



CITIZENS ADVISORY COMMITTEE

Ocala Citizens Service Center
201 SE 3rd Street, Ocala FL 34478

**April 12, 2016
3:00 PM**

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. ACTION ITEMS

**A. DRAFT FY 2016/17 – 2017/18 UNIFIED PLANNING WORK PROGRAM
(UPWP)**

Staff will present the initial draft of the UPWP. The UPWP serves as the TPO Staff's biannual work outline and budget. Staff is recommending approval of the FY 2016/2017-2017/2018 UPWP.

4. DISCUSSION ITEMS

A. BELLEVIEW CORRIDOR STUDY PRESENTATION

5. CONSENT AGENDA

A. MINUTES – NOVEMBER 10, 2015

6. COMMENTS BY FDOT

7. COMMENTS BY TPO STAFF

8. COMMENTS BY CAC MEMBERS

9. PUBLIC COMMENT (Limited to 5 minutes)

10. ADJOURNMENT

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

*The next regular meeting of the Citizens Advisory Committee will be held on
May 10, 2016.*



MEMORANDUM

APRIL 8, 2016

TO: TAC/CAC Committee Members

FROM: GREG SLAY, DIRECTOR

SUBJECT: FY 2016/17-2017/18 UNIFIED PLANNING WORK PROGRAM (UPWP)

Attached please find the FY 2016/17-17/18 draft UPWP. As you will recall, the UPWP serves as the TPO staff's two-year work outline and budget and is effective on July 1. Our allocation for each funding source included in the UPWP is as follows:

	FY 2016/17	FY 2017/18
PL	\$705,304	\$550,000
Section 5305(d)	96,983	98,234
Section 5307	150,000	-
TD	26,119	26,119
FDOT	175,000	75,000

The FY 2016/17 PL allocation includes a \$240,000 carryforward from the previous UPWP. The FY 2017/2018 allocation is an initial estimate and will be updated early next year when the actual allocations are made available.

The UPWP covers routine activities such as traffic counts, TIP development, and public involvement as well as various studies. For the next two years, staff will be working on several plans including an update to the ITS Master Plan, Transit Development Plan and Belleview Greenway Connector Study.

Staff is requesting approval of the UPWP for submittal to FDOT. Upon approval, staff will submit to FDOT for review and bring back the final draft at your April 22nd meeting. If you have any questions, please contact our office at 629-8297.



UNIFIED PLANNING WORK PROGRAM

Fiscal Years 2016/2017—2017/2018

Effective Date: July 1, 2016—June 30, 2018

Adoption Date:

Prepared by the
Ocala/Marion County Transportation Planning Organization
121 SE Watula Avenue
Ocala, Florida 34471
(352) 629-8297

www.ocalamariontpo.org

*FAP No. 0000-000-M
FDOT Financial Project Number: 439261-1
Code of Federal Domestic Assistance Numbers:
20.205 – Highway Planning and Construction
20.505 – Federal Transit Technical Studies Grant (Metropolitan Planning)*

This report was financed in part by the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and participating local governments.

OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION
FY 2016/17 – 17/18 UNIFIED PLANNING WORK PROGRAM

TABLE OF CONTENTS

Endorsing Resolution.....	i
Glossary	ii
Introduction	1
Organization and Management	2
Status of Local and Regional Planning Activities.....	4
Priorities for FY 2016/17 & 2017/18.....	7
Work Program.....	9
1.0 Program Administration	10
2.0 Data Collection	12
3.0 Long Range Planning	14
4.0 Short Range Planning	18
5.0 Public Transportation.....	21
6.0 Public Involvement	24
7.0 Special Projects	27
FDOT Assistance	29
TABLE I: Schedule of Selected Projects	34
TABLE II: Agency Participation – FY 2016/17	35
TABLE III: Funding Sources - FY 2016/17	35
TABLE IV: Agency Participation - 2017/18.....	36
TABLE V: Funding Sources - 2017/18	36
TABLE VI: FAST Act Planning Factors	37
APPENDIX Activity within TPO Planning Area	
Section 5305(d) Forms (SF 424, GMIS, Approved Budget)	
Certification of Restrictions of Lobbying	
Debarment and Suspension Certification	
Title VI Nondiscrimination Policy Statement	
Disadvantaged Business Enterprise Utilization	
Agency Comments	
Annual Certification	

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
ENDORISING THE UNIFIED PLANNING WORK PROGRAM FOR
FISCAL YEARS 2016/17 - 2017/18.

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

WHEREAS, Title 23 CFR Section 450.108(c) and Florida Statute 339.175(9)(a)2 require each MPO to annually submit a Unified Planning Work Program; and

WHEREAS, a Unified Planning Work Program is defined as an annual transportation planning work program which identifies the planning budget and the planning activities to be undertaken by the TPO during the program year; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2016/17 - 2017/18 Unified Planning Work Program has been prepared consistent with Chapter 3 of the MPO Program Management Handbook.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization endorsement of the Unified Planning Work Program for 2016/17 - 2017/18.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 26th day of April 2016.

By: _____
Brent Malever, Chairman

Attest: _____
Greg Slay, TPO Director

GLOSSARY OF ABBREVIATIONS

ADA	-	Americans with Disabilities Act of 1990
ATMS	-	Automated Traffic Management System
CAC	-	Citizen's Advisory Committee
CFMPOA	-	Central Florida Metropolitan Planning Organization Alliance
CFR	-	Code of Federal Regulations
CFRPM	-	Central Florida Regional Planning Model
CMP	-	Congestion Management Process
CTC	-	Community Transportation Coordinator
CTD	-	Commission for the Transportation Disadvantaged
CTST	-	Community Traffic Safety Team
DBE	-	Disadvantaged Business Enterprise
DOPA	-	Designated Official Planning Agency
DRI	-	Development of Regional Impact
ETDM	-	Efficient Transportation Decision Making
FAST Act	-	Fixing America's Surface Transportation Act
FDOT	-	Florida Department of Transportation
FHWA	-	Federal Highway Administration
FSUTMS	-	Florida Standard Urban Transportation Modeling Structure
FTA	-	Federal Transit Administration
FTP	-	Florida Transportation Plan
GIS	-	Geographic Information System
GMIS	-	Grant Management Information System (FTA funds)
ITS	-	Intelligent Transportation System

GLOSSARY OF ABBREVIATIONS (cont.)

JPA	-	Joint Participation Agreement
LOS	-	Level of Service
L RTP	-	Long Range Transportation Plan
MAP-21	-	Moving Ahead for Progress in the 21 st Century Act
TPO	-	Transportation Planning Organization
MPOAC	-	Metropolitan Planning Organization Advisory Council
ROW	-	Right of Way
PD&E	-	Project Development and Environmental Study
PEA	-	Planning Emphasis Area
PIP	-	Public Involvement Plan
RPC	-	Regional Planning Council
SIS	-	Strategic Intermodal System
STIP	-	State Transportation Improvement Program
TAC	-	Technical Advisory Committee
TAZ	-	Traffic Analysis Zone
TDLCB	-	Transportation Disadvantaged Local Coordinating Board
TDP	-	Transit Development Plan
TIP	-	Transportation Improvement Program
TRIP	-	Transportation Regional Incentive Program
UPWP	-	Unified Planning Work Program
UA	-	Urbanized Area (as designated by the 2010 Census)
USC	-	United States Code

INTRODUCTION

The Unified Planning Work Program (UPWP) has been prepared to define the tasks and anticipated funding requirements of the Ocala/Marion County Transportation Planning Organization (TPO) for the period July 1, 2016, through June 30, 2018. This document serves to define activities for the general public as well as public officials and agencies that contribute manpower and allocate funds to the transportation planning process. The UPWP provides a description of planning tasks and an estimated budget for each of the planning tasks to be undertaken by the TPO. Planning activities programmed within the UPWP meet the level of effort requirements anticipated by the TPO to meet local priorities as well as the requirements of Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT). The state and federal governments provide funding support through the FDOT, the FHWA (PL funds), and the FTA (Section 5305(d) funds). Public involvement for the development of the UPWP is accomplished through the regularly scheduled meetings of the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), (draft only) and TPO (draft & final approval). The draft UPWP is also placed on the TPO website for public review prior to approval by the TPO.

Transportation planning in the Ocala/Marion County TPO planning area is guided by the Year 2040 Long-Range Transportation Plan (LRTP). The LRTP utilizes input from government officials, citizen's advisory boards, technical experts and the general public. This plan is used to forecast travel demands in Marion County. The current long-range transportation plan was adopted on November 24, 2015, and includes a Needs Assessment and Cost Feasible Plan. Selected projects from the Cost Feasible Plan are identified in the Transportation Improvement Program (TIP) project priority listing. These projects are prioritized on an annual basis.

In December 2015, the [Fixing America's Surface Transportation Act](#) (FAST) was signed into law. FAST serves as the primary surface transportation legislation and is valid until September 30, 2020. The bill identifies ten factors that shall be considered as part of the review of projects and plans. Those factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

10. Enhance travel and tourism.

Table VI, on page 35, illustrates the TPO's consideration of the eight planning factors in the transportation planning process.

ORGANIZATION AND MANAGEMENT OF THE TPO

The TPO is the public agency responsible for developing policies and procedures to guide the transportation planning process for the Ocala urbanized area. As the body most directly responsible for the guidance of the transportation planning process, the TPO strives to ensure that the recommendations are in keeping with the goals and standards of the federal and state government, Marion County and its incorporated municipalities. The TPO board is composed of five Marion County Commissioners, four Ocala City Council members, the Mayor of Ocala, one Dunnellon City Council member and one Belleview City Commissioner. The TPO staff, the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Transportation Disadvantaged Local Coordinating Board (TDLCB) assist the TPO with planning support recommendations. The TPO also serves as the oversight and policy board for SunTran, the local transit system. As the TPO is the sole agency responsible for fixed-route transit, an Intergovernmental Coordination and Review agreement for public transportation is not necessary. Each committee carries out its prescribed responsibilities according to adopted bylaws.

The TPO functions include, but are not limited to, the preparation of the required tasks assigned. Its annual responsibilities are to perform the tasks of preparing the UPWP, the TIP, and the annual TPO Audit Report. As with all transportation planning delegated by the federal and state laws, the TPO is responsible for insuring adequate representation and compatibility of state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to the needs of the elderly and handicapped as outlined in the Americans with Disabilities Act.

The CAC is composed of members of the general public who represent the general welfare of the community. The TAC, composed of engineers, planners, and other related transportation professionals, reviews plans, programs, and projects and recommends solutions to the TPO based on technical expertise. The TDLCB identifies the local needs of the transportation disadvantaged population and investigates alternatives to meet those needs. Additional public input is provided through public meetings, public hearings, and civic meetings.

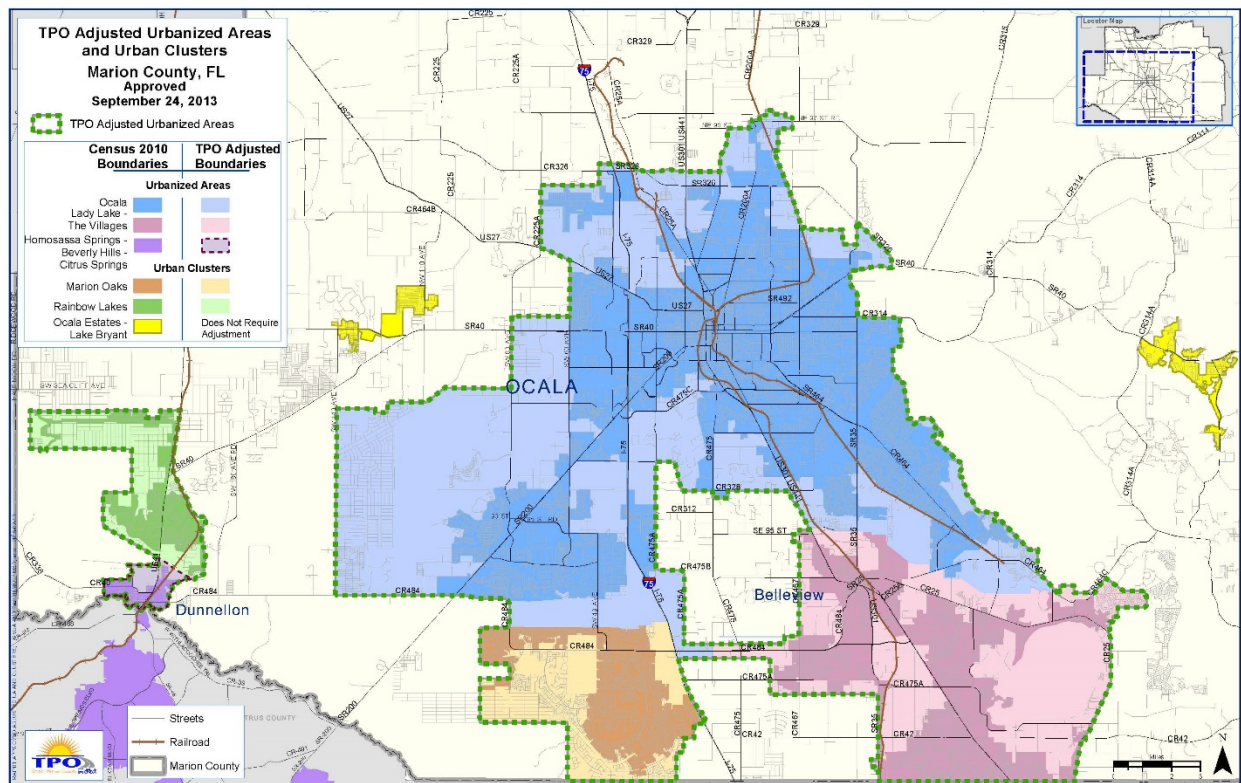
The TPO staff is responsible for collecting and disseminating all information from the transportation planning process to the general public. The work effort required to support the planning process is administered by the TPO staff in cooperation with local governments and the FDOT. Other agencies that are consulted in various phases of the planning process include the Department of Environmental Protection, the Federal Aviation Administration, and the Water Management District Offices.

The Interlocal Agreement for the Creation of the TPO was signed on May 18, 2004, by the four local governments and FDOT. The Agreement established the TPO as the official planning agency for the Ocala urbanized area and the portion of the Lady Lake Urbanized Area within Marion County. Figure 1 illustrates both urbanized areas. The planning area of the TPO covers the entire county.

Thereafter, additional JPA's were executed annually for maintaining continued federal and state match funding. In February 2013, the TPO approved an updated JPA for the administration of all planning funds (PL and Section 505(d)). The Planning Funds JPA is reviewed as part of the annual certification process to ensure consistency with FDOT and TPO policies. The JPA of March 4, 1991, with the Commission for the Transportation Disadvantaged (CTD) established the Ocala/Marion County TPO as the Designated Official Planning Agency (DOPA) for transportation disadvantaged planning. This JPA also established the Ocala/Marion County Transportation Disadvantaged Local Coordinating Board (TDLCB).

As a result of the 2010 Census, the TPO conducted its decennial review of board structure and membership once the new urbanized areas were announced in Spring 2012. It was anticipated that the new designations would bring about significant challenges due to the potential merging of all or parts of the existing Ocala, Lady Lake, Leesburg-Eustis and Orlando urbanized areas. The merge did not occur; however, a new urbanized area was designated within the existing TPO planning area. The Homosassa Springs-Beverly Hills-Citrus Springs Urbanized Area covers a significant portion of Citrus County with a small portion encompassing the City of Dunnellon and unincorporated Marion County. In May 2013, the TPO submitted to FDOT a letter reaffirming the existing board structure with no changes. Figure 1 illustrates the designated urbanized areas as well as the final smoothed urbanized areas.

Figure 1



STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES

YEAR 2040 LONG RANGE TRANSPORTATION PLAN

In November 2015, the TPO adopted the 2040 Long Range Transportation Plan (LRTP). This development of this plan was somewhat different from previous plan due to primarily to the Great Recession. Like many jurisdictions around the state, the Ocala/Marion area saw significant decreases in traffic counts. These decreases led to a reduction of Needs Assessment projects by about 30%. The plan and its supporting documentation can be viewed at www.ocalamariontpo.org.

HIGHWAY PROJECTS

The TPO has continued its involvement in numerous highway projects. A brief outline is as follows:

NW 49th Street Interchange

The NW 49th Street Interchange is one of the TPO's top priorities. The purpose of the new interchange is to provide improved access to several large-scale industrial parks including Ocala 489, site of the new Federal Express distribution center. The Interchange Justification Report (IJR) is undergoing a second round of review and the Project Development and Environmental (PD&E) Study is anticipated to begin in late 2016.

SR 40 – SR 35 to CR 314A

The first section of SR 40 from SR 35 to CR 314A is scheduled for construction in 2020. Dating back nearly 30 years, this project underwent an extensive environmental collaboration in in mid-2000s. In an effort to develop consensus approach, FDOT convened the SR 40 Task Force comprised of agency staff, environmental groups and citizens to develop a comprehensive plan for SR 40 that would allow for the expansion of SR 40 while protecting environmentally sensitive lands along the corridor. This first segment of the project will include numerous wildlife underpasses as well as 12' multiuse path that will be part of the Heart of Florida Loop.

US 41 – SW 111th Place Lane to SR 40

The US 41 project from SW 111th Place Lane to SR 40 will add two lanes to the existing section as well as a multiuse trail. The trail will provide access to the Rainbow Springs State Park for the City of Dunnellon's ever increasing population of recreational cyclists. The project is expected to begin construction in 2019.

Corridor Planning

The TPO has developed four corridor plans in the past few years with a particular focus on improving the multimodal environment. Portions of US 441 and SR 40 in and near downtown Ocala were reviewed to enhance multimodal access and traffic operations. Two intersections on US 441 (SR 40 & SR 464) are currently under design for pedestrian and operational improvements and the section of SR 40 Downtown (US 441 to NE 8th Avenue) is expected to begin design in late 2016. This design will include significant rework of the sidewalk system to better accommodate pedestrians as well a

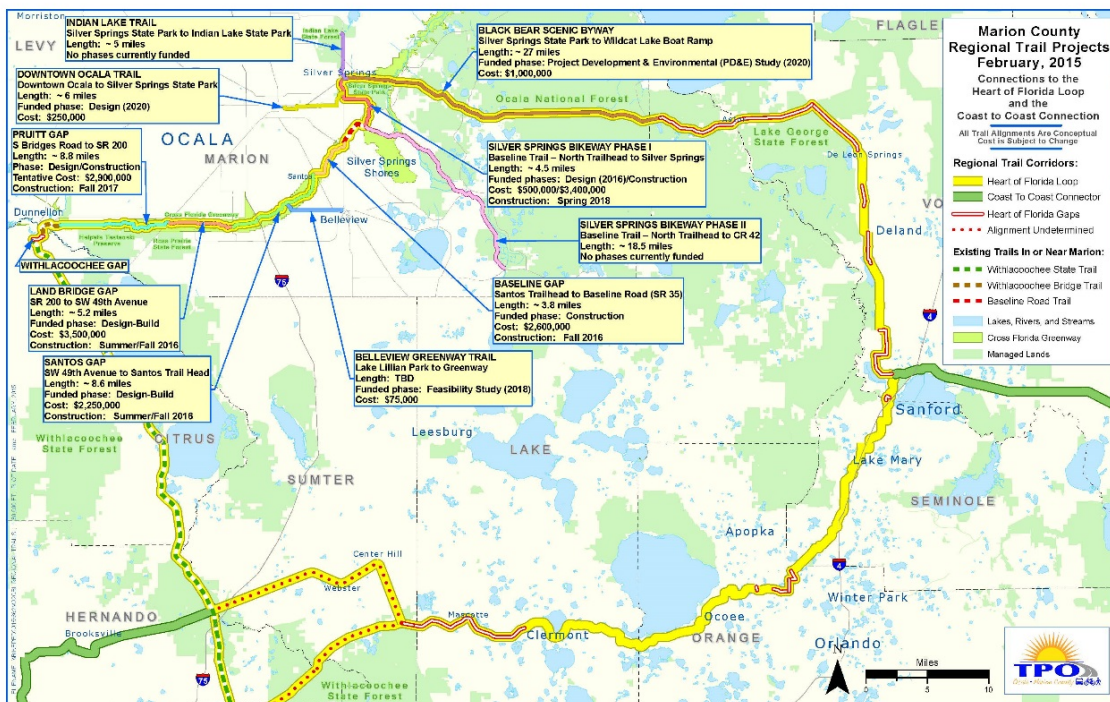
new left turn lane at NE 1st Avenue and SR 40 to improve access to the northern area of Downtown.

There are currently two corridor plans in development. US 441 in Belleview is a 1.5 mile section with varying median types and on-street parking on a significant portion of the corridor. The plan is reviewing the potential to introduce bicycle lanes and enhanced sidewalks to better accommodate those users. The plan is also reviewing access management scenarios that will improve safety for vehicular traffic as well as add additional safety enhancements for bicyclists and pedestrians. The plan is scheduled to be completed by June 2016.

A plan for SR 40 in Silver Springs was initiated to support Marion County's establishment of a Community Redevelopment Area (CRA). Again, this study focuses on improving multimodal facilities, primarily pedestrian but includes a transit element as well. The plan also includes alternatives for a roundabout at the intersection of SR 40 and SR 35. This skewed intersection presents significant issues both for vehicles and pedestrians due to its size. This plan is also scheduled to be completed by June 2016.

REGIONAL TRAILS

Over the last two years, the TPO has made significant progress on the development of a regional trail system. The establishment of a regional trail network has been an on-going effort of the Central Florida MPO Alliance and the Greenways and Trails Foundation. The Heart of Florida Loop crosses four counties: Citrus, Marion, Lake and Volusia and links to the existing Withlacoochee State Trail on the west. Working with our partners at FDOT, approximately 50% of the Heart of Florida Loop in Marion County has been funded for construction by 2019. The figure below shows the status of all TPO regional trail projects.



PUBLIC TRANSPORTATION

TPO serves as the policy and oversight board for SunTran, the area's first fixed-route bus system. Ridership has consistently grown since inception, topping 417,000 in FY 2015. In August 2012, the TPO adopted the 2022 Transit Development Plan (TDP). The TDP identified several short-term improvements including expansion of service hours, improvements to ADA compliance, and a technology improvement program. In early 2013, staff completed Phase I of a system-wide ADA compliance review. The review identified several locations that require improvements for accessibility and prioritized the improvements. The TPO conducted SunTran's first Comprehensive Operations Analysis (COA) in mid-2015. Utilizing data from the Automated Passenger Counter/Computer Aided Dispatch (APC/CAD) system and rider surveys, the COA reviewed SunTran's day-to-day operations to identify improvements in route efficiency and scheduling. The COA is expected to be complete in June 2016.

