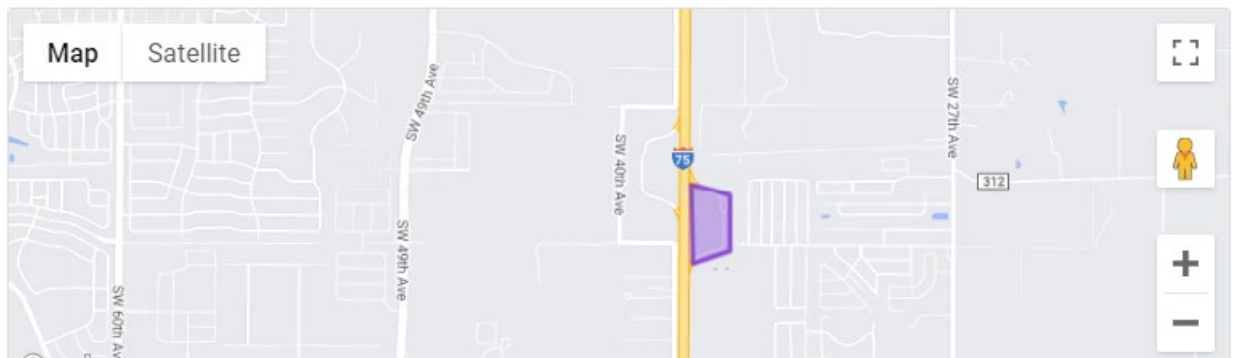


- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start Date: January 4, 2023
- Estimated Completion Date: Late Summer 2025
- Construction Cost: \$40 million
- **Description:** The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484 from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.

Update: (433651-1) The bridge containment wall is still in design. Intersection work at C.R. 484/ C.R. 475A is ongoing, including lighting and widening. (443170-1) Work continues on drainage and signs.

[438562-1](#) | I-75/S.R. 93 Northbound Rest Area North of S.R. 484 to South of S.R. 200

438562-1 I-75 NB Rest Area Reconstruction between CR 484 and SR 200

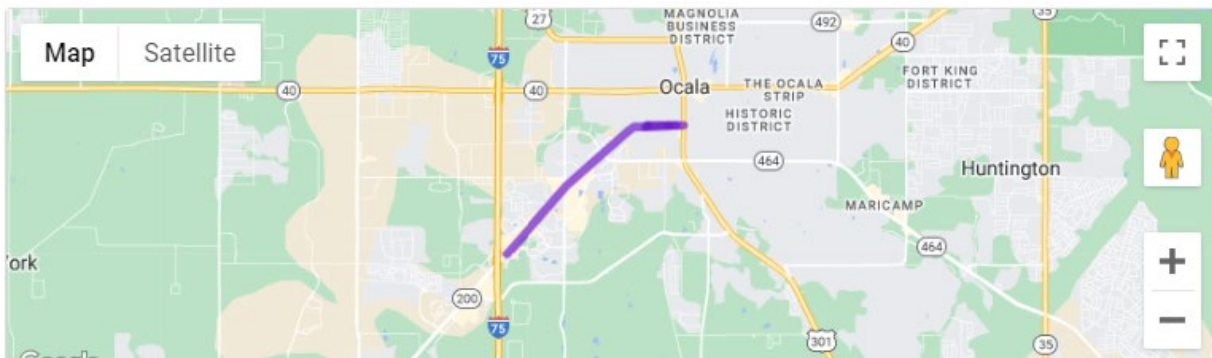


- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023
- Estimated Completion Date: Spring 2025
- Construction Cost: \$31 million
- **Description:** This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to serve the traveling public better and meet current standards. Parking will be expanded for passenger vehicles, RVs, and trucks. Work will include resurfacing the existing truck parking to become the car parking lot, constructing new truck parking and ramps, renovating the building, adding new utilities and a perimeter wall, and other incidental construction. The rest area will be closed to the public until the project is complete.

Update: The contractor is finalizing building construction and now working on drainage ponds. They will soon transition to paving and landscaping.

