



TPO Board Meeting

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

November 24, 2020

4:00 PM

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. PRESENTATIONS**
 - A. Fiscal Years 2022 to 2026 Florida Department of Transportation (FDOT) Tentative Work Program**
FDOT will present the Tentative Five-Year Work Program for Marion County.
 - B. 2020 TPO Annual Report**
TPO staff will present highlights of the 2020 Annual Report.
 - C. 2021 TPO Major Activities**
TPO staff will discuss the major planning and programming activities for calendar year 2021.
 - D. AMPO Member Spotlight**
TPO staff will highlight the recent social media spotlight on the TPO by the Association of Metropolitan Planning Organizations (AMPO) during the week of January 11 to 15.
 - E. TPO Budget Status Update**
TPO staff will provide update on the current fiscal year (2020/21) budget.
- 5. ACTION ITEMS**
 - A. Fiscal Years 2020/21 to 2021/22 Unified Planning Work Program (UPWP) Amendment and Modification**
TPO staff will present funding updates to the UPWP requiring an amendment. Action requested.

- B. **TPO Board Bylaws Amendment – Voting Quorum**
TPO staff will present a proposed update to the TPO Board Bylaws requiring review and approval. Action requested.
- C. **Fiscal Years 2020/21 to 2024/25 Transportation Improvement Program (TIP) Amendment and Modification**
TPO staff will present two project updates and two modifications. Action requested.
- D. **Draft Public Participation Plan (PPP)**
TPO staff will present the updated PPP for adoption. Action requested.
- E. **Florida Metropolitan Planning Organization (MPOAC) Legislative Activities Funds Request**
TPO staff will share a request by MPOAC to contribute local funds for 2021 activities, including contribution options. Action requested.
- F. **Congestion Management Plan Task Work Order**
TPO staff will discuss a Task Work Order for the completion of a major update to the Congestion Management Plan (CMP). Action requested.

6. CONSENT AGENDA

- A. **Minutes – November 24, 2020**

7. COMMENTS BY FDOT

- A. **FDOT Construction Report for Marion County**

8. COMMENTS BY TPO STAFF

- A. **2045 Long Range Transportation Plan Summary**

B. COMMENTS BY TPO MEMBERS

C. PUBLIC COMMENT (Limited to 2 minutes)

D. ADJOURNMENT

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

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

The next regular meeting of the Ocala Marion Transportation Planning Organization will be held on February 23, 2021.



TO: TPO Board Members

FROM: Rob Balmes, Director

**RE: Florida Department of Transportation (FDOT) Tentative
Five-Year Work Program Presentation**

The Florida Department of Transportation (FDOT) will provide a presentation covering the Tentative Five-Year Work Program for fiscal years 2021/22 through 2025/26 in Marion County. The FDOT District 5 2021 Work Program Public Hearing Week took place from January 11 to 15, including a Public Hearing Workshop meeting held both virtually and in DeLand on January 14.

The Five-Year Tentative Work Program may be accessed at the following link. The Marion County portion of the Work Program is also included with this memo.
<http://d5wpph.com>