BICYCLE/PEDESTRIAN ACTIVITIES

In October 2014, the TPO completed the 2035 Bicycle/Pedestrian Master Plan. The Plan focused primarily on connectivity of regional trails but also included identification of gaps in the existing bicycle and sidewalk network. As part of the Plan, an interactive Bicycling Suitability Map was developed. This web-based application that allows cyclists to identify preferred routes based on traffic volumes and speed. The Plan as well as the Suitability Map can be found at BikeOcalaMarion.com.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN/AUTOMATED TRAFFIC MANAGEMENT SYSTEM (ATMS) IMPLEMENTATION

In February 2008, the TPO completed its first county-wide ITS Plan. The ITS Plan identified priority corridors that would benefit from the implementation of ITS strategies. The Plan was a coordinated effort between the TPO staff and representatives from the Cities of Ocala and Belleview, Marion County and the FDOT. Corridors identified for ITS applications include SR 200, SR 464, US 441, SR 40 and several other major local roads. Since the completion of the Plan, TPO staff has worked with local agency staff and FDOT to implement ITS strategies on various corridors. These strategies comprise the Automated Traffic Management System (ATMS) and include modernizing traffic controllers connected via fiber-optic cables, installation of traffic cameras and establishing Traffic Management Centers (TMC) for both Marion County and the City of Ocala. In late 2015, the TPO worked with both the City of Ocala and Marion County to deploy the area's first adaptive traffic system on SR 464. Adaptive traffic systems are able to analyze traffic flows throughout a corridor and make adjustments to signal timing to provide the most efficient flows. The TPO will be looking to update the ITS Master Plan over the next two years.

TRANSIT DEVELOPMENT PLAN

The TPO is scheduled to begin an update to the Transit Development Plan (TDP) in late 2016. The TDP is required to be updated every five years as a condition to receiving FDOT Block Grant funds. The TDP will use information developed as part of the recently completed COA for existing conditions and services and look at potential areas of expansion as well as funding opportunities to fund expansion. This project will be initiated in mid-2016 and be completed by September 2017.

PERFORMANCE MEASURES

MAP-21 originally required TPOs to develop performance measures for a variety of transportation modes. Guidance on implementing performance measures was originally expected to be available in 2014 but has not yet been published. Once published, FDOT will have 12 months to establish its measures and the TPO will have six months after FDOT to establish its measures. TPO staff has been actively involved in FDOT's Mobility Performance Team (MPT). The MPT was established to assist FDOT and MPOs/TPOs in implementing the performance measure requirements. Once the requirements for performance measures are published, the TPO will be in a good position to enact the program. Initial performance measures are expected to focus primarily on highway modes but may be expanded to include transit.

2045 LONG RANGE TRANSPORTATION PLAN

Activities for the 2045 LRTP over this UPWP cycle include review of model network and TAZ structure and review of potential data sources to develop 2015 base year socioeconomic. In addition, TPO staff will continue to coordinate regional model issues through FDOT's modeling coordination committee.

ITS MASTER PLAN UPDATE

As previously mentioned, TPO adopted its first ITS Master Plan in 2008. Since then, local agencies have made significant strides in deploying various ITS strategies including cameras, Bluetooth monitoring devices, Dynamic Message Signs (DMS) and adaptive signal control. The Plan update will look to review progress to date and examine future needs not only in technology but staffing requirements as well. In addition, the Plan will review current incident management practices on I-75 and recommend improvements. Based on a recent FDOT review, I-75 has at least one lane-blocking incident every nine days. The I-75 review will include coordination with both Alachua and Sumter Counties. Coordination with Lake and Sumter Counties will also be required for both US 441 and US 301. Development of the ITS Master Plan will be contingent on receiving additional FDOT funding.

REGIONAL TRANSIT

In 2013, the East Central Florida Task Force was convened to develop consensus recommendations for a future transportation corridor to connect Orange, Osceola and Brevard counties (<http://www.ecfcorridor taskforce.org/>). One of the recommendations made by the Task Force was the development of a Regional Transit Plan that included all nine counties in FDOT District 5. The Plan will identify potential regional transit services as well as potential funding sources. The CFMPOA directors will serve as the oversight project committee. The Plan is expected to begin in summer 2016 and should conclude on late 2017.

BELLEVIEW GREENWAY CONNECTOR

The 2035 Bicycle/Pedestrian Master Plan identified a trail connection along SE 110th Street from Lake Lillian Park in Belleview to the Cross Florida Greenway. Subsequent discussions with various agency staff and citizens reveal other potential connection that may provide better access. The Connector Study will review other potential alternatives in detail to determine the most effective route.

WORK PROGRAM

The specific elements of the Unified Planning Work Program are organized into the following tasks:

- 1.0 Administration: identifies those functions necessary for proper management of the transportation planning process on a continuing basis.
- 2.0 Data Collection: includes the collection and analysis of socioeconomic, land use, and other transportation related data on a continuing basis in order to document changes within the transportation study area.
- 3.0 Long Range Planning: includes work related to the development and maintenance of the Long Range Transportation Plan (LRTP) as well as the Efficient Transportation Decision Making Process (ETDM) and items related to Census 2010.
- 4.0 Short Range Planning: includes development of the annual Transportation Improvement Program and Priority Project process, reviews of impacts to the transportation system from new development and annual Enhancement Project process.
- 5.0 Public Transportation: includes all work items related to SunTran and the Transportation Disadvantaged Program.
- 6.0 Public Involvement: describes the activities used to encourage public participation in the transportation planning process.
- 7.0 Special Projects: identifies any short-term projects or studies undertaken by the TPO.

Each task provides an overview of the activities to be completed and the funding sources and costs associated with those activities. Cost categories are as follows:

- Personnel: *Salaries and fringe benefits for TPO staff. Fringe includes retirement, FICA, health insurance, workers compensation and executive benefits.*
- Travel: *Costs for travel.*
- Direct Expenses:
Office: *Supplies, Telecomm/IT services, copier, postage, equipment, etc.*
Facility: *Utilities, maintenance, insurance*
Administrative: *Training, legal, clinic, audit, etc.*
- Consultant: *Costs for consultant services.*

UPWP TASK 1.0 – ADMINISTRATION

The Program Administration task includes the administrative activities necessary to carry out the transportation planning process.

OBJECTIVE

To guide and effectively manage the tasks identified in the Unified Planning Work Program (UPWP) and maintain an effective and efficient continuing, cooperative and comprehensive transportation planning process.

PREVIOUS WORK

Completion of UPWP (April 2016)	Attended MPOAC meetings
Provided staff support to TPO and committees	Completed annual audit (April 15, 16)
Provided training to elected officials and staff in the following areas:	
FDOT Public Involvement	
National Transit Database	
MPOAC Institute (May 2015)	

REQUIRED ACTIVITIES

STAFF SUPPORT

- 1.1 Provide staff support and administration to the TPO and its committees by developing meeting schedules, providing technical assistance, providing minutes and other tasks as directed. Support includes travel and associated office expenses (i.e. office supplies, telecomm/IT expenses, utilities, etc.).
- 1.2 Develop FY 2018/19 - 19/20 Unified Planning Work Program. (May 2018)
- 1.3 Continue participation in the Metropolitan Planning Organization Advisory Council (MPOAC).
- 1.4 Monitor legislative actions on the federal, state, and local level that affect the transportation system in Marion County.
- 1.5 Purchase computer and other office equipment as needed.
- 1.6 Other activities as directed by the TPO or its subcommittees.

AUDIT

- 1.7 Employ a qualified auditor (contracted) to perform the TPO audit in accordance with federal requirements and Chapter 215.97, Florida Statutes (Florida Single Audit Act).

AUDIT (CON'T)

- 1.8 Receive copy of all audit reports relating to revenues and expenditures.

TRAINING

- 1.9 Continue to provide training opportunities to TPO Board and staff members in various policy, technical and administrative areas.

END PRODUCT

Effective and efficient management of the local 3-C planning process including active participation by public agencies and citizens. All required management documents.

FY 2018/19 - 19/20 UPWP. (May 2018)

Additional training in mission critical areas.

RESPONSIBLE AGENCY

Ocala/Marion County TPO

FUNDING SOURCES/USES

	FY 2016/17	FY 2017/18
FHWA:		
TPO Personnel:	\$ 143,464	\$ 138,651
Travel:	\$ 7,000	\$ 5,500
Direct Expenses:		
Office:	\$ 44,152	\$ 40,774
Facility:	\$ 25,500	\$ 25,874
Administrative:	\$ 11,871	\$ 11,000
Consultant:	-	-
Subtotal:	\$ 231,988	\$ 221,799
FTA:		
TPO Personnel:	\$ 7,179	\$ 13,792
TD:		
TPO Personnel:	\$ 1,734	\$ 1,418
Local:	\$ 897	\$ 1,724
Total:	\$ 241,798	\$ 238,733

UPWP TASK 2.0 – DATA COLLECTION/SAFETY

The Data Collection task includes the data gathering activities from a number of sources including the City of Ocala, Marion County, the Florida Department of Transportation, and local law enforcement. The data is used in numerous ways including level-of-service determinations, identification of high-hazard intersections and GIS-based applications.

OBJECTIVE

To monitor changes in traffic characteristics within the TPO planning boundary. To compare existing conditions with projections to anticipate planning needs and activities. Provide data to appropriate agencies to improve overall safety of the transportation system.

PREVIOUS WORK

Maintenance of historical traffic and public transportation related data, such as: traffic counts, accident data, roadway inventories, level of service, financial information, and service area.

Annual update of Road Segment Inventory Database.

Published annual Transportation Information Guidebook. (October 2014, November 2015)

Participated in Community Traffic Safety Team and FDOT Transportation System Management and Operations (TSM&O) Group.

REQUIRED ACTIVITIES

DATA COLLECTION

- 2.1 Coordinate collection of traffic counts, 15 minute interval counts at selected count stations within the planning area.
- 2.2 Update the Road Segment Inventory Database (RSID) as necessary.
- 2.3 Publish annual Transportation Information Guidebook.
- 2.4 Continue to collect necessary data for Congestion Management System (CMS).
- 2.5 Annually review the traffic count program to ensure adequate coverage and to eliminate unnecessary or redundant count locations.
- 2.6 Work with local government staff to develop travel-time reports from Bluetooth sensors along local roadways.

SAFETY

- 2.7 Analyze crash trends and statistics to identify high-hazard locations and prioritize potential improvements.
- 2.8 Continue participation on the Marion County Community Traffic Safety Team and D5 Transportation Systems Management & Operations (TSM&O) working group.

END PRODUCT

Continuing refinement of local database of traffic and socioeconomic characteristics.
Reports developed from databases as required to monitor changes in system activity.
Maintenance of RSID for use by local governments in traffic study reviews.
Publish Transportation Information Guidebook. (May 2017, May 2018)

RESPONSIBLE AGENCY

Ocala/Marion County TPO

FUNDING SOURCES/USES

	FY 2016/17	FY 2017/18
FHWA:		
TPO Personnel:	\$ 58,552	\$ 64,194
Consultant:	\$ 20,000	\$ -
<i>Subtotal:</i>	<i>\$ 78,552</i>	<i>\$ 64,194</i>
FTA:		
TPO Personnel:	\$ 8,116	\$ 11,158
Local:	\$ 1,015	\$ 1,395
Total:	\$ 87,683	\$ 76,746

UPWP TASK 3.0 – LONG RANGE PLANNING

The Long Range Planning task includes the activities related to the long-term implementation of various transportation projects. The Task also includes coordination efforts with our regional partners to address transportation on a regional level.

OBJECTIVES

- Maintain a Long Range Transportation Plan and a computer simulation model (FSUTMS) for forecasting travel patterns.
- Evaluate alternative transportation modes and systems.
- Improve traffic operations through the use of ITS technologies.
- Coordinate planning efforts with regional partners.

PREVIOUS WORK

2040 LONG RANGE TRANSPORTATION PLAN

- Adopted 2040 Long Range Transportation Plan. (November 2015)
- Completed public involvement program. (November 2015)
- Completed Goals, Objectives and Performance Measures (September 2015)
- Completed Needs Assessment (August 2015)
- Completed Financial Resources (August 2015)

INTELLIGENT TRANSPORTATION SYSTEMS

- Continued ITS Implementation Plan (SR 464).
- Continued work with local governments to identify and prioritize ITS corridors.
- Reviewed transit-related ITS improvements.
- Worked with FDOT on the update of the Regional ITS Architecture.

ON-GOING ACTIVITIES

- Continued participation in the development of various transportation projects.

REGIONAL COORDINATION

- Continued participation in Central Florida MPO Alliance (CFMPOA)
 - Adopted legislative priorities
 - Completed regional highway priorities (July 2015)
 - Completed regional trail priorities (July 2015)
- Coordinated Transportation Regional Incentive Program (TRIP) projects with the Heart of Florida Transportation Alliance (February 2015)
- Participated in the I-75 Relief Task Force

REGIONAL TRAILS

Worked with FDOT, FDEP, US Fish & Wildlife and Marion County to assess potential environmental impacts of the Land Bridge Gap and Santos Gap paved trails.

Assisted Marion County with the development of the Design/Build projects for Land Bridge Gap and Santos Gap paved trails.

Worked with Citrus County on the development of the Withlacoochee State Trail to Dunnellon Trail Gap.

REQUIRED ACTIVITIES

2045 LONG RANGE TRANSPORTATION PLAN

3.1 Begin development of 2045 LRTP.

FY 2016/17:

- Review/update traffic model network (June 2017)
- Through the District model coordinating committee, work with FDOT and neighboring MPOs/TPOs to ensure regional issues for both highway and transit are addressed.

FY 2017/18

- Initiate development of base year (2015) socioeconomic data

AIR CONFORMITY

3.2 Monitor Environmental Protection Agency (EPA) development of Air Conformity standards.

3.3 Monitor local ozone tracking stations located at the YMCA and Marion County Sheriff's Impound Yard. Data available online at http://www.dep.state.fl.us/air/air_quality/county/Marion.htm

3.4 Develop plan to address conformity issues should planning area be designated as non-attainment.

PERFORMANCE MEASURES

3.5 Continue participation in the Mobility Performance Measures Team.

3.6 Investigate potential data sources for mobility data.

3.7 Develop performance measures based on local needs/preferences and define targets. (Fall 2017 – dependent on FHWA Final Rule timeline)

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- 3.8 Continue work with City of Ocala and Marion County to further implement projects from ITS Master Plan.
- 3.9 Review potential ITS applications for SunTran.
- 3.10 Initiate update of ITS Master Plan. See Task 7.0 Special Projects for further details.

REGIONAL COORDINATION

- 3.11 Continue participation in Central Florida MPO Alliance.
 - Establish legislative priorities.
 - Establish regional priorities for highway, transit and regional trails.
 - Develop Regional Transit Plan
- 3.12 Continue membership in the Heart of Florida Transportation Alliance.
 - Review and update Regional Transportation Plan as necessary.
 - Work with Gainesville MTPO to address I-75 congestion issues.

REGIONAL TRAILS

- 3.13 Continue development of the Heart of Florida Loop and other regional trails.
 - Assist Marion County in the development of the Pruitt and Silver Springs Trail segments.
 - Work with the Hernando-Citrus MPO to expedite the development of the Withlacoochee State Trail connection to the Dunnellon Trail.
 - Work with state and local agencies in the development of the Silver Springs Bikeway.

END PRODUCT

2045 LRTP (November 2020)
Further implementation of ITS Master Plan.
Regionally coordinated transportation planning process.
Regionally coordinated long range transportation plan.

RESPONSIBLE AGENCY

Ocala/Marion County TPO

FUNDING SOURCES/USES

	FY 2016/17	FY 2017/18
FHWA:		
TPO Personnel:	\$ 51,471	\$ 64,816
Consultant:		
LRTP:	\$ 20,000	\$ 18,625
MetroPlan:	\$ 5,000	\$ 5,000
Other:	\$ 27,541	
Subtotal:	\$ 104,012	\$ 64,816
FTA:		
TPO Personnel:	\$ 18,245	\$ 12,761
Consultant:	-	-
Subtotal:	\$ 18,245	\$ 12,761
Local:	\$ 2,281	\$ 1,595
Total:	\$ 124,537	\$ 79,172

UPWP TASK 4.0 – SHORT RANGE PLANNING

The Short Range Planning task includes the activities related to the actual implementation of various transportation projects identified as part of the 2035 LRTP and other TPO plans. The Task also includes annual maintenance of the Transportation Improvement Program (TIP) as well as legislative activities.

OBJECTIVES

- To identify and address short term transportation needs.
- Review development activity to monitor its effect on the local transportation system.

PREVIOUS WORK

- Completion of Annual Priority Project process.
- Published annual listing of Federal Projects Obligated.
- Continued work on Interactive TIP System. Available at <http://marion.dtstiptool.com/>
- Developed Annual TIP.
- Worked with local governments on various planning issues.
- Adopted annual legislative priorities.
- Assisted local governments in developing FDOT's 4P applications for off-system projects.

REQUIRED ACTIVITIES

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- 4.1 Finalize FY 2022 and FY 2023 Priority Projects. (August 2016, 2017)
- 4.2 Update TIP bi-annually. (June, October)
- 4.3 Review local government comprehensive plans for consistency with TPO TIP and LRTP.
- 4.4 Publish annual listing of federally-funded obligated projects. (December)
- 4.5 Continue refinement of Interactive TIP system.
- 4.6 Amend TIP as necessary.

MONITOR TRANSPORTATION SYSTEM IMPACTS

- 4.7 Monitor and review traffic operation needs through collection and analysis of peak hour traffic data.
- 4.8 Monitor and review DRI and other site specific impacts in development review process.

- 4.9 Conduct site impact analysis for new development projects as requested by local governments.
- 4.10 Advise local governments and boards on decisions which may impact corridors identified for improvement or identified as physically or policy constrained.
- 4.11 Coordinate TPO actions with local government comprehensive plan development efforts to encourage alternative modes of transportation.
- 4.12 Assist local governments in the implementation of the transportation provisions of SB 360, especially as they relate to the Mobility Plan.

FAST TRANSPORTATION ALTERNATIVES (TA) PROGRAM

- 4.13 Assist local governments in FAST TA application process.
- 4.14 Monitor progress of programmed TA projects and assist in their implementation when necessary.

LEGISLATIVE ACTIVITIES

- 4.15 Develop annual legislative priorities. (January)
- 4.16 Monitor legislative activities on both the federal and state level to determine impact on transportation issues.
- 4.17 Assist MPOAC with legislative activities. (\$1,000 - Local funds)

END PRODUCT

Annual Transportation Improvement Plan (June 2017, 2018)
Annual Listing of Federal Projects (December 2017, 2018)
Annual Legislative Priorities (January 2017, 2018)

RESPONSIBLE AGENCY

Ocala/Marion County TPO

FUNDING SOURCES/USES

	FY 2016/17	FY 2017/18
FHWA:		
TPO Personnel:	\$ 69,786	\$ 70,664
Consultant:		
Interactive TIP:	\$ 10,000	\$ 10,000
Other:	\$ 35,000	
Subtotal:	\$ 114,786	\$ 80,664
FTA:		
TPO Personnel:	\$ 18,245	\$ 18,337
Consultant:	-	-
Subtotal:	\$ 18,245	\$ 18,337
Local:	\$ 2,281	\$ 2,292
Total:	\$ 135,312	\$ 101,292

UPWP TASK 5.0 – PUBLIC TRANSPORTATION

The Public Transportation task reflects the activities related to the local public transportation system which includes services provided locally by SunTran and Marion Transit Services (MTS). SunTran is the fixed-route service operating primarily in the urban area and is a joint effort of Marion County and the City of Ocala. The TPO serves as the policy and oversight board for SunTran. MTS provides paratransit services throughout the county as well as Americans with Disabilities (ADA) service within the fixed-route area for SunTran. MTS is also the designated Community Transportation Coordinator (CTC) through the Commission for the Transportation Disadvantaged (CTD).

OBJECTIVES

To ensure the efficient and effective provision of public transportation by providing technical assistance and staff support to the local Community Transportation Coordinator and the SunTran system.

PREVIOUS WORK

SUNTRAN

Annual review of routes and schedules.
Completed annual National Transit Database (NTD) Report. (February 2015, 2016)
Annual update of Transit Development Plan (TDP).

TRANSPORTATION DISADVANTAGED

Selection of Community Transportation Coordinator. (November 2015)
Completion of Annual Operating Report.
Annual review/update of Transportation Disadvantaged Service Plan (TDSP).
Annual review of Community Transportation Coordinator.

REQUIRED ACTIVITIES

SUNTRAN

- 5.1 Review congested route segments/intersections for potential ITS applications to improve service.
- 5.2 Periodically review routes and schedules to determine effectiveness.
- 5.3 Complete annual NTD Report (February).

SUNTRAN (CON'T)

- 5.4 Update SunTran website on a regular basis.
- 5.5 Annually update TDP.
- 5.6 Continue work with the District 5 reThink commuter assistance program.
- 5.7 Develop shelter and bench program for fixed-route service area.
- 5.8 Integrate data from Avail Technologies (i.e. passenger counts, real-time location, arrival/departure times, etc.) into both the SunTran website and smartphone application.

TRANSPORTATION DISADVANTAGED

- 5.9 Provide staff support and administration to Transportation Disadvantaged Local Coordinating Board (TDLCB).
- 5.10 Conduct grant administration including quarterly operational reports and financial statements.
- 5.11 Continue to facilitate coordination between the TDLCB and the CTC, Marion Transit Service (MTS).
- 5.12 Review CTC's annual report and perform evaluation. (December)
- 5.13 Review of Memorandum of Agreement and approval of fare structure prior to submission to Commission for the Transportation Disadvantaged.
- 5.14 Continue coordination with the Commission for Transportation Disadvantaged.
- 5.15 Annually update TDSP.
- 5.16 Conduct CTC selection process. (June 2015)

END PRODUCT

Effective and efficient coordinated public transportation system
Completion of CTC review (annual)
Completion of NTD report (annual)
Completion of TDP and TDSP updates (annual)
Selection of CTC

RESPONSIBLE AGENCY

Ocala/Marion County TPO

FUNDING SOURCES/USES

	FY 2016/17	FY 2017/18
FHWA:		
TPO Personnel:	\$ 20,591	\$ 22,964
Consultant:	\$ 15,000	\$ -
<i>Subtotal:</i>	\$ 35,591	\$ 22,964
FTA:		
TPO Personnel:	\$ 6,738	\$ 15,420
Consultant:	-	-
<i>Subtotal:</i>	\$ 6,738	\$ 15,420
Local:	\$ 842	\$ 1,927
TD:		
TPO Staff:	\$ 24,385	\$ 24,701
Consultant:	-	-
<i>Subtotal:</i>	\$ 24,385	\$ 24,701
<i>Total:</i>	\$ 66,715	\$ 63,084

UPWP TASK 6.0 – PUBLIC INVOLVEMENT

The Public Transportation task identifies the activities that keep the public involved in the transportation planning process. Activities include meeting notices as well as presenting information to various civic groups and local agencies on a regular basis.