[439234-1](#) | S.R. 200 Resurfacing from east of I-75 to U.S. 301

439234-1 SR 200 from east of I-75 to US 301



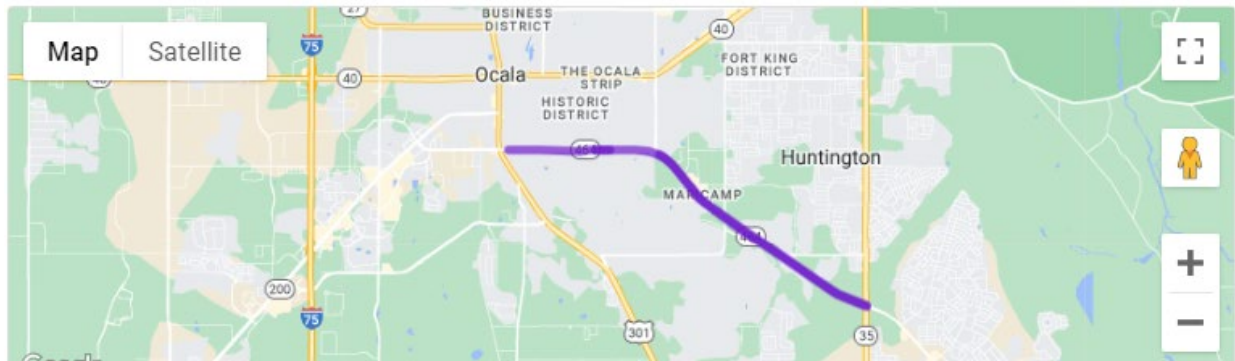
- Contract: E51F6
- Contractor: Anderson Columbia Co., Inc.
- Start Date: September 3, 2024
- Estimated Completion Date: Late 2025
- Construction Cost: \$16.6 million
- **Description:** The purpose of this project is to provide safety and operational enhancements on State Road 200 (Southwest (SW) College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. To enhance safety, raised concrete medians will be constructed throughout the corridor to reduce vehicle conflict points while encouraging safer driving speeds. Also, three Pedestrian Hybrid Beacons (PHBs) will be constructed at the following locations: between SW 35th Terrace and SW 34th

Avenue, between SW 32nd Avenue and SW 26th Street, and between SW 12th Avenue and SW 10th Avenue. A PHB provides increased visibility and safer crossings for vulnerable road users at midblock locations. The corridor will be milled and resurfaced to extend the life of the existing roadway. Sidewalk and pedestrian features will be installed at intersections for added safety and to comply with ADA (Americans with Disabilities Act). Other improvements include traffic signal and lighting upgrades, drainage enhancements, and new signs, striping, pavement markings, and landscaping.

Update: Lane closures for curb and sidewalk construction continue. The contractor plans to begin median construction in March.

[441141-1](#) | S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35

441141-1 SR 464 from SW 2nd Ave to SR 35

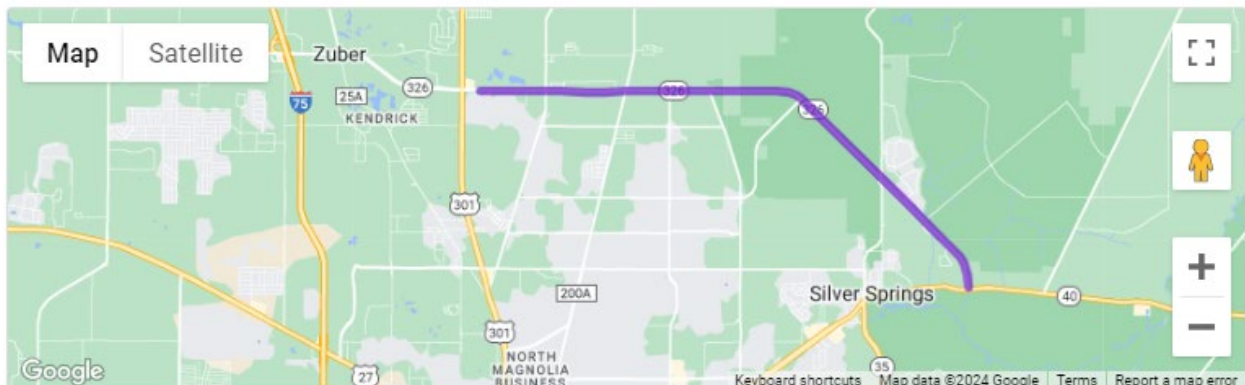


- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 23, 2023
- Estimated Completion Date: Summer 2025
- Construction Cost: \$26.1 million
- **Description:** The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to Baseline Road (S.R. 35). The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps and constructing new sidewalks to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic signal adjustments and drainage upgrades are also included.

Update: The contractor is working on signalization, curb and gutter, and paving. In addition, they are also working on gravity wall installation.