OBJECTIVES

TPO

Ensure adequate opportunity for public input on the transportation planning process as well as specific projects.

FDOT – WORK PROGRAM PUBLIC HEARING

To consider annual changes to the Five Year Work Program pursuant to Section 339.135(4) (C), Florida Statutes.

PREVIOUS WORK

TPO

Continual update of TPO website.
Completed update of TPO Public Involvement Plan. (August 2014)

FDOT

Conducted public hearings for Work Program. (December 2014, 2015)
Presented Tentative Work Program to TPO. (January 2014, November 2015)

REQUIRED ACTIVITIES

TPO

- 6.1 Develop and disseminate public information as necessary to inform the public of transportation planning activities. Conduct presentations on transportation related topics to civic and governmental agencies as requested.
- 6.2 Provide a clearinghouse for transportation related activities for all levels of government and public involved in improving the local transportation system.
- 6.3 Complete monthly updates to the TPO Web Page - www.ocalamariontpo.org.
- 6.4 Continue to monitor and track all public information requests.
- 6.5 Update TPO website on a regular basis.

TPO (CON'T)

- 6.6 Develop and publish an annual report on TPO activities.
- 6.7 Periodically review and update Public Involvement Plan (PIP) to comply with the FAST Act, Title VI and other applicable requirements.

FDOT

To develop and conduct the Department's Tentative Five Year Work Program and consider making any changes to the Program that is necessary to balance the Five Year Work Program. The Work Program Public Hearing(s) is being developed and conducted pursuant to Section 339.135(4)(C), Florida Statutes, as amended. The Public Hearing(s) will include information for Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia Counties. The Public Hearing(s) will include consideration of proposed projects for the Florida's Turnpike Enterprise. The Public Hearing(s) and Public Information Meetings are conducted annually. The Department continuously coordinates with the MPOs/TPOs in their project priority development and project selection in the Department's Tentative Five Year Work Program. The Department will hold a Public Hearing(s) for the tentative work program in December of the 2014 and January of the 2015 calendar year. The Department will continuously coordinate with the MPOs/TPOs to provide video tapings of each Public Hearing to be broadcasted on public television. The Department will continue to provide a website for the Work Program Public Hearing. The website will include a link to a webinar option for the MPOs/TPOs and citizens to access the District's Work Program Public Hearing. The website will continue to have information and maps on the Department's Tentative Five Year Work Program.

END PRODUCT

Effective program to provide the public information regarding the transportation planning process and specific projects.
Update of TPO website.
TPO Annual Report.

RESPONSIBLE AGENCY

Ocala/Marion County TPO
FDOT

FUNDING SOURCES/USES

	FY 2016/17	FY 2017/18
FHWA:		
TPO Personnel:	\$ 27,193	\$ 23,474
Consultant:		-
Website Update:	\$ 35,000	
Subtotal:	\$ 62,193	\$ 23,474
FTA:		
TPO Personnel:	-	-
Consultant:	-	-
Subtotal:	-	-
Local:	\$ 471	\$ -
Total:	\$ 62,193	\$ 23,474

DRAFT

UPWP TASK 7.0 – SPECIAL PROJECTS

The Special Projects task identifies the activities that are non-recurring, special studies dealing with various transportation issues.

OBJECTIVES

Conduct identified studies and/or surveys to improve the overall transportation system.

PREVIOUS WORK

Completed 2035 Bicycle/Pedestrian Master Plan (October 2014)
Completed SR 40-Silver Springs Existing Conditions Review (January 2015)
Completed SR 40-Downtown Corridor Plan (June 2015)
Completed SR 40-Silver Springs Corridor Plan (May 2016)
Completed US 441 - Belleview Corridor Plan (June 2016)
Completed Bicycle/Pedestrian Safety Review (June 2016)
Completed Urban Cycling Plan (June 2016)

REQUIRED ACTIVITIES

7.1 Update Intelligent Transportation Systems (ITS) Master Plan (December 2017)

Since the TPO adopted its first ITS Master Plan in 2009, both the City of Ocala and Marion County have deployed various ITS strategies. In order to ensure an effective and efficient maturation of the system, the update of the Master Plan will include a review of existing processes and potential strategies. The update of the ITS Master Plan will include:

- Review existing and planned ITS deployments
- Review existing organizational structures
- Review existing operational resources and manpower
- Review Regional ITS Architecture (RITSA)
- Update ITS Needs (highway & transit)
- Update Concept of Operations (CONOPS)
- Identify potential new strategies

7.2 Transit Development Plan (September 2017)

The TPO's both the City of Ocala and Marion County have deployed various ITS strategies. In order to ensure an effective and efficient maturation of the overall first ITS Master Plan was adopted in 2009. Since then, system, a review of existing processes and potential strategies will be conducted. The update of the ITS Master Plan will include:

- Review existing and planned ITS deployments
- Review existing organizational structures
- Review existing operational resources and manpower
- Review Regional ITS Architecture (RITSA)
- Update ITS Needs (highway & transit)
- Update Concept of Operations (CONOPS)
- Identify potential new strategies

7.3 Belleview Greenway Connector Study

The 2035 Bicycle/Pedestrian Master Plan identified a future connection from the City of Belleview to the Cross Florida Greenway. The Connector Study will identify to best route to make that connection. Study will be initiated after July 1, 2017.

END PRODUCT

Updated ITS Master Plan
 Updated Transit Development Plan
 Belleview Greenway Connector Study

RESPONSIBLE AGENCY

Ocala/Marion County TPO

FUNDING SOURCES/USES

	FY 2016/17	FY 2017/18
FHWA:		
TPO Personnel:	\$ 58,182	\$ 48,464
Consultant:	\$ 20,000	\$ -
Subtotal:	\$ 78,182	\$ 48,464
FDOT:		
Consultant:		
ITS Master Plan:	\$ 175,000	
Belleview Greenway:		\$ 75,000
Subtotal:	\$ 175,000	\$ 75,000
FTA:		
TPO Personnel:	\$ 15,292	\$ 7,120
Consultant:		
TDP (Sec 5307):	\$ 150,000	
Subtotal:	\$ 165,292	\$ 7,120
Local:	\$ 1,911	\$ 890
Total:	\$ 420,384	\$ 131,475

FLORIDA DEPARTMENT OF TRANSPORTATION ASSISTANCE

This task outlines the assistance provided to the TPO by FDOT on a number of issues. The information included in this section is prepared by the Florida Department of Transportation and submitted to the TPO for inclusion.

GENERAL PLANNING ACTIVITIES

The Florida Department of Transportation (FDOT) is a contributor to transportation planning and policy development in District Five. Generally, the specific recurring transportation planning activities accomplished by FDOT's District Five Planning Office can be placed in one of the following categories: Transportation Planning Activities, Data Collection Activities and Systems Planning Activities.

REQUIRED ACTIVITIES

TRANSPORTATION PLANNING ACTIVITIES

TPO SUPPORT

Provide a TPO Liaison between the Department and each TPO; provide supporting information and documentation to support TPO planning; review and take appropriate action on Transportation Improvement Program (TIP) and TIP Amendments; review and take appropriate action on Unified Planning Work Program (UPWP) and UPWP Amendments; review and take appropriate action on Long Range Transportation Plan; review and take appropriate action on Public Involvement Plan; prepare and conduct Federal and State Certification reviews; assist MPOs/TPOs in attending various committee meetings and Community Awareness Planning Meetings; assist MPOs/TPOs with Work Program System issues and reports; assist MPOs/TPOs in State and Federal Grant Programs; and support and assist with transit issues and initiatives. Review and update TPO contract agreements (Interlocal Agreement for the Creation of Metropolitan Planning Organization, Intergovernmental Coordination and Review (ICAR), and Transportation Planning Funds Joint Participation Agreement.

Assist with providing revenue forecasts (for federal and state funds) to the TPO to develop their Long Range Transportation Plans; provide support and assistance to ensure that the MPOs/TPOs comply with the state and federal policies, procedures and federal code of regulation, comply with Title VI in the planning process (UPWP, TIP, Model Validation, etc.) and comply with other certification requirements; provide supporting information and documentation to support TPO planning; assist TPO with boundary and membership issues for merging and emerging TPOs.

TRANSIT SUPPORT

Provide Transit Analyst services between the Department and the TPO; assist the TPO with transit related issues and initiatives; review and recommend appropriate action on TIP and TIP Amendments and UPWP and UPWP Amendments for transit projects. Provide a FDOT representative to the TPO's Transportation Disadvantaged Local

Coordinating Board (TDLCB) Meetings; provide technical assistance to the TDLCB; review and update TPO transit grant agreements for Section 5303 grants and transit programs; Assist the TPO with Work Program and execution of all related system issues and reports.

INTERGOVERNMENTAL SUPPORT AND REVIEW

Review and submit recommendations on Local Government Comprehensive Plans (LGCP) amendments, both proposed and adopted, and Evaluation and Appraisal Reports, Capital Improvement Elements (CIEs), and Capital Improvement Plan (CIPs) and TCEAs for appropriate land uses and transportation related impacts on those facilities of state concern. Assist MPOs/TPOs with feasibility studies and implementation planning.

STRATEGIC INTERMODAL SYSTEM PLAN

Process requests for designation changes; coordinate regional and local facilities with the SIS; coordinate the Department's transit initiative with the SIS; manage policy level public and partner involvement efforts related to the SIS; assist in technical level public and partner involvement efforts related to the SIS; assist in providing revenue forecasts.

PUBLIC INVOLVEMENT

Conduct Public Involvement activities related to Efficient Transportation Decision Making (ETDM), Project Development and Environmental (PD&E) studies, and Work Program Public Hearings; provide tools for developing and reviewing projects at the Planning Screen Phase (used in the development of TPO long range transportation plans and SIS cost-feasible plan).

BICYCLE/PEDESTRIAN SUPPORT

Support and assist with bicycle, pedestrian and transit related issues and initiatives. Provide interagency coordination and technical support in the area of multimodal transportation planning and development. Review and provide feedback on local roadway and site plans for the inclusion of alternative transportation facilities. Review and provide feedback on alternative transportation planning documents and studies. Act as District Five steward for regional trail initiatives and projects. Coordinate multimodal transportation network infrastructure inventory and needs assessment for all facilities in District Five.

SAFETY

The District Five Intermodal System Development Safety efforts will support the following: Florida's Pedestrian and Bicycle Focused Initiative, Corridor Planning Studies for TPO projects for Completed Streets, Multimodal Corridors, Context Sensitive Solutions and Transportation Design for Livable Communities, and Improvements to accommodate transit accessibility, pedestrians and accessibility for persons with disabilities.

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS PROGRAM (TSMO)

Develop a District Five Transportation Systems Management and Operations (TSM&O) Program within a team of champions made up of MPOs/TPOs, transit agencies and District staff.

DATA COLLECTION ACTIVITIES

SYSTEMS INVENTORY

Provide for the efficient transfer of road jurisdiction by the Department and local governments based on mutual agreement; functionally classify roads, including the designation of federal aid eligibility; and develop, analyze, and assign an integrated statewide network of federal, local and state systems.

MAPPING

Maintain and provide mapping information related to the SIS; maintain and update functional classification maps.

SYSTEM PLANNING ACTIVITIES

DEVELOPMENT OF REGIONAL IMPACT (DRI) REVIEW

Conduct large scale development review through the DRI process or as requested by Regional Planning Councils. These reviews offer technical comments and may result in the development and coordination of transportation projects and funding partnerships, including agreements with developers. These projects are then coordinated with the TPO during project development, prioritization, or programming. In addition, provide review and comments for the review of master plans, sectors plans and sub-DRI developments for impacts to the state highway system.

SYSTEMS MANAGEMENT

Provide assistance for determining the need for, and feasibility of, new access points (IJR) and modifications (IMR) to existing access points on the SIS facilities; conduct Level-of-Service analysis that will determine current and future conditions of the State Highway System; Project Design Traffic and 18 KIP Equivalent Single Axle Loadings (ESALs) preparations.

MODELING

The District will continue to support regional transportation modeling activities and gather information on how to make improvements through improved policies, procedures and guidelines for transportation demand forecasting for the Florida

Standard Model; assist in validation of models and conduct planning studies requested by local governments and TPOs.

STRATEGIC INTERMODAL SYSTEM

Conduct Traffic/Travel Demand Assignment Studies; develop traffic projections; develop and maintain a SIS Needs Plan and SIS Cost Feasible Plan; provide input for SIS modifications and refinements; develop, coordinate and distribute SIS corridor plans.

FDOT DISTRICT 5 SPECIFIC ACTIVITIES

TRAFFIC MODELING

The Department will continue to support the District Five MPOs/TPOs (Space Coast TPO, Lake~Sumter MPO, Ocala/Marion TPO, METROPLAN ORLANDO, and River-to-Sea TPO) with ongoing modeling activities applications, enhancements and technical support.

EFFICIENT TRANSPORTATION DECISION MAKING (ETDM)/SOCIOCULTURAL EFFECTS (SCE)

To assist and collaborate with Space Coast TPO, Lake-Sumter MPO, Ocala/Marion County TPO, METROPLAN ORLANDO and River-to-Sea TPO with the implementation of the Efficient Transportation Decision Making (ETDM) Process. District Five is coordinating with each of the MPOs/TPOs to determine which projects should be sent out for an ETDM review.

The District will continue assisting the TPO with their ETDM/SCE (Sociocultural Effects) tasks by helping to coordinate schedules, provide guidance, and assist in sending projects for Planning Screen reviews, including providing guidance with summary reports for those projects. The District will continue to run Programming Screens on projects prior to PD&E, as required by FHWA, FDOT will provide ETDM technical assistance and training to TPO staff as needed or requested.

DISTRICT FIVE CENTRAL FLORIDA GEOGRAPHIC INFORMATION SYSTEMS (CFGIS)

District Five continues to utilize the resources of the Central Florida GIS (CFGIS) initiative. The availability of the Data Clearinghouse allows members of the general public, while providing a users group forum for GIS users within the Central Florida region, to facilitate data sharing and information exchange. District Five has been a major funding contributor to the CFGIS initiative. Discussions have occurred with the East Central Florida Regional Planning Council (ECFRPC) to further identify the regional data needs, funding partnerships, and the roles and responsibilities of the agencies involved.

The Department is continuing to keep their GIS interactive tools up-to-date utilizing the CFGIS information portal. Some tools currently available on this portal include: TransMap, which serves transit data; the Strategic Intermodal System Implemental & Management (SISIM) tool which allows partners throughout the district to share

information concerning the implementation of operational improvements for SIS facilities; etc. Additionally District Five maintains a non-GIS specific information Traffic Data web page on this website. This would make transportation data currently being maintained by the Department more publicly available as an interactive tool to be housed on the CFGIS server.

END PRODUCT

Proper and timely response for management of technical problems and requests.
State match to assist in timely and successful completion of FTA sponsored activities.

RESPONSIBLE AGENCY

Florida Department of Transportation

FUNDING SOURCES/USES

For FY 2014/15 & 2015/16, FDOT will soft match PL funds using toll revenue expenditures as a credit toward the non-federal share. The amount reflected above represents the amount of soft match required (both state and local) for the amount of federal PL funds requested.

TABLE I
SCHEDULE OF SELECTED PROJECTS

UPWP TASK	-- 2016 --						-- 2017 --												-- 2018 --						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
TASK 1.0 PROGRAM ADMINISTRATION																									
1.2 Develop 2018/19-19/20 UPWP																									
1.7 Audit																									
1.8 Receive copy of audit reports																									
TASK 2.0 DATA COLLECTION																									
2.1 Collection of count data																									
2.3 Publish Traffic Information Guidebook																									
2.4 CMS data collection																									
2.5 Review of traffic count program																									
2.7 Analysis of accident data																									
TASK 3.0 LONG RANGE PLANNING																									
3.1 2045 LRTP Update																									
3.7 Develop Performance Measures																									
Task 4.0 SHORT RANGE PLANNING																									
4.1 Develop 2022 Priority Projects Develop 2023 Priority Projects																									
4.2 Bi-annual TIP Update																									
4.11 Process FAST ACT TA Applications																									
4.13 Develop Legislative Priorities																									
TASK 5.0 PUBLIC TRANSPORTATION																									
5.4 Develop 2016 NTD Report Develop 2017 NTD Report																									
5.12 Review CTC Performance																									
5.13. Review CTC Fare Structure																									
TASK 6.0 PUBLIC INVOLVEMENT																									
6.5 Develop Annual Report																									
TASK 7.0 SPECIAL PROJECTS																									
7.1 ITS Master Plan Update																									
7.2 TDP Update																									
7.3 SR 40 - Downtown Corridor Plan																									

TABLE II
FY 2016/17 Agency Participation

TASK	ELEMENT	PL	FDOT	FTA	Local	Total
1.0	Admin	\$231,988	\$1,734	\$7,179	\$897	\$241,798
2.0	Data/Safety	\$78,552		\$8,116	\$1,015	\$87,683
3.0	LRP	\$104,012		\$18,245	\$2,281	\$124,537
4.0	SRP	\$114,786		\$18,245	\$3,281	\$136,312
5.0	Public Trans.	\$35,591	\$24,385	\$6,738	\$842	\$67,558
6.0	Public Inv.	\$62,193		\$3,772	\$471	\$66,436
7.0	Special Proj.	\$78,182	\$175,000	\$165,292	\$1,911	\$420,384
-	FDOT Asst.**		\$165,256			\$165,256
	TOTAL	\$705,304	\$366,375	\$227,586	\$10,698	\$1,309,964

TABLE III
FY 2016/17 Funding Sources

TASK	ELEMENT	Federal Planning Funds (PL)				FTA Section 5305(d)			FTA 5307	FDOT - TD	Total			Task
		Federal	State	Local	Deobligations*	Federal	State	Local		State	Federal	State	Local	Total
1.0	Admin	\$231,988			\$55,000	\$7,179		\$897		\$1,734	\$239,166	\$1,734	\$897	\$241,798
2.0	Data/Safety	\$78,552			\$44,000	\$8,116		\$1,015			\$86,669		\$1,015	\$87,683
3.0	LRP	\$104,012			\$90,000	\$18,245		\$2,281			\$122,257		\$2,281	\$124,537
4.0	SRP	\$114,786		\$1,000	\$5,000	\$18,245		\$2,281			\$133,031		\$3,281	\$136,312
5.0	Public Trans.	\$35,591			\$2,500	\$6,738		\$842		\$24,385	\$42,330	\$24,385	\$842	\$67,558
6.0	Public Inv.	\$62,193			\$5,500	\$3,772		\$471			\$65,965		\$471	\$66,436
7.0	Special Proj.	\$78,182	\$175,000		\$40,000	\$15,292		\$1,911	\$150,000		\$243,473	\$175,000	\$1,911	\$420,384
-	FDOT Asst.**		\$155,558				\$9,698					\$165,256		\$165,256
	TOTAL	\$705,304	\$330,558	\$1,000		\$77,586	\$9,698	\$9,698		\$26,119	\$932,890	\$366,375	\$10,698	\$1,309,964

*Deobligation amounts included in Federal PL allocation

**Funds shown under PL are not actually allocated to the TPO. Covers FDOT staff expenses.

TABLE IV
FY 2017/18 Agency Participation

TASK	ELEMENT	PL	FDOT	FTA	Local	Total
1.0	Admin	\$221,799		\$13,792	\$1,724	\$237,315
2.0	Data/Safety	\$64,194		\$11,158	\$1,395	\$76,746
3.0	LRP	\$88,441		\$12,761	\$1,595	\$102,797
4.0	SRP	\$80,664		\$18,337	\$3,292	\$102,292
5.0	Public Trans.	\$22,964	\$26,119	\$15,420	\$1,927	\$66,430
6.0	Public Inv.	\$23,474		\$0	\$0	\$23,474
7.0	Special Proj.	\$48,464	\$75,000	\$7,120	\$890	\$131,475
-	FDOT Asst.**		\$131,128			\$131,128
	TOTAL	\$550,000	\$232,247	\$78,587	\$10,823	\$740,530

TABLE V
FY 2017/18 Funding Sources

		Planning Funds (PL)				FTA Section 5305(d)			FDOT - TD	Total			Task
		Prior Year											
TASK	ELEMENT	Federal	State	Local	Unencumb.*	Federal	State	Local	State	Federal	State	Local	Total
1.0	Admin	\$221,799				\$13,792		\$1,724		\$235,591		\$1,724	\$237,315
2.0	Data/Safety	\$64,194				\$11,158		\$1,395		\$75,351		\$1,395	\$76,746
3.0	LRP	\$88,441				\$12,761		\$1,595		\$101,202		\$1,595	\$102,797
4.0	SRP	\$80,664		\$1,000		\$18,337		\$2,292		\$99,000		\$3,292	\$102,292
5.0	Public Trans.	\$22,964				\$15,420		\$1,927	\$26,119	\$38,384	\$26,119	\$1,927	\$66,430
6.0	Public Inv.	\$23,474				\$0		\$0		\$23,474		\$0	\$23,474
7.0	Special Proj.	\$48,464	\$75,000			\$7,120		\$890		\$55,585	\$75,000	\$890	\$131,475
-	FDOT Asst.**		\$121,305				\$9,823				\$131,128		\$131,128
	TOTAL	\$550,000	\$196,305	\$1,000	\$0	\$78,587	\$9,823	\$9,823	\$26,119	\$628,587	\$232,247	\$10,823	\$740,530

*Unencumberance amount included in Federal PL allocation

**Funds shown under PL are not actually allocated to the TPO. Covers FDOT staff expenses.

TABLE VI
FAST ACT PLANNING FACTORS*

FAST ACT Planning Factors	UPWP Tasks						
	Admin	Data Collection	LRP	SRP	Public Trans.	Public Inlv.	Special Projects
Support Economic Vitality	X		X	X	X		X
Increase Safety		X	X	X		X	X
Increase Security		X	X	X		X	X
Increase Accessibility			X	X		X	X
Protect Environment			X	X	X		X
Enhance Connectivity			X	X	X	X	X
Promote Efficient Operation	X	X	X	X	X		X
Emphasize System Preservation	X	X	X	X		X	X
Improve Resiliency/Reliability	X	X	X	X	X		X
Enhance Travel/Tourism			X	X	X	X	X

*See page 1 for details

Appendix I
Activities within TPO Planning Area

Activity	Limits	Length	Description	Responsible Agency	Website	Completion Date
Current/Upcoming Activities						
I-75 Relief Task Force	-	-	Established by FDOT to review long-term solutions for I-75	FDOT	I-75 Relief.com	Oct-16
NW 49th Street Interchange PD&E	NW 44th Ave to NW 35th Street	1.5 mi.	New interchange at I-75 and NW 49th Street	FDOT		TBD
Transit Development Plan	Countywide		Update of 2012 Transit Development Plan	TPO		Sep 2017
ITS Master Plan Update	Countywide	-	Update of 2009 ITS Master Plan	TPO		Dec 2017
Recently Completed Activities						
SR 40 - Downtown Corridor Plan	US 441 to NE 8 th Avenue	.7 mi	Plan will develop concept-level projects to improve pedestrian access on SR 40 in Downtown Ocala consistent with the City of Ocala's Vision 2035 plan.	FDOT	-	June 2015
2040 Long Range Transportation Plan	Countywide	-		TPO	OcalaMarionTPO.org	Nov 2015
NE 25 th Avenue PD&E Study	SR 492 to NE 35th Street	1.5 mi	Study will review potential operational and capacity improvements as well as feasibility of a grade separation over the CSX rail line.	FDOT	OcalaRoadwayStudies.com	Feb 2016
NE 36 th Avenue PD&E Study	SR 492 to NE 35th Street	1.5 mi	Study will review potential operational and capacity improvements as well as feasibility of a grade separation over the CSX rail line.	FDOT	OcalaRoadwayStudies.com	Feb 2016
SR 40 - Silver Springs Corridor Plan	NE 49 th Court Rd to NE 60 th Ct	1.5 mi	Plan will identify improvements to enhance multi-modal access consistent with Marion County CRA plan for the area and renovations to Silver Springs State Park.	TPO	-	May 2016
US 441 - Belleview Corridor Plan	SE 100th St to SE Baseline Rd	1.5	Plan will identify potential multimodal and traffic operations improvements on US 441 through Belleview to enhance the pedestrian environment and improve safety and mobility for residents.	TPO	-	May 2016
Urban Cycling Plan	Countywide	-			OcalaMarionTPO.org	June 2016
Bicycle Pedestrian Safety Study	Countywide	-	Review high-hazard bicycle and pedestrian crash areas.		OcalaMarionTPO.org	June 2016

Application for Federal Assistance SF-424

* 1. Type of Submission:

- Preapplication
 Application
 Changed/Corrected Application

* 2. Type of Application:

- New
 Continuation
 Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. Organizational DUNS:

d. Address:

* Street1:

Street2:

* City:

County/Parish:

* State:

Province:

* Country:

* Zip / Postal Code:

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

* First Name:

Middle Name:

* Last Name:

Suffix:

Title:

Organizational Affiliation:

* Telephone Number:

Fax Number:

* Email:

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.505

CFDA Title:

Metropolitan Transportation Planning

*** 12. Funding Opportunity Number:**

* Title:

MPO and State Planning

13. Competition Identification Number:

N/A

Title:

Na?

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

FY 16 5305(d) allocation

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="78,588.00"/>
* b. Applicant	<input type="text"/>
* c. State	<input type="text" value="9,823.00"/>
* d. Local	<input type="text" value="9,823.00"/>
* e. Other	<input type="text"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="98,234.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: Ocala/Marion County TPO

The Applicant agrees to comply with applicable provisions of Categories 01 – 23. X
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
12.	State of Good Repair Program.	_____
13.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
14.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
15.	Seniors and Individuals with Disabilities Programs.	_____
16.	Rural Areas and Appalachian Development Programs.	_____
17.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
18.	State Safety Oversight Grant Program.	_____
19.	Public Transportation Emergency Relief Program.	_____
20.	Expedited Project Delivery Pilot Program.	_____
21.	Infrastructure Finance Programs.	_____
22.	Paul S. Sarbanes Transit in Parks Program.	_____
23.	Hiring Preferences	_____

FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2016 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)

AFFIRMATION OF APPLICANT

Name of the Applicant: Ocala/Marion County TPO

Name and Relationship of the Authorized Representative: Brent Malever, Chairman

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2016, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during federal fiscal year 2016.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name Brent Malever
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

For (Name of Applicant): Ocala/Marion County TPO

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name Patrick G. Gilligan
Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award must provide an Affirmation of Applicant’s Attorney pertaining to the Applicant’s legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney’s signature within FTA’s electronic award and management system, provided the Applicant has on file and uploaded to FTA’s electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Section 5305(d) - FY 2017
Grant Management Information System Codes
FTA Funds Only - 80% of Total

Technical Classifications:			
41.11.00	Program Support and Administration	\$	7,179
41.12.00	General Development and Comprehensive Planning		
41.13.00	Long Range Transportation Planning (including Major Investment Studies and EIS)	\$	18,245
41.13.01	System Level	\$	8,116
41.13.02	Project Level	\$	6,738
41.14.00	Short Range Transportation Planning	\$	14,596
41.15.00	Transportation Improvement Program	\$	3,649
41.16.00	Special Projects	\$	15,292
41.16.01	Americans with Disabilities Act (ADA)		
41.16.02	Clean Air Planning		
41.16.06	Financial Planning		
41.16.07	Management Systems		
41.16.08	Livable Communities		
41.17.00	Other Activities (<i>Public Involvement</i>)	\$	3,772
Total FTA Funds		\$	77,586
Accounting Classifications:			
41.20.01	Personnel	\$	34,854
41.20.02	Fringe Benefits	\$	41,712
41.20.03	Travel	\$	693
41.20.04	Equipment		
41.20.05	Supplies		
41.20.06	Contractual		
41.20.07	Other	\$	327
41.20.08	Indirect Costs		
Total FTA Funds		\$	77,586
Fund Allocations:			
41.30.01	MPO Activities	\$	77,586
41.30.02	Transit Operator Activities		
41.30.03	State and/or Local Agency Activities		
Total Net Project Cost		<u>\$</u>	<u>77,586</u>
Total FTA Funds		\$	77,586

Section 5305(d) - FY 2017
Grant Management Information System Codes
All Funds

Technical Classifications:			
41.11.00	Program Support and Administration	\$	8,973
41.12.00	General Development and Comprehensive Planning		
41.13.00	Long Range Transportation Planning (including Major Investment Studies and EIS)	\$	22,806
41.13.01	System Level	\$	10,145
41.13.02	Project Level	\$	8,423
41.14.00	Short Range Transportation Planning	\$	18,245
41.15.00	Transportation Improvement Program	\$	4,561
41.16.00	Special Projects	\$	19,114
41.16.01	Americans with Disabilities Act (ADA)		
41.16.02	Clean Air Planning		
41.16.06	Financial Planning		
41.16.07	Management Systems		
41.16.08	Livable Communities		
41.17.00	Other Activities (<i>Public Involvement</i>)	\$	4,715
Total Net Project Cost		\$	96,983
Accounting Classifications:			
41.20.01	Personnel	\$	43,568
41.20.02	Fringe Benefits	\$	52,140
41.20.03	Travel	\$	866
41.20.04	Equipment		
41.20.05	Supplies		
41.20.06	Contractual		
41.20.07	Other	\$	409
41.20.08	Indirect Costs		
Total Net Project Cost		\$	96,983
Fund Allocations:			
41.30.01	MPO Activities	\$	96,983
41.30.02	Transit Operator Activities		
41.30.03	State and/or Local Agency Activities		
Total Net Project Cost		\$	96,983
	Federal Share (80%)	\$	77,586
	Local Share (20%)	\$	19,398
Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	\$ 96,983

Section 5305(d) - FY 2018
Grant Management Information System Codes
FTA Funds Only - 80% of Total
Ocala/Marion County TPO

Technical Classifications:			
41.11.00	Program Support and Administration	\$	13,792
41.12.00	General Development and Comprehensive Planning		
41.13.00	Long Range Transportation Planning (including Major Investment Studies and EIS)	\$	12,761
41.13.01	System Level	\$	11,158
41.13.02	Project Level	\$	15,420
41.14.00	Short Range Transportation Planning	\$	14,669
41.15.00	Transportation Improvement Program	\$	3,667
41.16.00	Special Projects	\$	7,120
41.16.01	Americans with Disabilities Act (ADA)		
41.16.02	Clean Air Planning		
41.16.06	Financial Planning		
41.16.07	Management Systems		
41.16.08	Livable Communities		
41.17.00	Other Activities (<i>Public Involvement</i>)	\$	-
Total FTA Funds		\$	78,588
Accounting Classifications:			
41.20.01	Personnel	\$	34,839
41.20.02	Fringe Benefits	\$	76,579
41.20.03	Travel	\$	160
41.20.04	Equipment		
41.20.05	Supplies		
41.20.06	Contractual	\$	1,542
41.20.07	Other	\$	306
41.20.08	Indirect Costs		
Total FTA Funds		\$	113,427
Fund Allocations:			
41.30.01	MPO Activities	\$	78,587
41.30.02	Transit Operator Activities		
41.30.03	State and/or Local Agency Activities		
Total Net Project Cost		\$	78,587
Total FTA Funds		\$	113,427

Section 5305(d)3 - FY 2018
Grant Management Information System Codes
All Funds
Ocala/Marion County TPO

Technical Classifications:			
41.11.00	Program Support and Administration	\$	17,240
41.12.00	General Development and Comprehensive Planning		
41.13.00	Long Range Transportation Planning (including Major Investment Studies and EIS)	\$	15,952
41.13.01	System Level	\$	13,947
41.13.02	Project Level	\$	19,275
41.14.00	Short Range Transportation Planning	\$	18,337
41.15.00	Transportation Improvement Program	\$	4,584
41.16.00	Special Projects	\$	8,900
41.16.01	Americans with Disabilities Act (ADA)		
41.16.02	Clean Air Planning		
41.16.06	Financial Planning		
41.16.07	Management Systems		
41.16.08	Livable Communities		
41.17.00	Other Activities (<i>Public Involvement</i>)	\$	-
Total Net Project Cost		\$	98,234
Accounting Classifications:			
41.20.01	Personnel	\$	43,548
41.20.02	Fringe Benefits	\$	95,724
41.20.03	Travel	\$	200
41.20.04	Equipment		
41.20.05	Supplies		
41.20.06	Contractual	\$	1,927
41.20.07	Other	\$	383
41.20.08	Indirect Costs		
Total Net Project Cost		\$	141,782
Fund Allocations:			
41.30.01	MPO Activities	\$	98,234
41.30.02	Transit Operator Activities		
41.30.03	State and/or Local Agency Activities		
Total Net Project Cost		\$	98,234
	Federal Share (80%)	\$	78,587
	Local Share (20%)	\$	19,648
Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	\$ 98,234

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 for each such failure.

Executed this 26th day of April 2016

By: _____
Brent Malever, Chairman

**DEBARMENT AND SUSPENSION
CERTIFICATION**

As required by U.S. DOT regulations on Government-wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510:

(1) The Ocala/Marion County TPO certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by a Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (2) of this certification; and
- (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

(2) The Ocala/Marion County TPO also certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to FTA.

Executed this 26th day of April 2016

By: _____
Brent Malever, Chairman

**TITLE VI
NONDISCRIMINATION POLICY STATEMENT**

The Ocala/Marion County Transportation Planning Organization (TPO) assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The TPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Executed this 26th day of April 2016

By: _____
Brent Malever, Chairman

APPENDIX A

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

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal*
- (6.) *Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.

Incorporation of Provisions: The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Ocala/Marion County Transportation Planning Organization that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Ocala/Marion County Transportation Planning Organization and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Ocala/Marion County Transportation Planning Organization in a non-discriminatory environment.

The Ocala/Marion County Transportation Planning Organization shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Executed this 26th day of April 2016

By: _____
Brent Malever, Chairman

FY 2016/17 - 2017/18
TPO Budget Overview

TPO Expenses	FY 2016/17						FY 2017/18					
	PL	Sec 5305(d)	Sec 5307* (SunTran)	TD	FDOT	TOTAL	PL	Sec 5305(d)	Sec 5307* (SunTran)	TD	FDOT	TOTAL
Personnel	\$ 427,240	\$ 95,708	\$ 170,874	\$ 24,385	-	\$ 718,207	\$ 431,976	\$ 95,724	\$ 198,807	\$ 24,701	-	\$ 751,208
Travel	\$ 7,000	\$ 866	-	\$ 1,412	-	\$ 9,278	\$ 5,500	\$ 2,010	-	\$ 1,096	-	\$ 8,606
Office Expenses	\$ 44,152	-	-	-	-	\$ 44,152	\$ 40,774	-	-	-	-	\$ 40,774
Facility Expenses	\$ 25,500	-	-	-	-	\$ 25,500	\$ 25,874	-	-	-	-	\$ 25,874
Admin. Expenses	\$ 13,871	\$ 409	-	\$ 322	-	\$ 14,602	\$ 12,156	500	-	\$ 322	-	\$ 12,978
Consultant	\$ 187,541	-	\$ 150,000	-	\$ 175,000	\$ 512,541	\$ 33,625	-	-	-	\$75,000	\$ 108,625
Total:	\$ 705,304	\$ 96,983	\$ 320,874	\$ 26,119	\$ 175,000	\$ 1,324,280	\$ 549,905	\$ 98,234	\$ 198,807	\$ 26,119	\$ 75,000	\$ 948,065

**Personnel expenses for Sec 5307 are not included in the UPWP since they are for operational oversight of SunTran (i.e. grant management, NTD development, etc.), not planning functions.*

Ocala/Marion TPO

CITY OF BELLEVIEW CORRIDOR PLAN STUDY



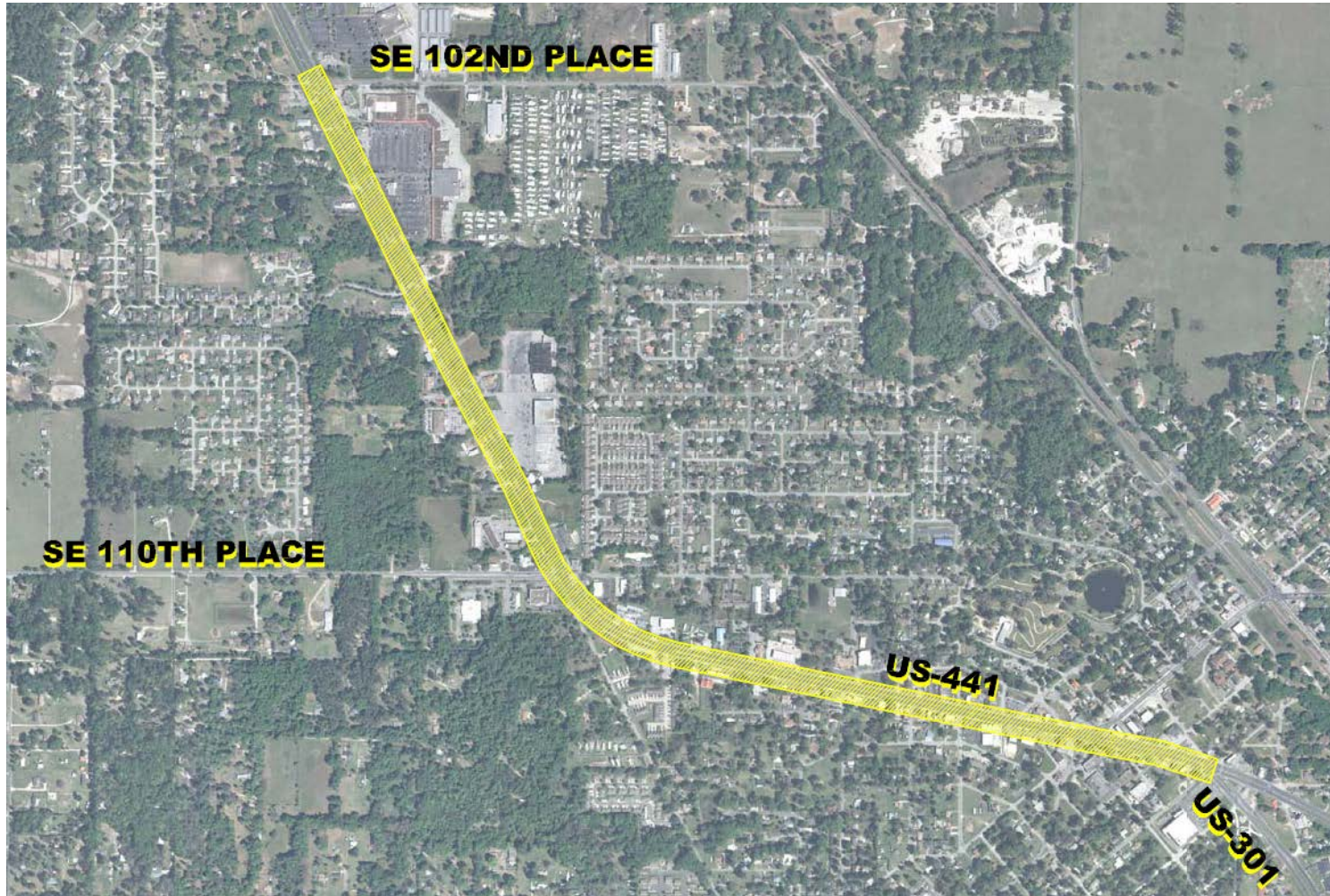
**PRESENTATION TO THE BELLEVIEW
CITY COMMISSION**

JANUARY 25, 2016

6:00 PM



STUDY AREA



STUDY OBJECTIVES



- Develop a study vision and principles for improvements and strategies
- Develop corridor strategies: enhance multimodal environment (accessibility, traffic flow, safety, walkability, and aesthetics)
- Support infill and economic development

TASKS COMPLETED



- Data Collection and Review
- Land Use Analysis and Policy Review
- Existing Conditions Analysis
- Future Conditions Analysis
- Potential Corridor Strategies

Ocala/Marion TPO

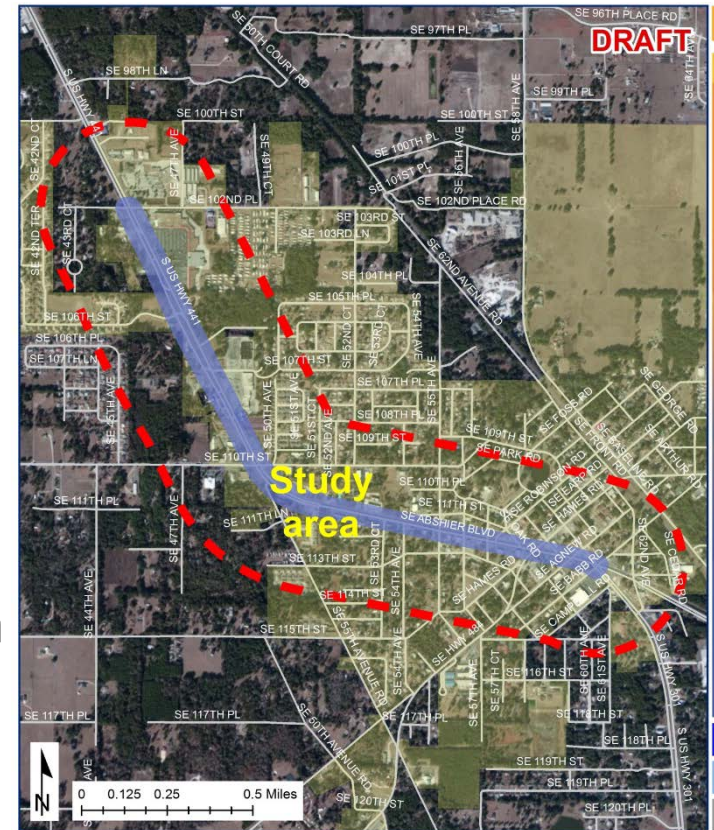
CITY OF BELLEVIEW CORRIDOR PLAN STUDY



LAND USE AND POLICY ANALYSIS



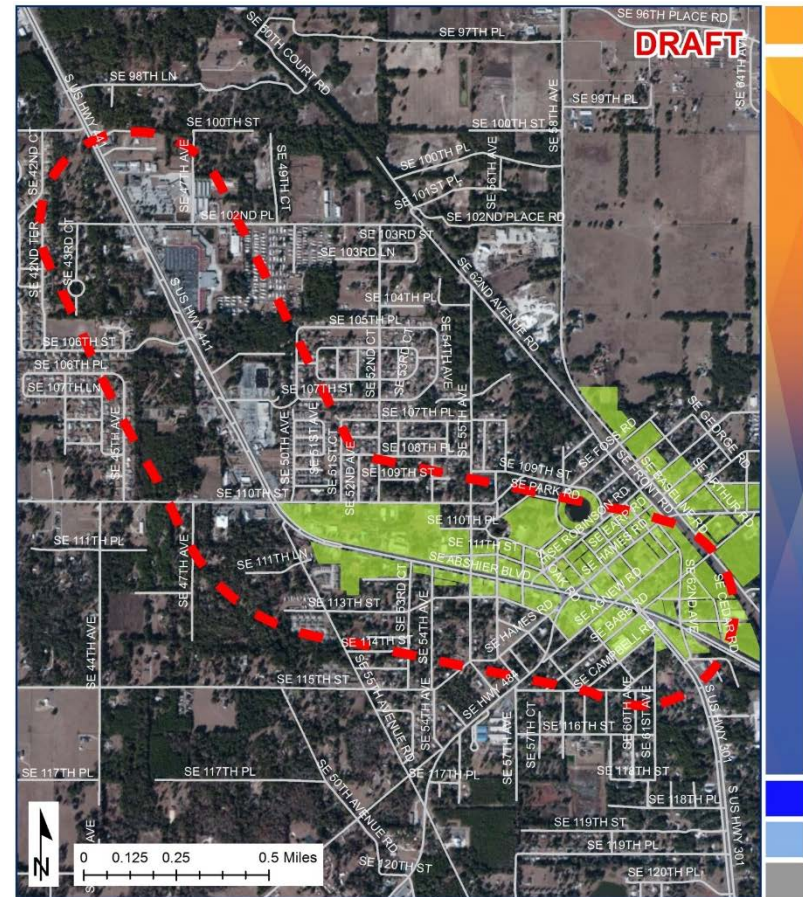
- City's Future Land Use Element
 - Pedestrian/Bicycle Access to the CBD
 - Ped/Bike Connectivity
 - Landscaping
- City's LDR
 - Lack of regulation for ped/bike friendly environment
- City's Community Redevelopment Plan
 - Streetscape
 - Walking and Biking



Legend

- US 441 Study area, 1/4 mile boundary
- Belleview Municipal Boundary

- **Summary of Potential Strategies**
 - Develop a form-based code
 - Review and increase densities
 - Update the LDR
 - Parcel assemblage
 - Catalyst sites



Legend

- US 441 Study area, 1/4 mile boundary
- Belleview CRA

EXISTING AND FUTURE TRANSPORTATION CONDITIONS



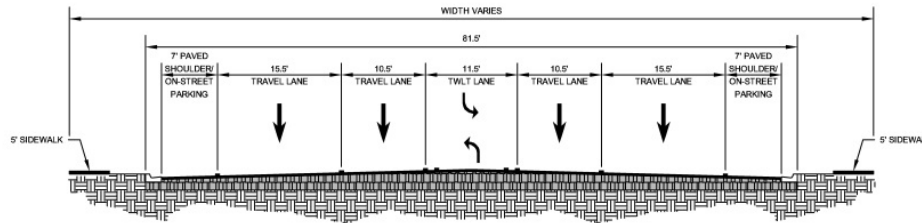
- Review Existing and Future Traffic Conditions
- Future Operational Review and Deficiency Analysis
- Land Use and Transportation Compatibility
- Identify Issues and Constraints

STUDY AREA

- US-441
 - 4-lane divided, 25K AADT (35K Capacity)
 - Posted speed of 40 mph
 - Six signalized intersections
 - US-301
 - CR-484
 - Belleview Square
 - Belleview Regional
 - SE 102nd Place



EXISTING CONDITIONS TYPICAL SECTIONS



TYPICAL SECTION "A"
N.T.S.