[445217-1](#) | S.R. 326 Resurfacing from Northwest 12th Avenue to S.R. 40

445217-1 SR 326 from NW 12TH Ave to SR 40

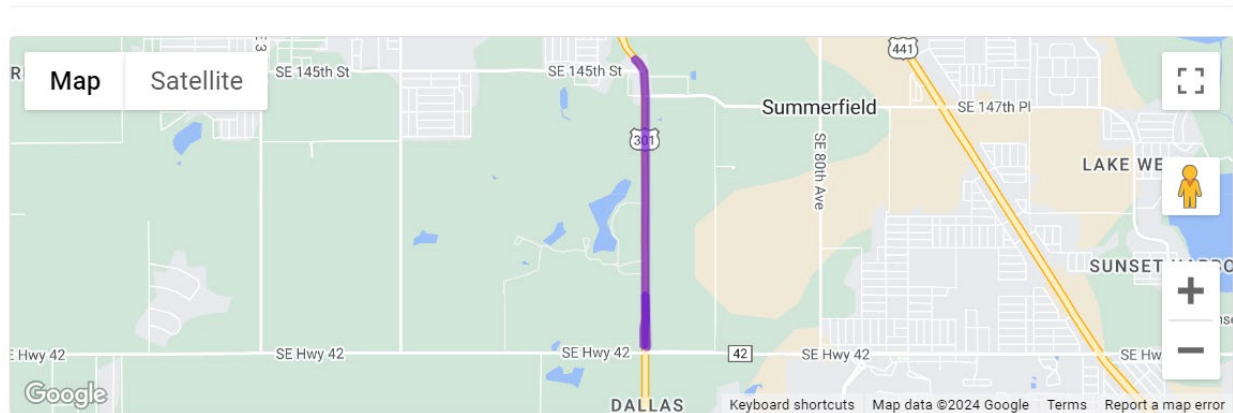


- Contract: T5786
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: October 14, 2023
- Estimated Completion Date: Spring 2025
- Construction Cost: \$11 million
- **Description:** This project will make improvements to State Road (S.R.) 326 from Northwest 12th Avenue to S.R. 40 near Marion County. The project will extend the life of the existing roadway through milling and resurfacing all primary and secondary travel lanes. Construction improvements include replacing mailboxes, installing asphalt aprons at various locations, paving side street connections, and reconstructing driveways. The project will also replace signage as needed and add new pavement markings. An eastbound to northbound left turn lane will be added at Northeast 49th Street. At Northeast 40th Avenue Road, an eastbound to southbound right turn lane and a westbound to southbound left turn lane will be added. A new signal will be installed at the Northeast 25th Avenue and Northeast 36th Avenue intersections. New signal heads will allow for protected left turns at the Northeast 58th Avenue intersection.

Update: The contractor is working on roadway and signal activities, with paving operations currently ongoing. They will also continue signal work at most intersections.

[445302-1](#) | U.S. 301 (S.R. 35) Resurfacing from north of C.R. 42 to north of SE 144th Place Road

445302-1 US 301 (SR 35) north of CR 42 to north of SE 144 PL Road



- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: August 28, 2024
- Estimated Completion Date: Spring 2025
- Construction Cost: \$5.6 million
- **Description:** This Florida Department of Transportation (FDOT) project will mill and resurface U.S. 301 (also known as State Road 35) from north of County Road (C.R.) 42 to north of Southeast 144th Place Road to extend the life of the existing roadway. Safety and operational improvements will be added, including constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional improvements include widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as keyholes) next to right turn lanes, guardrail reconstruction, and new lighting at the curve from north of Southeast 147th Street to Southeast 144th Place Road. Audible and vibratory pavement markings will be added along the shoulders in specific areas to enhance safety. New signs and pavement markings will be placed throughout the corridor.

Update: Paving operations and signal work are currently ongoing.

COMPLETED PROJECTS:

- No new projects.



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2050 Long Range Transportation Plan (LRTP) Update

Summary

The TPO conducted an open house Community Workshop for the 2050 LRTP at the Mary Sue Rich Center at Reed Place on February 25, 2025. The workshop format provided opportunities for citizens to comment on project needs, transportation and traffic concerns, and complete the public survey.

The 2050 LRTP project website page contains all up to date information regarding the LRTP, including a survey open to the public through March 28. The project page and survey may be accessed on the TPO website:

<https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>

LRTP Project Page

<https://web.cvent.com/survey/5e38f97b-0e3f-4103-a1b3-7a332fcae2a8/questions>

LRTP Public Survey

If you have any questions, please contact me at: 352-438-2631.