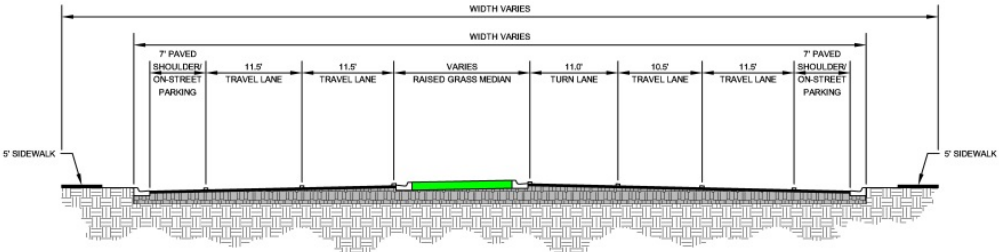
City of Belleview Corridor Plan Study
US-441 (SE Abshire Boulevard) from US-301 to SE 102nd Place
Typical Section "A"

EXISTING CONDITIONS TYPICAL SECTIONS

- US-301 to SE 53rd Court



EXISTING CONDITIONS TYPICAL SECTIONS



TYPICAL SECTION "B"
N.T.S.



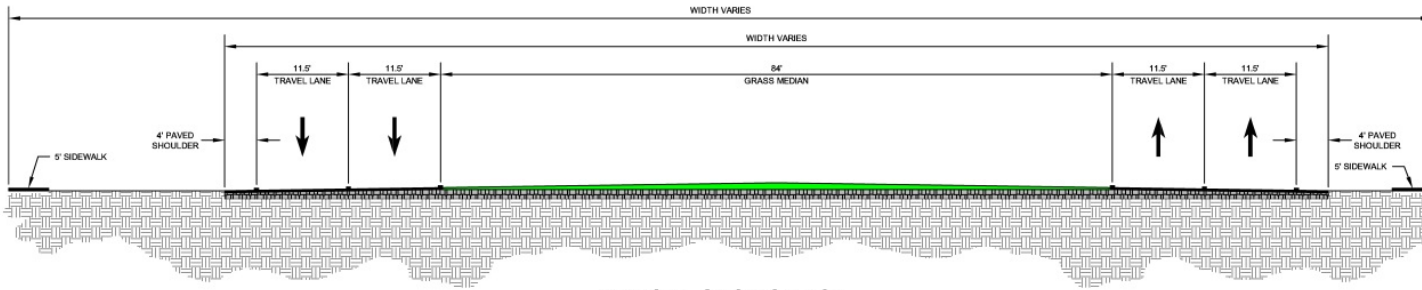
City of Belleview Corridor Plan Study
US-441 (SE Abshire Boulevard) from US-301 to SE 102nd Place
Typical Section "B"

EXISTING CONDITIONS TYPICAL SECTIONS

- From 53rd Court to SE 55th Avenue



EXISTING CONDITIONS TYPICAL SECTIONS



TYPICAL SECTION "C"
N.T.S.



City of Belleview Corridor Plan Study
US-441 (SE Abshire Boulevard) from US-301 to SE 102nd Place
Typical Section "C"

EXISTING CONDITIONS TYPICAL SECTIONS

- From SE 110th Street to 102nd Place



EXISTING AND FUTURE CONDITIONS

KEY OBSERVATIONS



- Existing Conditions
 - Ample Vehicular Capacity
 - Crash “Hot Spots”
 - Signal Operational Issues at US-301 and at Hames Road
 - Significantly Underutilized On-Street Parking
 - No Transit Service
 - No Bicycle Facilities
- Future Conditions
 - Minimal Growth

Without significant redevelopment, future conditions will mimic the existing conditions.

EXISTING CONDITIONS:
SAFETY ANALYSIS



SAFETY ANALYSIS

CRASH SUMMARY TABLE



US-441 from US-301 to 102nd Place		Number of Crashes					5 Year Total	Mean Crashes	%
		2009	2010	2011	2012	2013			
Crash Type	Angle	18	23	18	25	19	103	20.6	20%
	Left-Turn	9	14	10	9	12	54	10.8	11%
	Fixed Object	7	4	2	5	3	21	4.2	4%
	Head-on	1	3	2	0	2	8	1.6	2%
	Front to Rear	38	54	47	44	50	233	46.6	46%
	Motorcycle	0	0	0	0	1	1	0.2	0%
	Sideswipe, same direction	21	16	11	14	10	72	14.4	14%
	Pedestrian	0	0	1	2	1	4	0.8	1%
	Bicycle	2	1	0	1	1	5	1	1%
	Unknown	0	1	0	0	1	2	0.4	0%
Total	96	116	91	100	100	503	100.6	100%	
Injury Severity	Fatal	0	0	0	0	0	0	0	0%
	Incapacitating	0	1	2	0	1	4	0.8	1%
	NonIncapacitating	6	4	4	3	7	24	4.8	5%
	PossibleInjury	19	25	15	18	22	99	19.8	20%
	None	71	86	70	79	70	376	75.2	75%
	Total	96	116	91	100	100	503	100.6	100%
Lighting Condition	Daylight	87	99	72	87	85	430	86	85%
	Dawn	1	2	3	2	3	11	2.2	2%
	Dusk	1	2	1	2	3	9	1.8	2%
	Dark-Lighted	6	13	15	9	9	52	10.4	10%
	Dark-Not Lighted	1	0	0	0	0	1	0.2	0%
	Total	96	116	91	100	100	503	100.6	100%
Surface Conditions	Dry	76	109	82	91	81	439	87.8	87%
	Wet	20	7	9	9	19	64	12.8	13%
	Total	96	116	91	100	100	503	100.6	100%
Ped/Bike Crashes	Pedestrian	0	0	1	2	1	4	0.8	1%
	Bicycle	2	1	0	1	1	5	1	1%
	Total	2	1	1	3	2	9	1.8	2%

SAFETY ANALYSIS

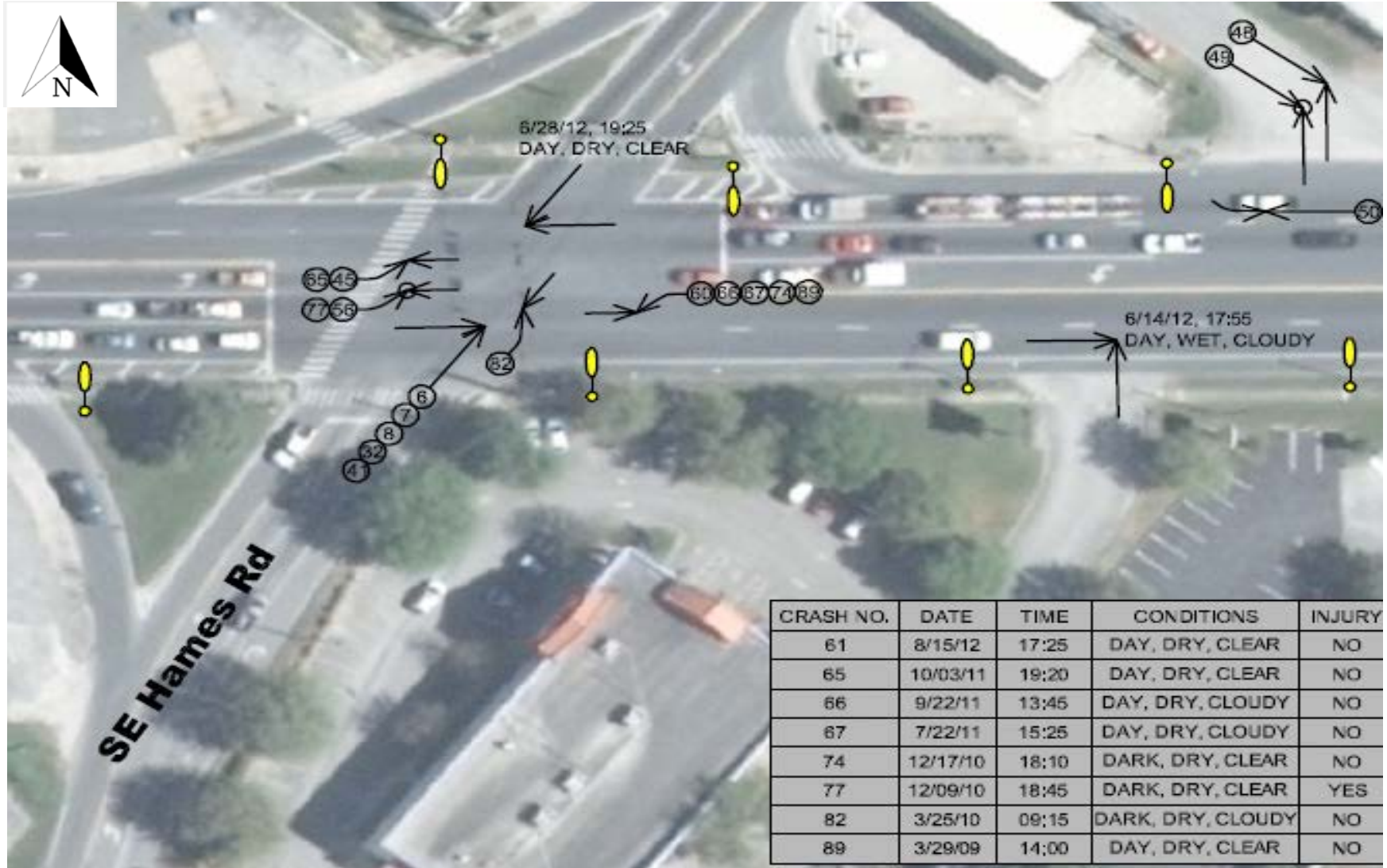
KEY CRASH SUMMARY TABLE



US-441 from US-301 to 102nd Place		Number of Crashes					5 Year Total	Mean Crashes	%
		2009	2010	2011	2012	2013			
Crash Type	Angle	18	23	18	25	19	103	20.6	20%
	Left-Turn	9	14	10	9	12	54	10.8	11%
	Head-on	1	3	2	0	2	8	1.6	2%
	Pedestrian	0	0	1	2	1	4	0.8	1%
	Bicycle	2	1	0	1	1	5	1	1%
	<i>Total</i>	<i>96</i>	<i>116</i>	<i>91</i>	<i>100</i>	<i>100</i>	<i>503</i>	<i>100.6</i>	<i>100%</i>
Injury Severity	Fatal	0	0	0	0	0	0	0	0%
	Incapacitating	0	1	2	0	1	4	0.8	1%
	<i>Total</i>	<i>96</i>	<i>116</i>	<i>91</i>	<i>100</i>	<i>100</i>	<i>503</i>	<i>100.6</i>	<i>100%</i>
Lighting Condition	Daylight	87	99	72	87	85	430	86	85%
	<i>Total</i>	<i>96</i>	<i>116</i>	<i>91</i>	<i>100</i>	<i>100</i>	<i>503</i>	<i>100.6</i>	<i>100%</i>

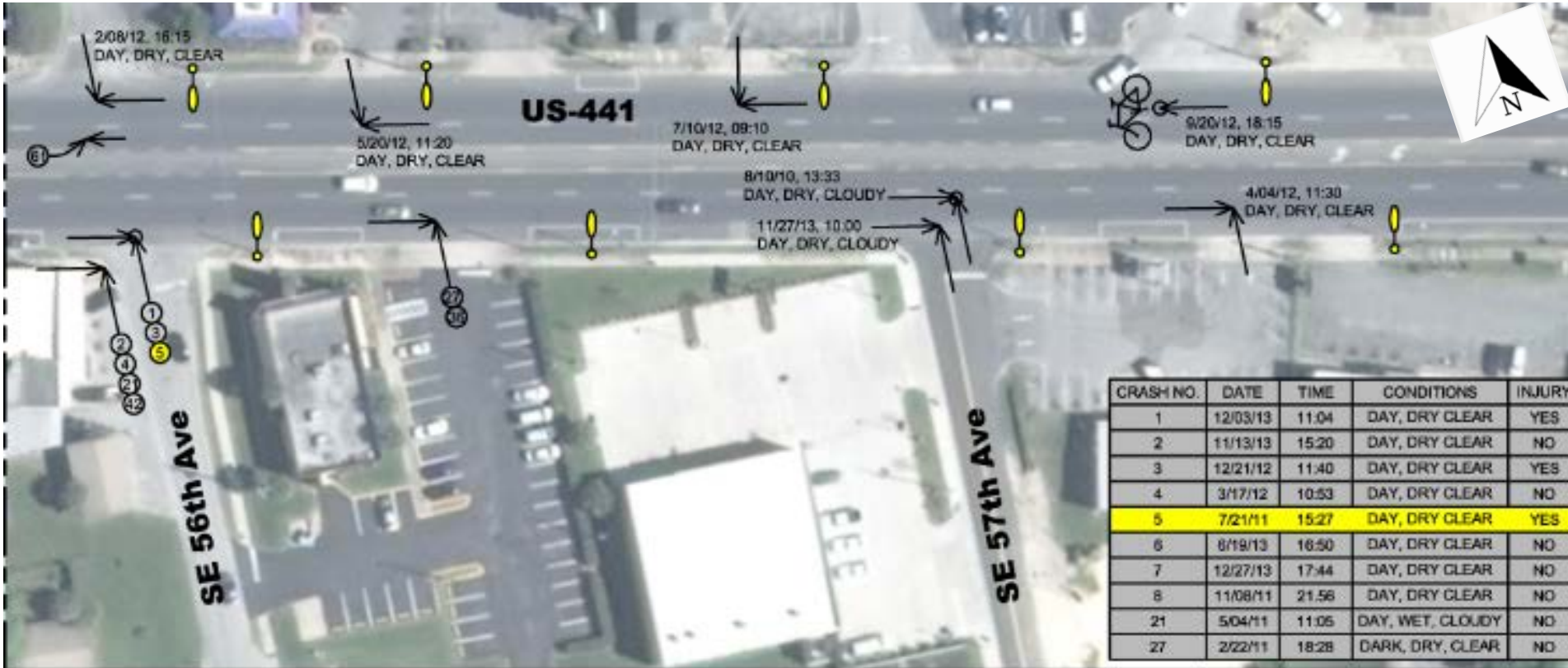
SAFETY ANALYSIS

HIGH CRASH SPOT: HAMES ROAD



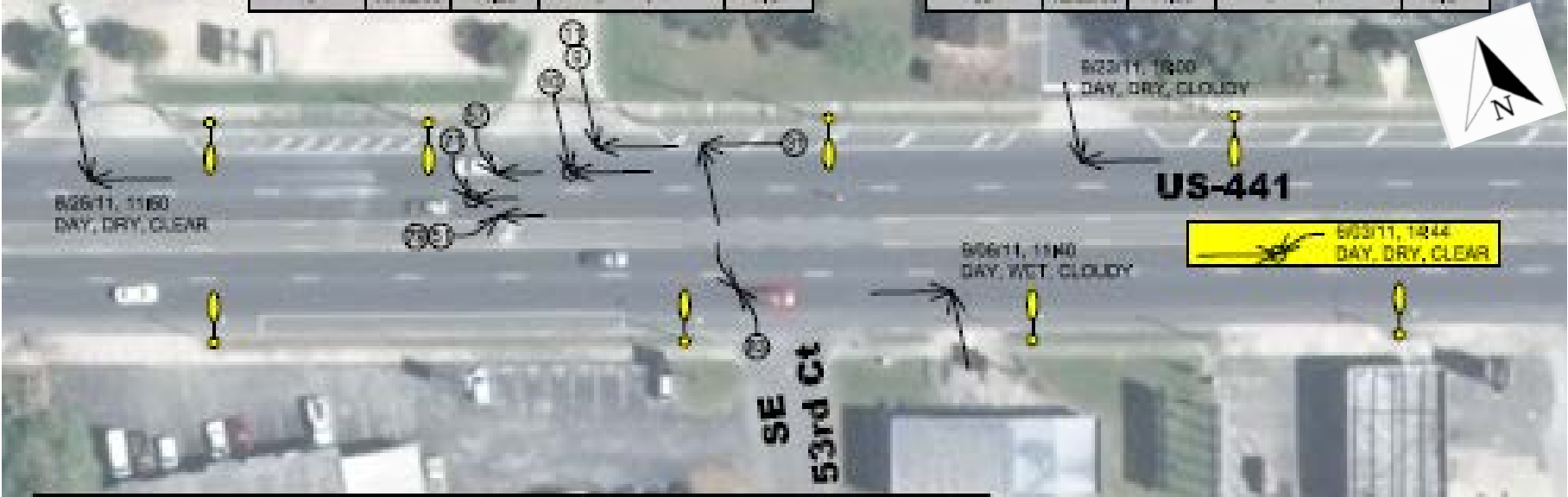
SAFETY ANALYSIS

HIGH CRASH SPOT: 56TH AVENUE TO 57TH AVENUE



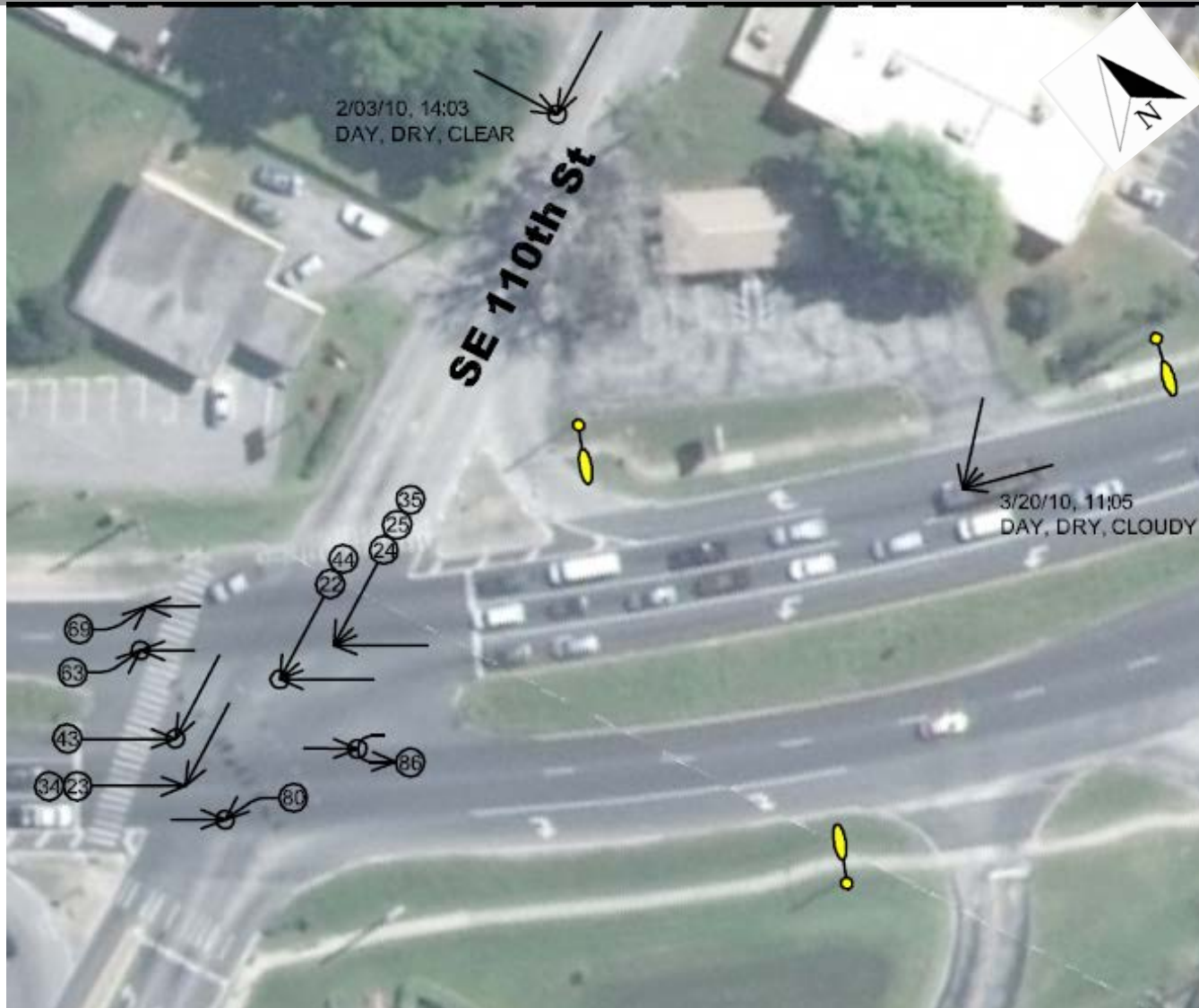
SAFETY ANALYSIS

HIGH CRASH SPOT: RACE TRAC DRIVEWAY



SAFETY ANALYSIS

HIGH CRASH SPOT: 110TH STREET



SAFETY ANALYSIS

HIGH CRASH SPOT: 102ND PLACE



SPEED STUDY

- Conducted by Marion County, July 2015



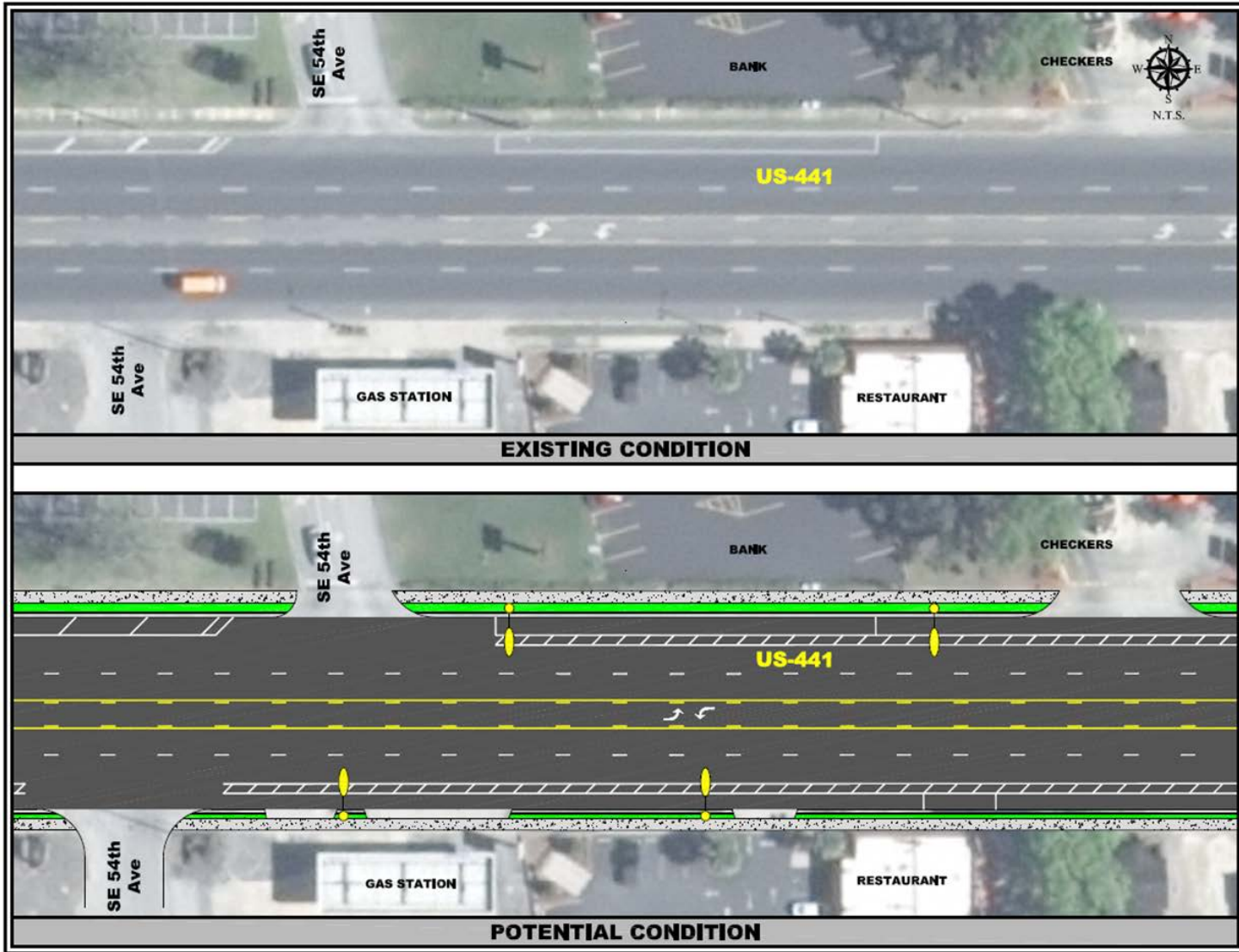
SAFETY ANALYSIS

KEY POTENTIAL STRATEGIES



- Speed Reduction
 - Modify lane widths (see ped/bike section)
- Signalized Intersections
 - Consider mainline protected phasing (by time of day)
 - Review Yellow and All-Red Intervals
- Modify Access management
 - Section “A” from US-301 to south of SE 55th Avenue
 - RaceTrac Driveway
 - SE 56th Avenue

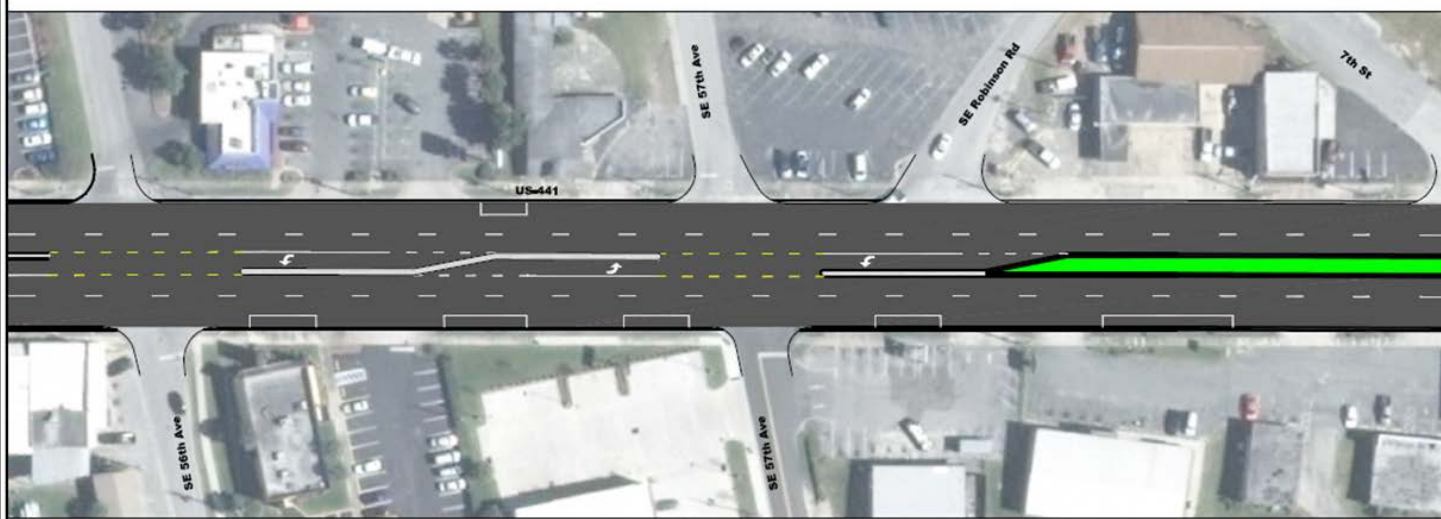
SAFETY ANALYSIS BUFFERED PARKING



SAFETY ANALYSIS ACCESS MANAGEMENT

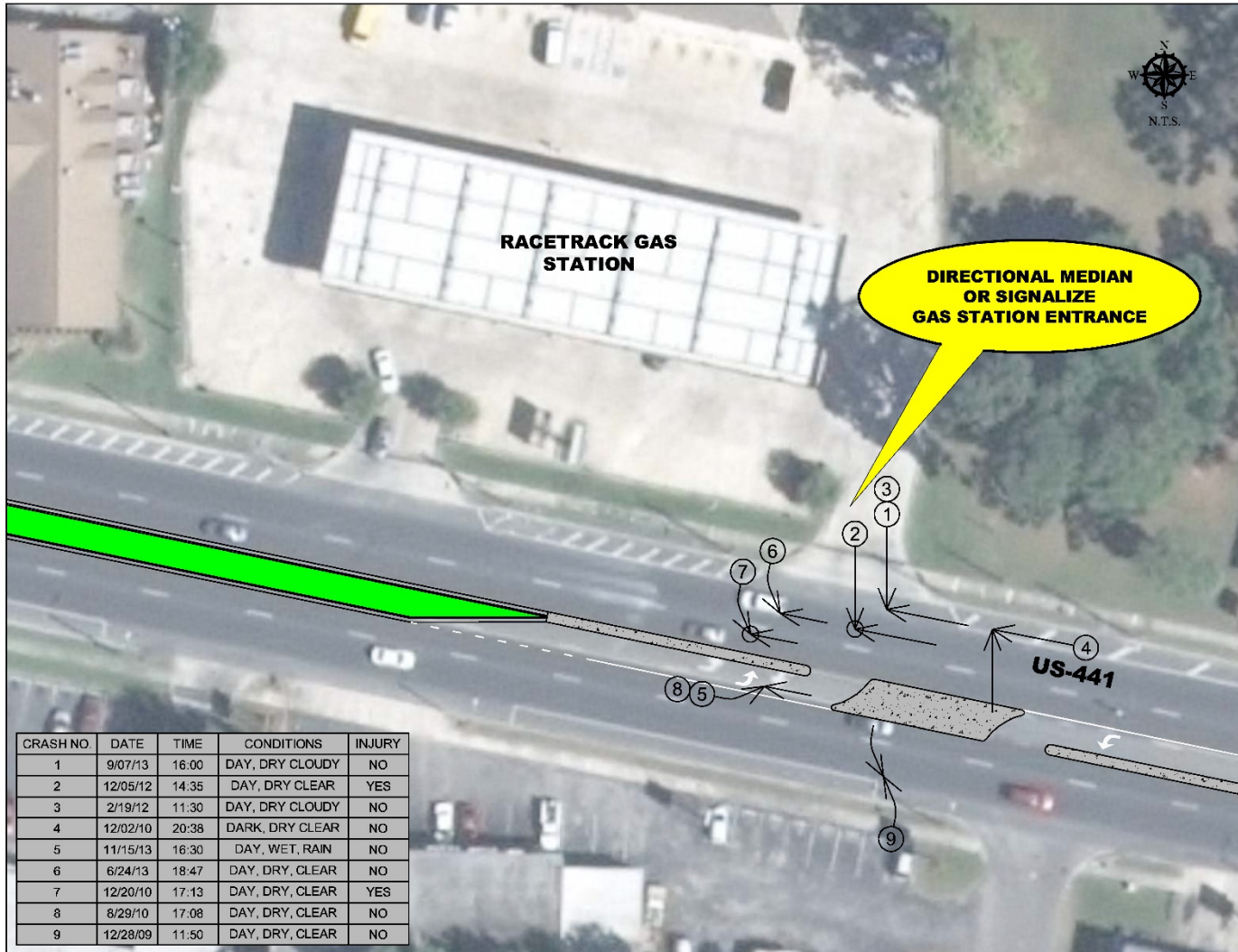


EXISTING CONDITION



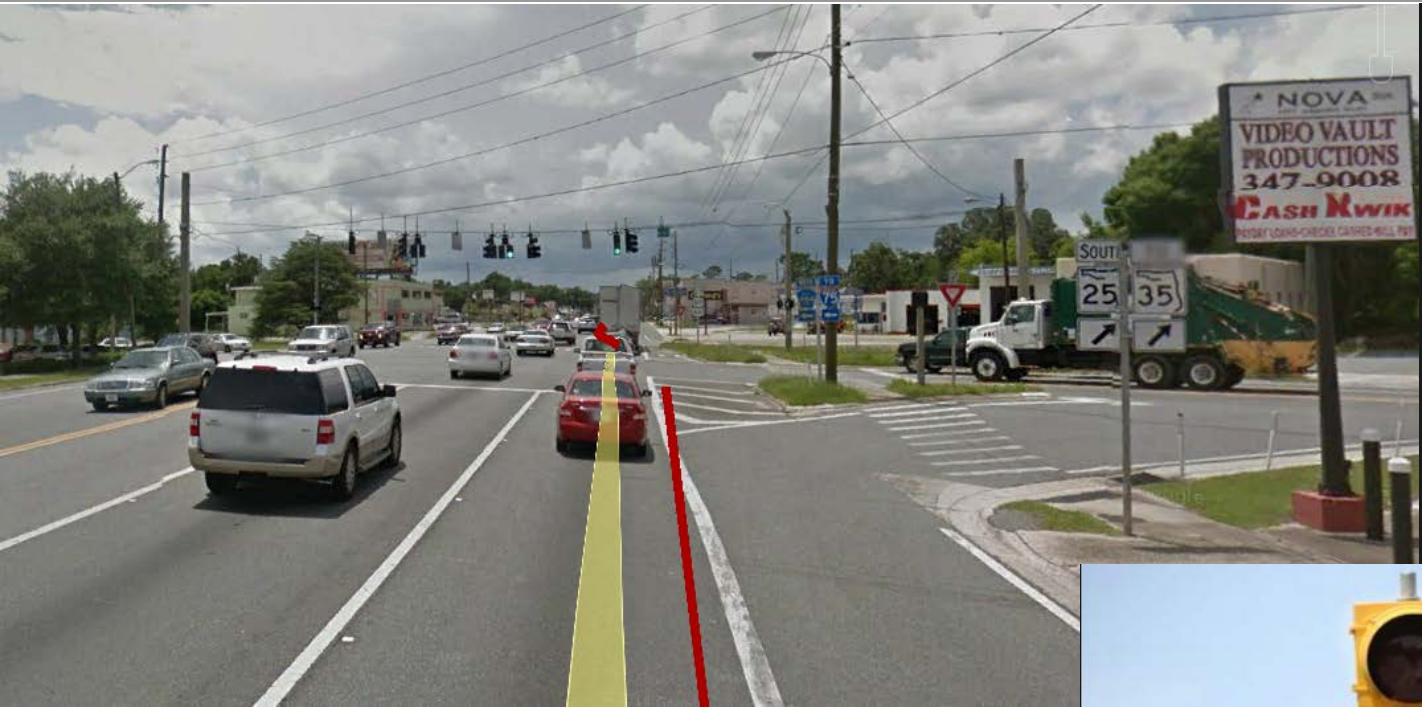
POTENTIAL CONDITION

SAFETY ANALYSIS RACETRAC DRIVEWAY



SAFETY ANALYSIS

SIGNALIZED INTERSECTIONS



- Review Phasing and Timing



INTERSECTION OPERATIONAL
ANALYSIS



OPERATIONAL ANALYSIS

SIGNALIZED INTERSECTIONS

- US-301
- Hames Road
- 110th Street
- 102nd Place



OPERATIONAL ANALYSIS

US-441 AT US-301/BABB ROAD



- Protected-permissive phasing
- Over capacity on US-301
- Intersection v/c ratio 0.86

OPERATIONAL ANALYSIS

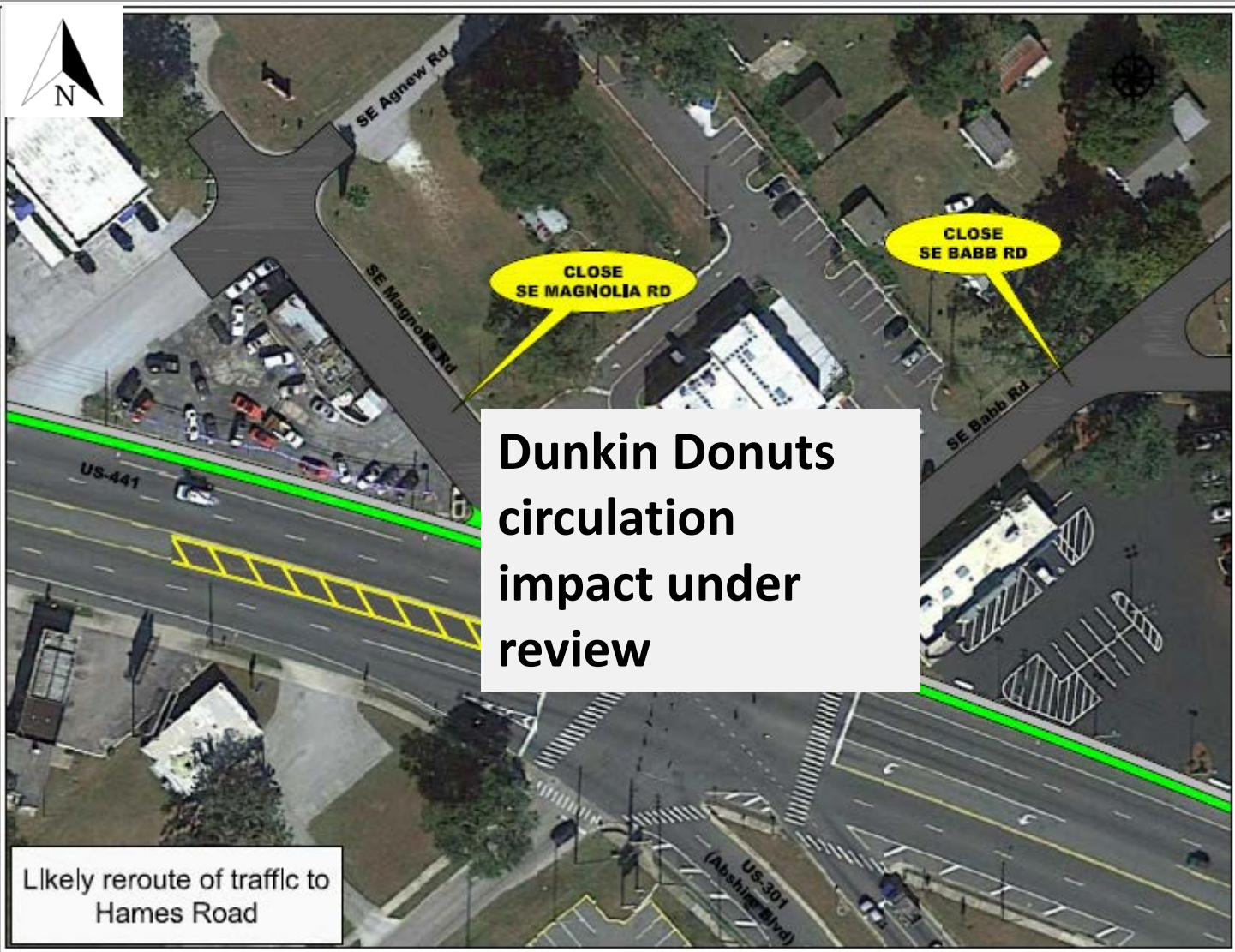
US-441 AT US-301/BABB ROAD



- Short Term
 - Evaluate signal timings and phasing
- Mid Term
 - Modify Babb Road and Magnolia Road (1) (2)
- Long Term
 - Evaluate the Feasibility of a Roundabout

- (1) Will reroute approximately 200 vehicles to/from Hames Road
- (2) Analyzing impacts to Dunkin Donuts

OPERATIONAL ANALYSIS US-441 AT US-301/BABB ROAD



OPERATIONAL ANALYSIS

US-441 AT SE HAMES ROAD



- US-441 operates in protected only phasing
- SE Hames Road operates in protected-permissive phasing
- All legs v/c ratio less than 1.0
- Intersection v/c ratio 0.76
- Crash 16

OPERATIONAL ANALYSIS

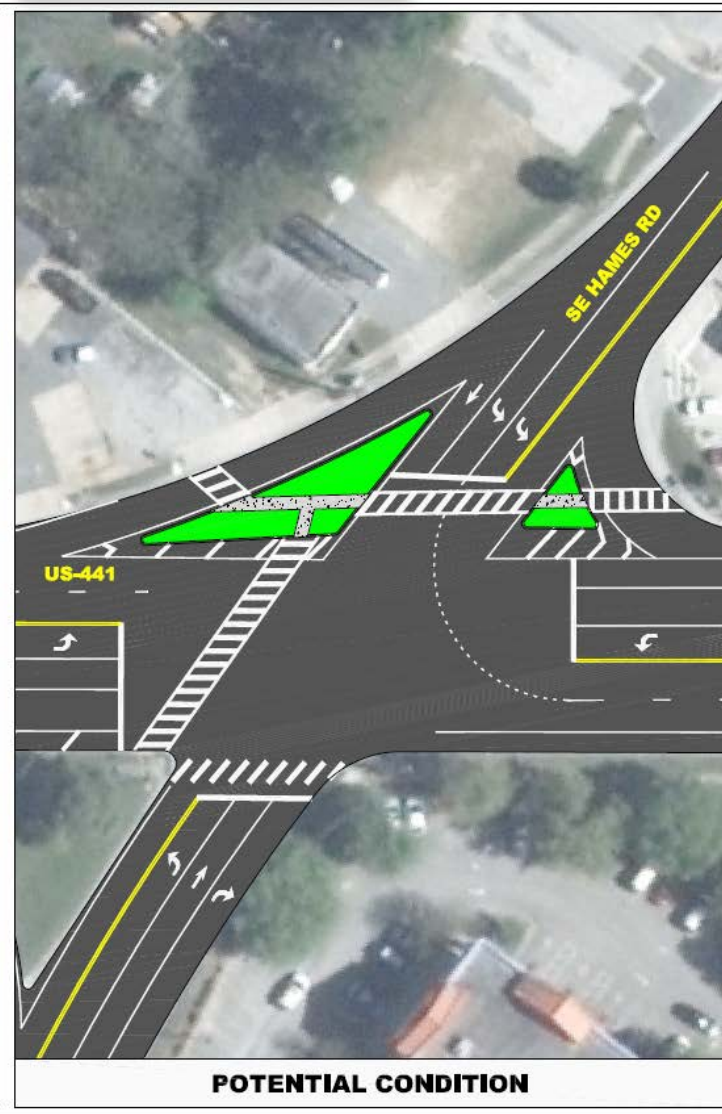
US-441 AT SE HAMES ROAD



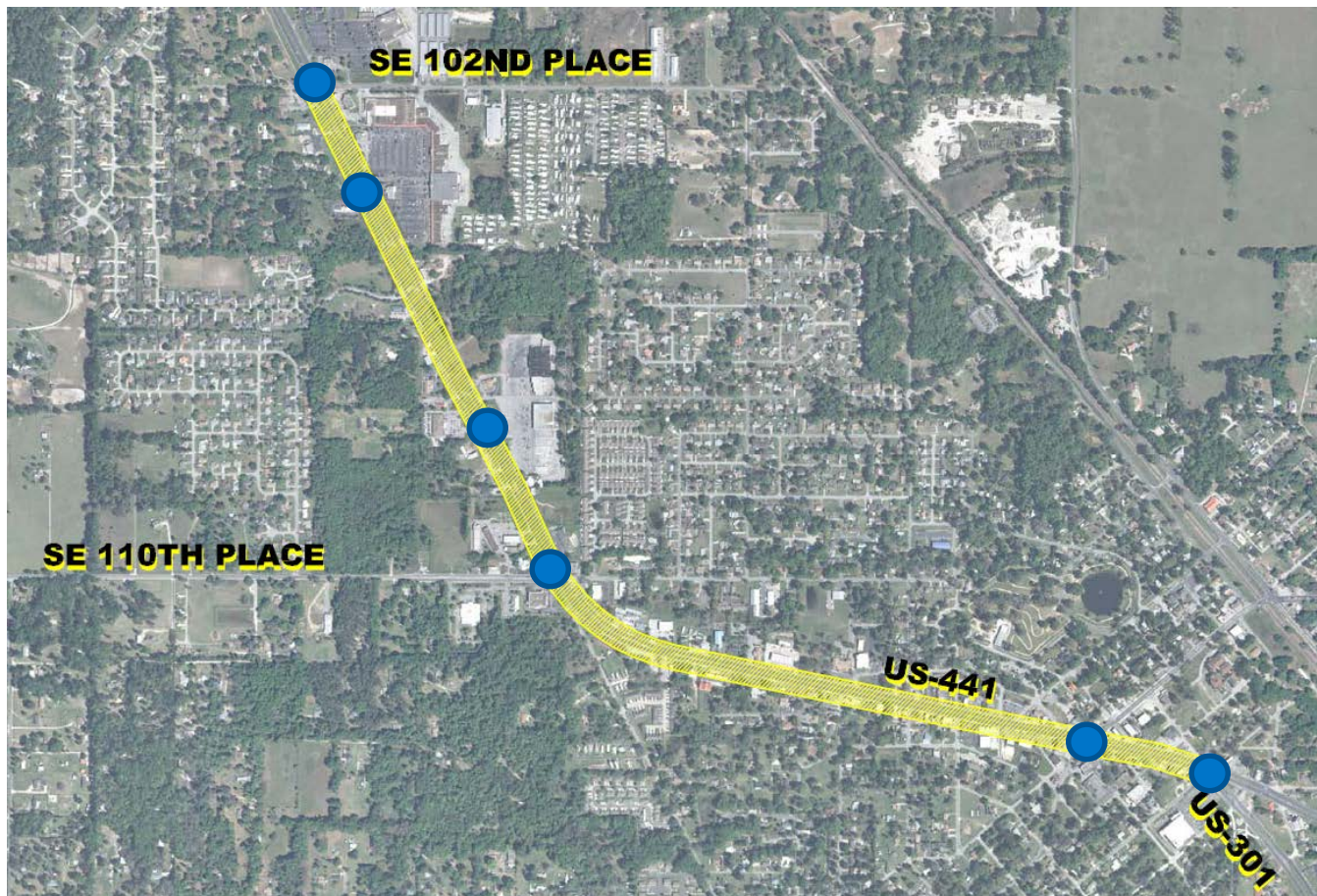
- Short Term
 - Evaluate signal timings and phasing
- Mid Term
 - Modify Southeast approach for dual left-turns (1)

(1) Accommodate and encourage use of Hames

OPERATIONAL ANALYSIS US-441 AT SE HAMES ROAD



OPERATIONAL ANALYSIS CORRIDOR-WIDE



Corridor-wide Signal Retiming and ITS Solutions

Ocala/Marion TPO

CITY OF BELLEVUE CORRIDOR PLAN STUDY



MULTIMODAL REVIEW

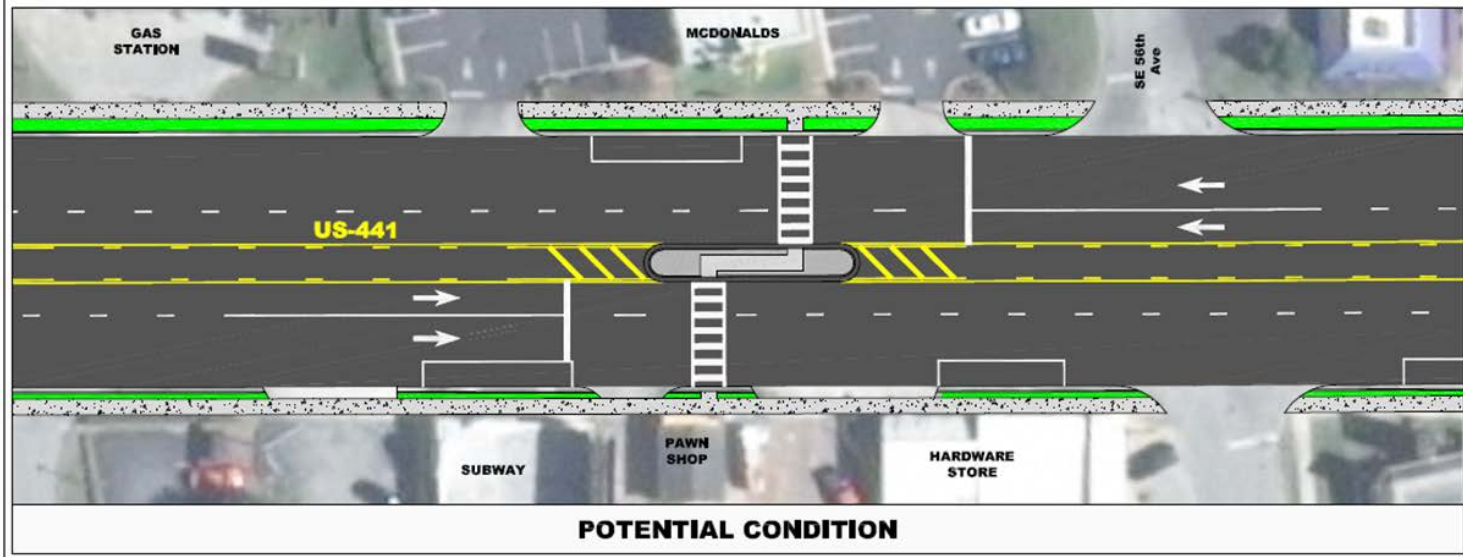


MULTIMODAL REVIEW POTENTIAL STRATEGIES

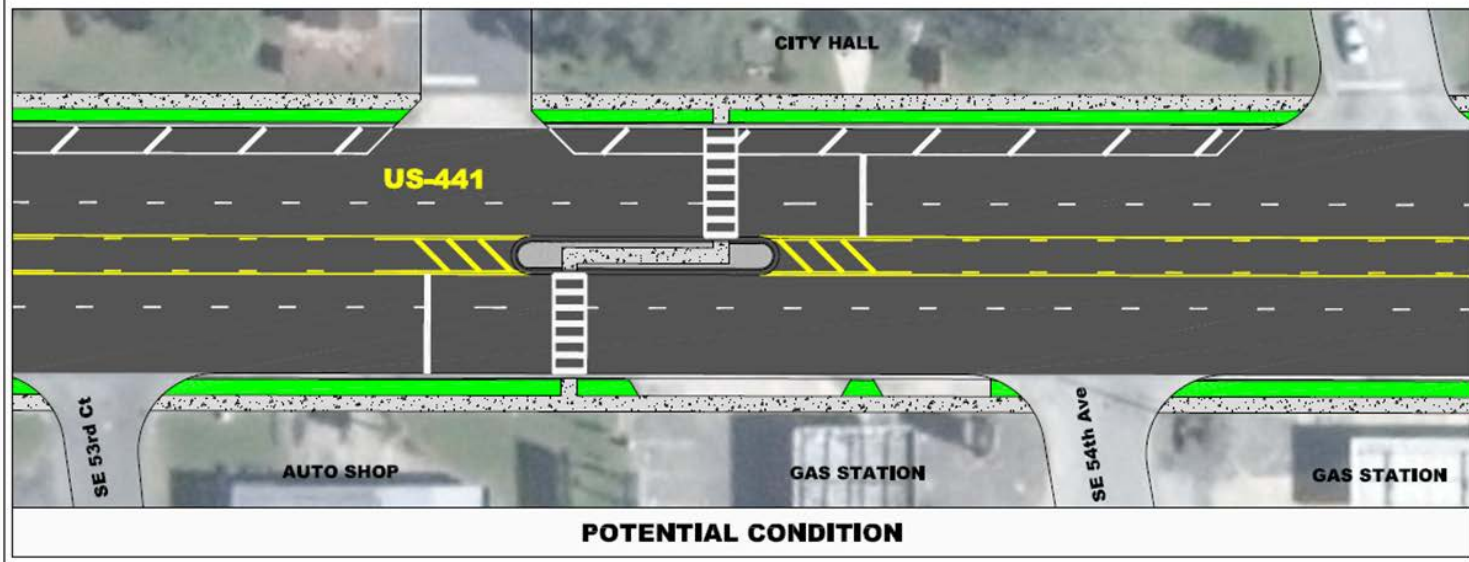


- Midblock Crossings
- Pedestrian/Bicycle Facilities
 - On-Street (Bike Lanes)
 - Off-Street (Shared Use Path)
 - Encourage local and regional mobility
- Transit Strategies

IMPROVEMENTS CONSIDERATION MIDBLOCK CROSSWALK

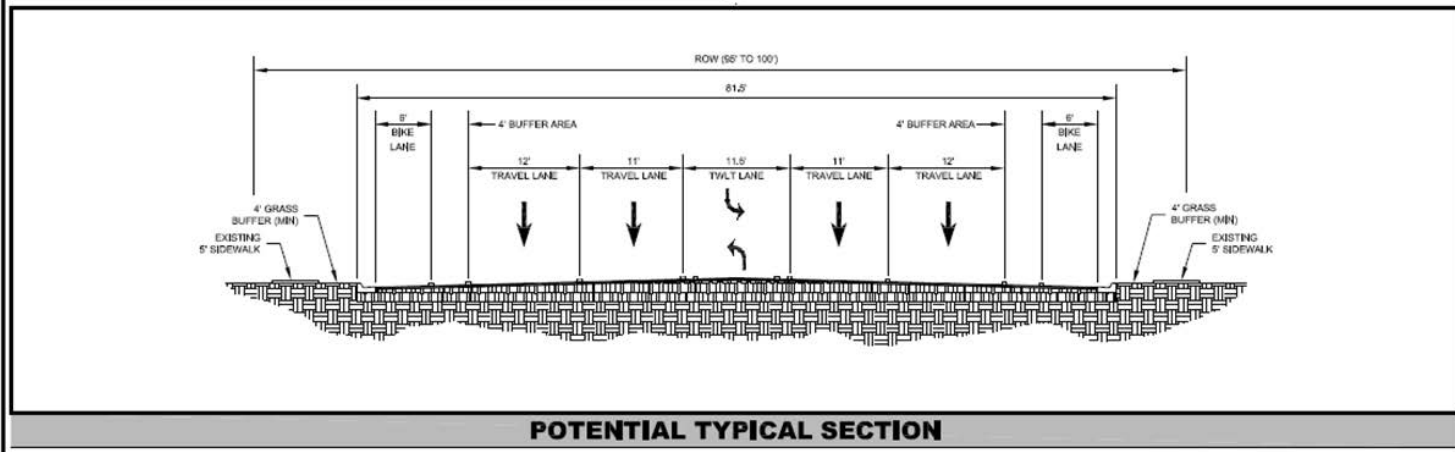
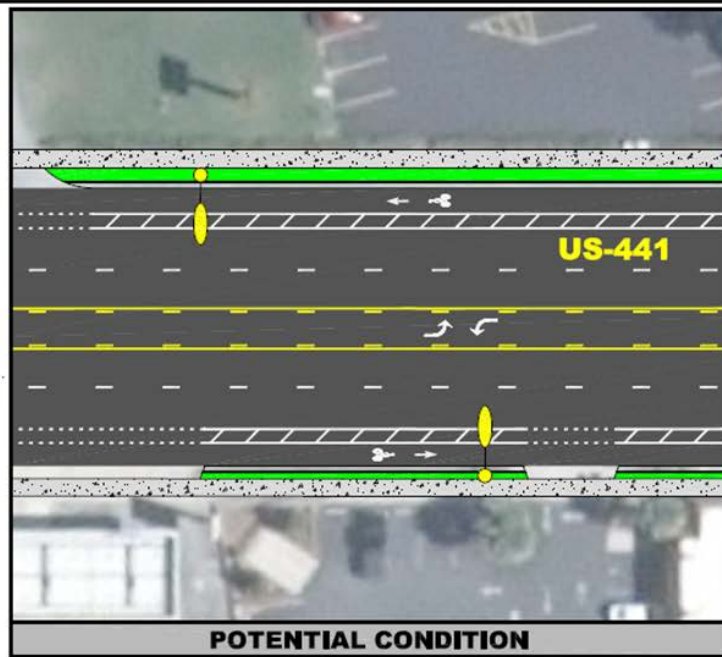


IMPROVEMENTS CONSIDERATION MIDBLOCK CROSSWALK



PED/BIKE ANALYSIS

SHORT TERM: BUFFERED BIKE LANES

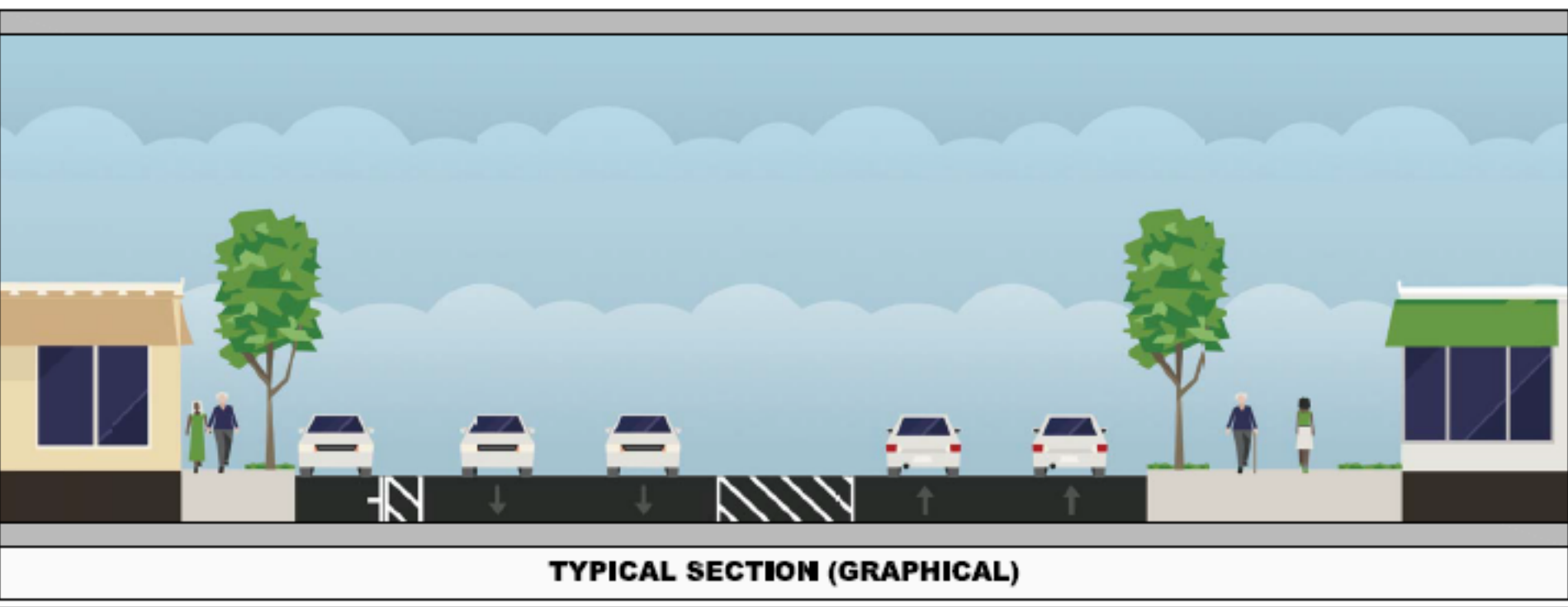


PED/BIKE ANALYSIS

JOINT USE PATH – MAINTAIN PARKING



- US-301 to SE 53rd Ct
- Joint use path

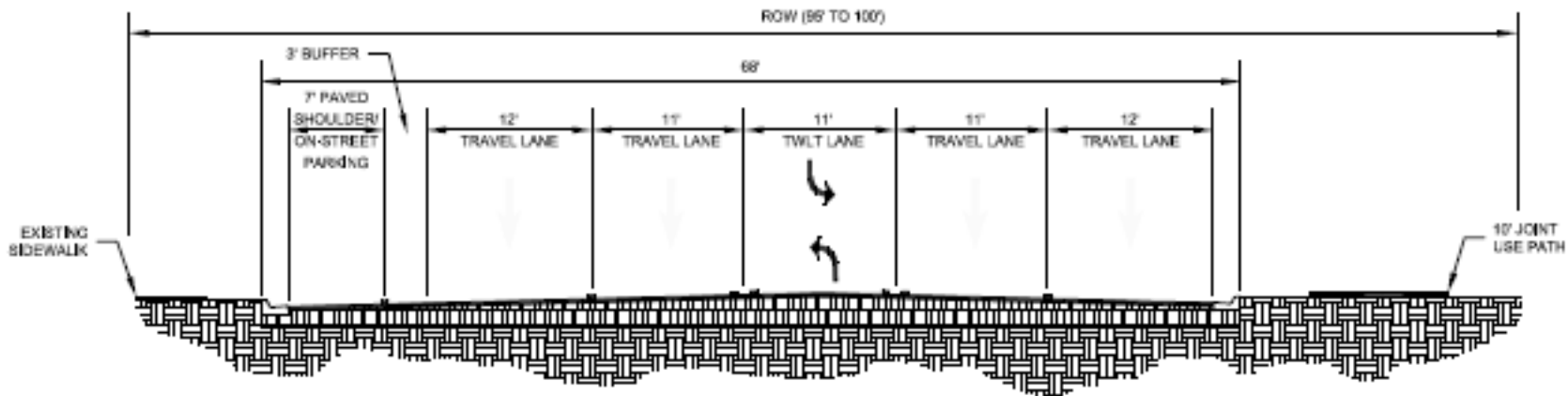


PED/BIKE ANALYSIS

JOINT USE PATH – MAINTAIN PARKING



- US-301 to SE 53rd Ct
- Joint use path

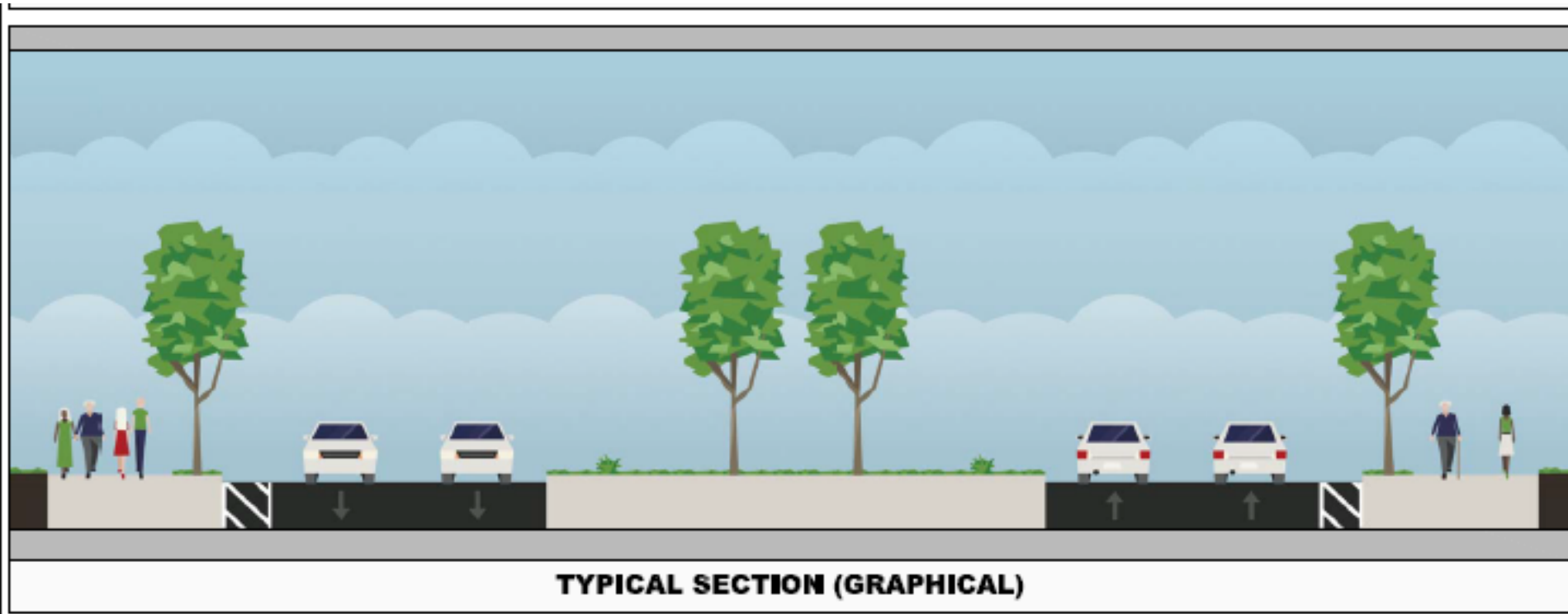


PED/BIKE ANALYSIS

JOINT USE PATH – MODIFY CURB LINE



- SE 53rd Ct to SE 55th Ave
- Joint use path

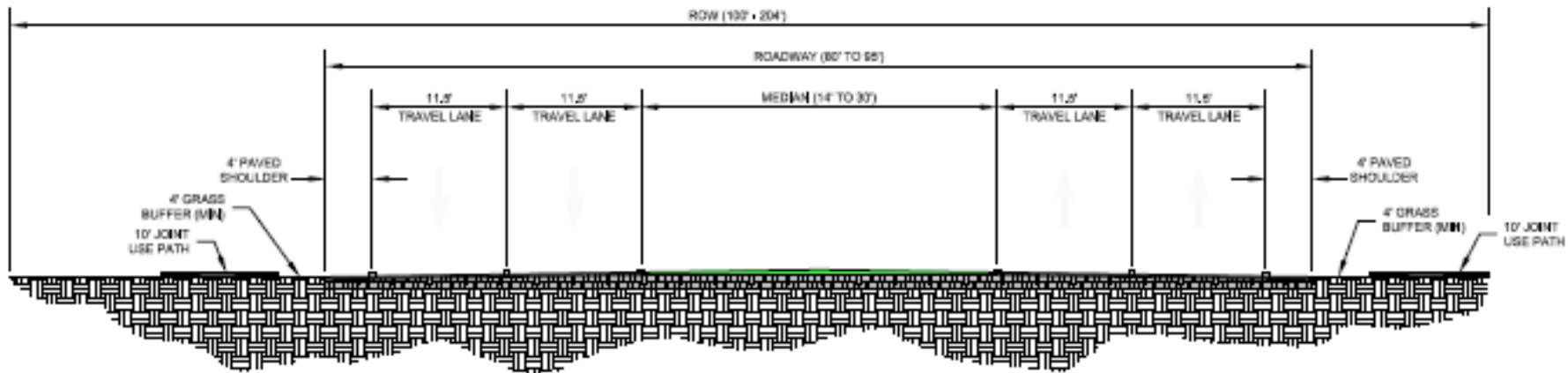


PED/BIKE ANALYSIS

JOINT USE PATH – MODIFY CURB LINE



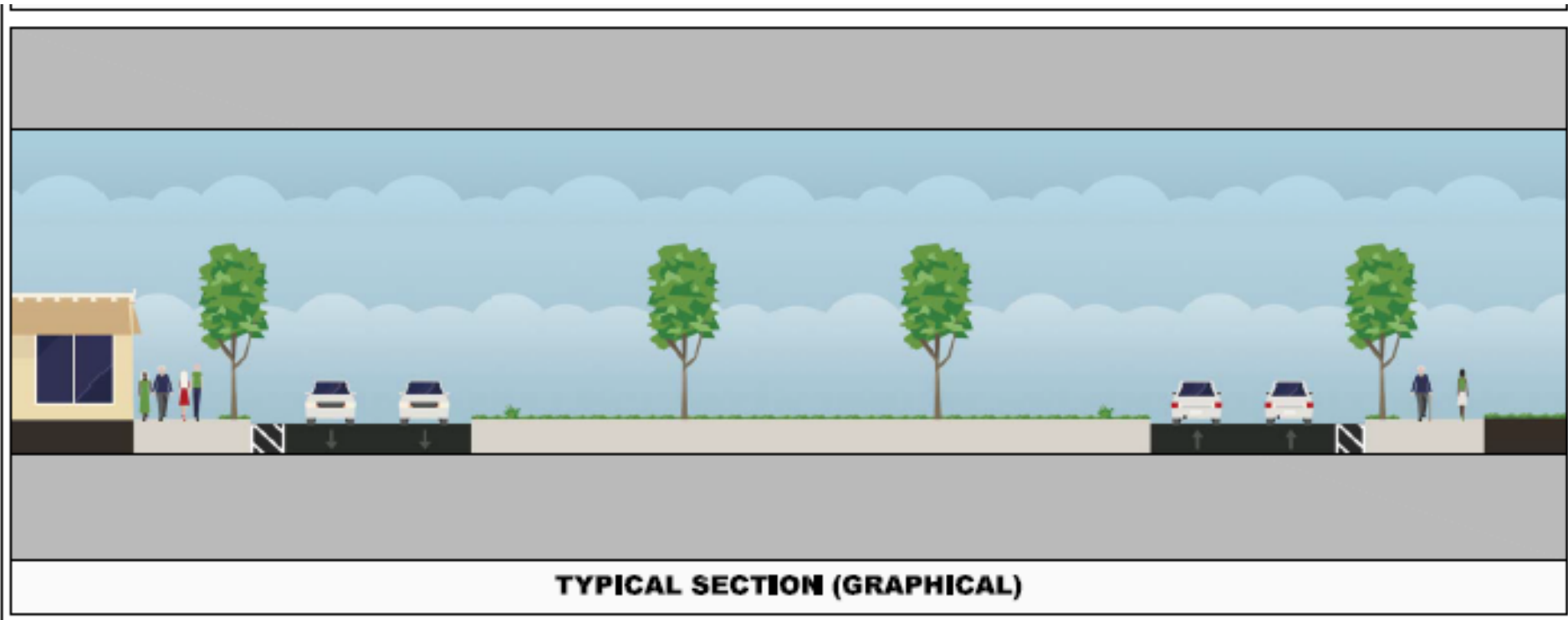
- SE 53rd Ct to SE 55th Ave
- Joint use path



PED/BIKE ANALYSIS

JOINT USE PATH – MODIFY CURB LINE

- SE 110th St to SE 102nd Pl
- Joint use path



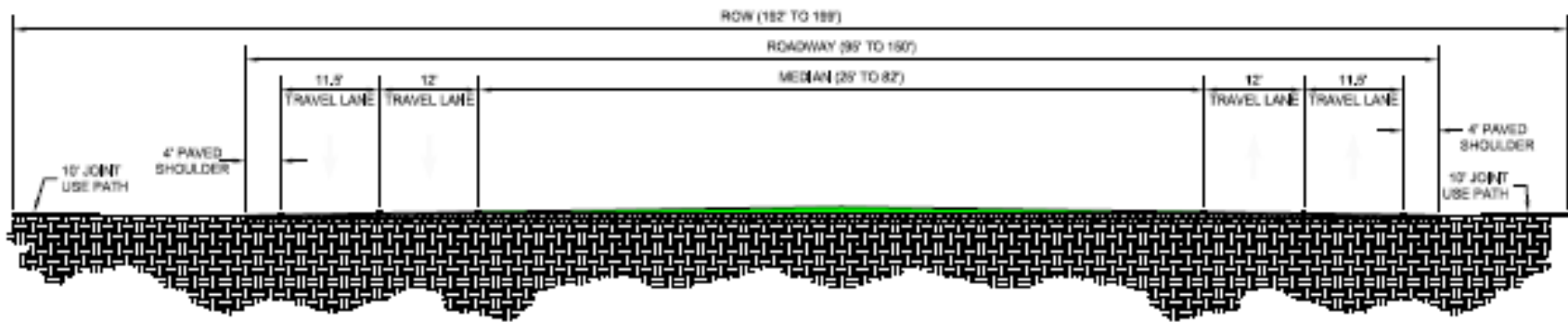
TYPICAL SECTION (GRAPHICAL)

PED/BIKE ANALYSIS

JOINT USE PATH – MODIFY CURB LINE



- SE 110th St to 102nd Pl
- Joint use path



PED/BIKE ANALYSIS

POTENTIAL STRATEGIES



- Midblock Crossing
 - Improve safety
- On-Street Bike Facilities
 - Reduce Cross-sections
 - Repurpose On-Street Parking
 - Promote Mobility
- Shared Use Path
 - Repurpose On-Street Parking
 - Promote Mobility
 - Opportunity for Landscaping
 - Consistent with “Downtown vision”

PED/BIKE ANALYSIS

POTENTIAL STRATEGIES



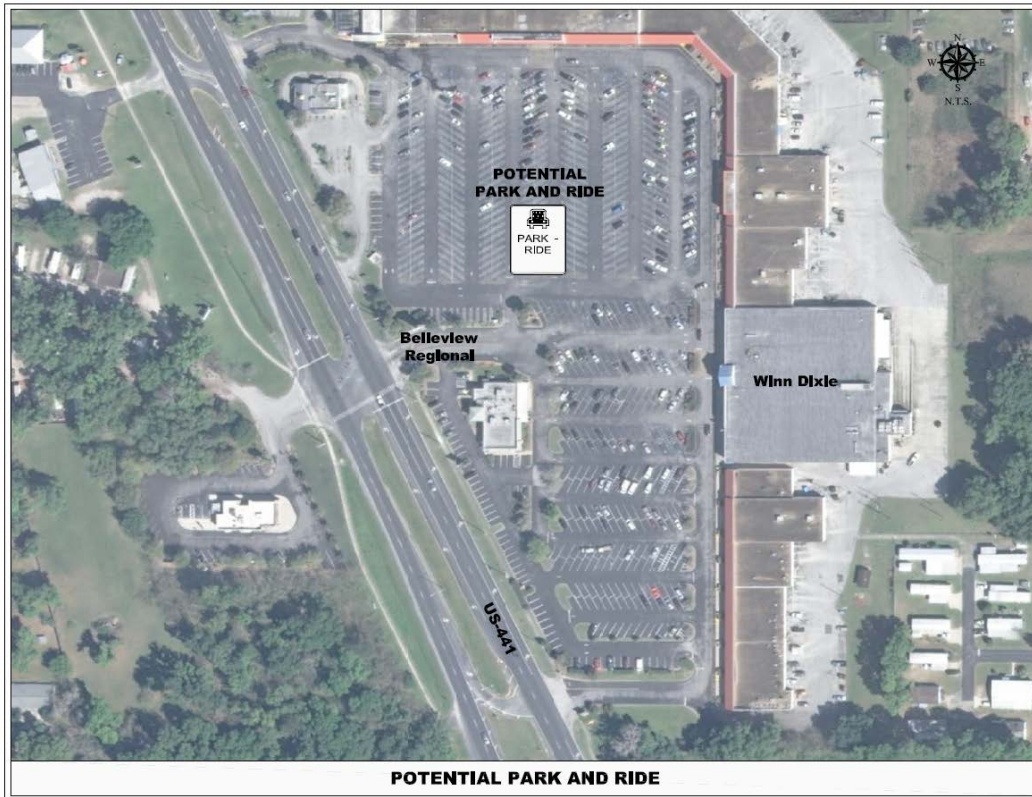
- Short Term
 - Midblock Crossings
 - Repurpose On-Street Parking
 - Buffered Bike Lane
- Mid/Long Term
 - Repurpose On-Street Parking
 - Shared Use Path
 - Landscaped Buffer

TRANSIT CONSIDERATION

COMMUTER BUS: SHARED PARK AND RIDE



- Short term to Mid term: Commuter assistance program
 - Carpool or Vanpool
- Long term: Regional commuter bus



SUMMARY OF POTENTIAL STRATEGIES



POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
Corridor wide	Protected mainline phasing	Safety	Short term	Will require retiming study
Corridor wide	Review and update yellow and all-red clearances	Safety	Short term	Will require retiming study
Corridor wide	Reduce lane widths	Safety	Short term	Buffered parking or buffered bike lane
Corridor wide	Access management/median closure	Safety	Mid term	Will require public involvement per State law
53rd Court/Race Trac Driveway	Directionalize, close, or signalize	Safety	Mid term	May require detailed analysis and public involvement
SE 56th Ave/SE 57th Ave	Directionalize or close median	Safety	Mid term	May require public involvement

POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
US-301	Evaluate signal timing and phasing	Operational	Short term	
Hames Road	Evaluate signal timing and phasing	Operational	Short term	
US-301	Close Babb Road and Magnolia Road	Operational	Mid term	Likely to redistribute traffic to Hames Road
Hames Road	Southeast dual lefts	Operational	Mid term	Consider with modifications to US-301
US-301	Evaluate roundabout option	Operational	Long term	Will require detailed analysis and design. Likely to require significant ROW

POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
Corridor wide	Add buffered bike lane	Ped/bike	Mid term	Repurpose on-street parking
Corridor wide	Shared use path (modify curb)	Ped/bike	Mid/long term	Repurpose on-street parking
Corridor wide	Placement of midblock crossing	Ped/bike	Mid term	Must meet TEM 3.8 requirements
Corridor wide	Shared use path (maintain curb)	Ped/bike	Mid term	Maintain on-street parking

POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
TBD	Provide commuter transit service	Multi modal	Mid/long term	Study demand and desire for periodic service to/from Ocala and the Villages
Corridor wide	Enhance landscaping	Landscaping	Mid term	Landscaping improvements with modifications to sidewalk and median

POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
Corridor wide	Protected mainline phasing	Safety	Short term	Will require retiming study
Corridor wide	Review and update yellow and all-red clearances	Safety	Short term	Will require retiming study
Corridor wide	Reduce lane widths	Safety	Short term	Buffered parking or buffered bike lane
Corridor wide	Access management/median closure	Safety	Mid term	Will require public involvement per State law
53rd Court/Race Trac Driveway	Directionalize, close, or signalize	Safety	Mid term	May require detailed analysis and public involvement
SE 56th Ave/SE 57th Ave	Directionalize or close median	Safety	Mid term	May require public involvement
Corridor wide	Add buffered bike lane	Ped/bike	Mid term	Repurpose on-street parking
Corridor wide	Shared use path (modify curb)	Ped/bike	Mid/long term	Repurpose on-street parking
Corridor wide	Placement of midblock crossing	Ped/bike	Mid term	Must meet TEM 3.8 requirements
Corridor wide	Shared use path (maintain curb)	Ped/bike	Mid term	Maintain on-street parking
US-301	Evaluate signal timing and phasing	Operational	Short term	
Hames Road	Evaluate signal timing and phasing	Operational	Short term	
US-301	Close Babb Road and Magnolia Road	Operational	Mid term	Likely to redistribute traffic to Hames Road
Hames Road	Southeast dual lefts	Operational	Mid term	Consider with modifications to US-301
US-301	Evaluate roundabout option	Operational	Long term	Will require detailed analysis and design. Likely to require significant ROW
TBD	Provide commuter transit service	Multi modal	Mid/long term	Study demand and desire for periodic service to/from Ocala and the Villages
Corridor wide	Enhance landscaping	Landscaping	Mid term	Landscaping improvements with modifications to sidewalk and median

CONCLUSION



- Short Term Strategies improve signal operation and safety
- Mid Term Strategies promote safety and pedestrian/bicycle mobility and support the future vision and redevelopment
- Long Term Strategies enhance short and mid terms strategies



DISCUSSION





CITIZENS ADVISORY COMMITTEE

Ocala Citizens Service Center
201 SE 3rd Street, Ocala FL 34478

November 10, 2015

MINUTES

Members Present:

Renee Blaney, Chairwoman
Ed Kelly
Richard McGinley
Suzanne Mangram
Michelle Shearer (*arrived 3:06 pm*)

Members Not Present:

Davis Dinkins
Joe London
Robert Sulzer
Clark Yandle

Others Present:

Greg Slay, TPO Director
John Voges, TPO Staff
Ken Odom, TPO Staff
Kayleen Hamilton, TPO Staff
Kellie Smith, FDOT
Bob Wallace, Tindale-Oliver and Associates

Item 1. Call To Order And Roll Call

The meeting was called to order at 3:02 p.m. by Chairwoman Renee Blaney. Secretary Kayleen Hamilton called the roll. A quorum was not present; however, a quorum was achieved with the

arrival of Ms. Shearer at 3:06 p.m. The quorum was lost with the departure of Ms. Mangram at 4:00 p.m.

Item 2. Proof Of Publication

Secretary Kayleen Hamilton stated that the meeting had been published online on the TPO website and Facebook page and on the city of Ocala, Belleview, and Dunnellon websites.

Item 3a. Year 2040 Long Range Transportation Plan Final Draft

Mr. Slay reported that the Long Range Transportation Plan (LRTP) had been under development for the last eighteen to twenty-four months. Staff was seeking approval of the final draft of the LRTP for transmittal to the TPO board. Mr. Slay introduced Mr. Bob Wallace from Tindale Oliver and Associates to present the LRTP final draft.

Mr. Wallace advised that the LRTP had included a robust public involvement program that utilized digital polling, stakeholder interviews, grassroots meetings, informal presentations, and a telephone town hall meeting. The LRTP contained a vision statement, needs assessment, and available revenue data. This information was utilized to develop the cost feasible plan.

Mr. Wallace advised that LRTP built on the projects already included in the Transportation Improvement Program. Transit projects in the cost feasible plan were based on the highest performing routes. Locally funded projects were influenced by the impact fee district. The majority of gas tax revenue was applied to maintenance projects. Mr. Wallace mentioned that local gas taxes were not a progressive revenue source because cars were getting more fuel efficient, people were driving less, and the gas tax was not indexed.

Ms. Mangram asked about SR 200 south, and Mr. Slay that the road would be widened to the bridge. Mr. Slay added that staff had been discussing the project with the Hernando/Citrus MPO. Mr. Wallace said that the bridge was a high priority for Citrus County but that funds were limited. Ms. Mangram asked about US 301 from CR 42 north and Mr. Slay said that it was targeted for four-laning. Design was done but there was no funding on the project. Ms. Mangram asked whether the Marion Oaks Manor overpass at I-75 or the CR 484 interchange improvements would be done first, and Mr. Slay answered that the CR 484 interchange improvements would be first.

Mr. Wallace reviewed projects in the cost feasible plan, a breakdown of funding by mode of transportation, and results from the digital polling at the telephone town hall meeting. Comments received through the town hall meeting, community meetings, and via the website would be taken to the TPO board as part of the plan.

Ms. Shearer commented that in a previous presentation, the committee had heard that now was the time in shaping the plan to decide what should be saved. Ms. Shearer said that with that in mind, she knew a lot of people did not want to see scenic roads like CR 475A four-laned. Ms.

Shearer suggested removing the SW 95th Street interchange from the plan. Mr. Slay advised that the committee could decide if they wanted to remove the SW 95th Street interchange from the cost feasible plan; it would, however, remain identified in the needs assessment. There was discussion regarding the impact to CR 475 and CR 475A.

Ms. Shearer made a motion to remove the SW 95th Street interchange from the cost feasible plan and Ms. Mangram seconded.

Mr. Slay advised that if the committee voted to remove the SW 95th Street interchange, the LRTP would be transmitted to the TPO with a memo regarding the TAC recommendation and the CAC recommendation. If the board voted to remove the project, the plan would be brought back to adjust some of the other projects. Mr. McGinley asked about the need to four-lane CR 475A if the interchange was not built, and Mr. Slay said that traffic projections only showed a need to four-lane north of SW 66th Street. Mr. Slay added that traffic counts had dropped and that things might change by the next plan update.

A vote was called and the motion passed three to two with Mr. Kelly and Mr. McGinley opposed.

Ms. Shearer noted a correction to the Shady Greenway Conservation Alliance name where it was listed as a community group.

Mr. McGinley moved approval of the Long Range Transportation Plan as amended and Mr. Kelly seconded.

Ms. Shearer said that she wanted to make further amendments to the plan, and Mr. Kelly withdrew his second.

Ms. Shearer made a motion to remove adding lanes to CR 475A north of SW 66th Street from the needs assessment. The motion died due to lack of a second.

Mr. McGinley moved approval of the Long Range Transportation Plan as amended and Mr. Kelly seconded. The motion passed four to one with Ms. Shearer opposed.

Item 3b. Legislative Priorities

This item was deferred due to a lack of quorum.

Item 3c. Roll-Forward Transportation Improvement Program

Mr. Odom presented the Roll-Forward Transportation Improvement Program (TIP). The TIP was a five-year document that anticipated the phases and funding of transportation project. It was developed consistent with MAP-21 legislation. The roll-forward version of the TIP was produced because of the difference between the state and federal funding cycles. Mr. Odom

mentioned that resurfacing funding was down a little from previous years and reviewed highlights from the TIP.

Ms. Shearer asked about a bike trail from Belleview to Lake Louise, and Mr. Odom advised that a feasibility study for a route had been initiated.

Mr. Kelly made a motion to approve the Roll-Forward Transportation Improvement Program as presented. Mr. McGinley seconded and the motion was unanimously approved.

Item 3d. Election of Chairman and Vice-chairman

Mr. Kelly nominated Mr. McGinley for chairman and Ms. Shearer seconded. The nomination was unanimously approved.

Mr. McGinley nominated Ms. Blaney for vice-chair and Ms. Mangram seconded. The nomination was unanimously approved.

Item 4a. FDOT Five Year Work Program Presentation

Ms. Smith presented the FDOT Five Year Work Program. The Work Program included projects from the TPO's trail priorities and off-system priorities, as well as roadway, bicycle, and pedestrian projects.

Mr. McGinley asked about the land issue on Pruitt Trail, and Mr. Slay said that the Department of Environmental Protection was working with the land owner. Mr. McGinley asked about the conservation easement on the Withlacoochee River, and Mr. Slay said that he could find out. Mr. Kelly wondered about historical significance of the area.

Item 4b. Annual Traffic Counts and Trends Manual

Mr. Odom presented the Traffic Counts and Trends Manual. The manual contained some statistical data such as population, number of licensed drivers, vehicle registrations, and fuel sales. Mr. McGinley asked about fuel sales, and Mr. Slay said that it was taxed sales and did not include off-road diesel.

The manual also included maps and corresponding count tables with five-year historical data. The traffic count locations on the map were geo-located. The manual also contained a list of the county's most heavily traveled corridors. Mr. Slay noted that the baseline traffic counts that had been used for the LRTP development were lower than the counts ten years earlier. Mr. McGinley asked if registered vehicles were down and Mr. Slay said that the numbers were going back up. Mr. Odom added that while car and pickup truck registrations went down, motorcycle registrations went up.

The manual also contained location information about traffic crashes and fatalities.

Mr. McGinley noted that there was not a count on I-75 south of CR 484, and Mr. Odom said that there was a count station between CR 44 and CR 484 that could be included in the manual.

Item 5. Consent Agenda

This item was deferred due to a lack of quorum.

Item 6. Comments by FDOT

Ms. Smith reported that I-75 resurfacing on the southbound inside lanes would require lane closures. A flyer for the Florida Transportation Plan was included in the meeting packet, and Ms. Smith mentioned that the comment period for the plan would end on November 14.

Item 7. Comments by TPO Staff

Mr. Slay advised the committee that an I-75 Relief Task Force had been formed to look at making connections between Tampa and Jacksonville. The task force was comprised of representatives from the various counties that would be affected and other stakeholders such as the Audubon Society. The first meeting was happening shortly and a report was due in October 2016. Ms. Kelly asked about weather, particularly fog, issues, and Mr. Slay said that they would probably stay away from the Paynes Prairie area. Mr. McGinley asked if this was regarding the turnpike extension, and Mr. Slay said that it was to look at tying the SunCoast Parkway 2 into the interstate. Mr. McGinley asked about the Sabal Trail pipeline, and Mr. Slay said that it was farther to the west. Mr. Slay said that staff would send out the Task Force meeting information.

Item 8. Comments by CAC Members

Ms. Shearer commented that information regarding the SW 95th Street decision should have been made available in one of the CAC packets.

Item 7. Public Comment

There was no public comment.

Item 8. Adjournment

Meeting was adjourned by Ms. Blaney at 4:19 p.m.

Respectfully Submitted By:

Kayleen Hamilton, TPO Administrative Assistant