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



Tentative Five-Year Work Program

Fiscal Year 2022 to Fiscal Year 2026



Work Program Fund Codes

As Of September 28, 2018

ACAN	ADVANCE CONSTRUCTION ANY AREA	DS	STATE PRIMARY HIGHWAYS & PTO	GFSU	GF STPBG >200 (URBAN)	PLH	PUBLIC LANDS HIGHWAY	TD18	TD COMMISSION EARMARKS FY 2018
ACBR	ADVANCE CONSTRUCTION (BRT)	DSB0	UNALLOCATED TO FACILITY	GMR	GROWTH MANAGEMENT FOR SIS	PLHD	PUBLIC LANDS HIGHWAY DISCR	TD19	TD COMMISSION EARMARKS FY 2019
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	DSB1	SKYWAY	GR17	GENERAL REVENUE FOR FY2017 GAA	POED	2012 SB1998-SEAPORT INVESTMENT	TDDR	TRANS DISADV - DDR USE
ACCM	ADVANCE CONSTRUCTION (CM)	DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	GRSC	GROWTH MANAGEMENT FOR SCOP	PORB	PORT FUNDS RETURNED FROM BONDS	TDED	TRANS DISADV TRUST FUND - \$10M
ACEM	EARMARKS AC	DSB3	PINELLAS BAYWAY	HP	FEDERAL HIGHWAY PLANNING	PORT	SEAPORTS	TDPD	TD PAYROLL REDIST D FUNDS
ACER	ADVANCE CONSTRUCTION (ER)	DSB6	TAMPA-HILLSBOROUGH EXPR. AUTH.	HPP	HIGH PRIORITY PROJECTS	RBRP	REIMBURSABLE BRP FUNDS	TDTF	TRANS DISADV - TRUST FUND
ACFP	AC FREIGHT PROG (NFP)	DSB7	MID-BAY BRIDGE AUTHORITY	HR	FEDERAL HIGHWAY RESEARCH	RECT	RECREATIONAL TRAILS	TGR	TIGER GRANT THROUGH FHWA
ACID	ADV CONSTRUCTION SAFETY (HSLD)	DSBC	GARCON POINT BRIDGE	HRRR	HIGH RISK RURAL ROAD	RED	REDISTR. OF FA (SEC 1102F)	TIFI	TRANS INFRAST FIN & INNOV ACT
ACLD	ADV CONSTRUCTION SAFETY (HSLD)	DSBD	I-95 EXPRESS LANES	HSDI	INTERSECTION CRASHES	REPE	REPURPOSED FEDERAL EARMARKS	TIFR	TIFIA FUNDS REDISTRIBUTED
ACNH	ADVANCE CONSTRUCTION (NH)	DSBF	I-595	HSLD	LANE DEPARTURE CRASHES	RHH	RAIL HIGHWAY X-INGS - HAZARD	TIGR	TIGER HIGHWAY GRANT
ACNP	ADVANCE CONSTRUCTION NHPP	DSBG	I-75 ML TOLL CAP IMPROVEMENT	HSP	SAFETY (HIWAY SAFETY PROGRAM)	RHP	RAIL HIGHWAY X-INGS - PROT DEV	TIMP	TRANSPORTATION IMPROVEMENTS
ACSA	ADVANCE CONSTRUCTION (SA)	DSBH	I-4 ML TOLL CAP IMPROVEMENT	HSPT	SAFETY EDUCATIONAL-TRANSFERRED	S112	STP EARMARKS - 2006	TLWR	2015 SB2514A-TRAIL NETWORK
ACSB	ADVANCE CONSTRUCTION (SABR)	DSBI	PALMETTO ML TOLL CAP IMPROVE	IBRC	INNOVATIVE BRIDGE RES & CONST	S115	STP EARMARKS - 2004	TM01	SUNSHINE SKYWAY
ACSL	ADVANCE CONSTRUCTION (SL)	DSBJ	I-295 EXPRESS LANES - CAPITAL	IM	INTERSTATE MAINTENANCE	S117	STP EARMARKS - 2005	TM02	EVERGLADES PARKWAY
ACSN	ADVANCE CONSTRUCTION (SN)	DSBK	TAMPA BAY EXPRESSES LANES	IMAC	IM (AC/REGULAR)	S125	STP EARMARKS - 2009	TM03	PINELLAS BAYWAY
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	DSBT	TURNPIKE/REIMBURSED BY TOLL	IMD	INTERSTATE MAINTENANCE DISCRET	S129	STP EARMARKS - 2008	TM06	TAMPA-HILLSBOROUGH EXPR. AUTH.
ACSU	ADVANCE CONSTRUCTION (SU)	DSBW	WEKIVA PARKWAY	LF	LOCAL FUNDS	SA	STP, ANY AREA	TM07	MID-BAY BRIDGE AUTHORITY
ACTA	ADVANCE CONSTRUCTION TALT	DSPC	SERVICE PATROL CONTRACT	LFB	LOCAL FUNDS BUDGET	SAAN	STP, ANY AREA - NOT ON NHS	TM11	ORLANDO-ORANGE CO. EXPR. SYSTE
ACTL	ADVANCE CONSTRUCTION TALL	DU	STATE PRIMARY/FEDERAL REIMB	LFBN	LOCAL TO RESERVE BND\$ BUDGET	SABR	STP, BRIDGES	TMBC	GARCON POINT BRIDGE
ACTN	ADVANCE CONSTRUCTION TALN	DWS	WEIGH STATIONS - STATE 100%	LFD	"LF" FOR STTF UTILITY WORK	SAFE	SECURE AIRPORTS FOR FL ECONOMY	TMBD	I-95 EXPRESS LANES
ACTU	ADVANCE CONSTRUCTION TALU	EB	EQUITY BONUS	LFF	LOCAL FUND - FOR MATCHING F/A	SB	SCENIC BYWAYS	TMBG	I-75 ML TOLL MAINTENANCE
BNBR	AMENDMENT 4 BONDS (BRIDGES)	EBBP	EQUITY BONUS SUPPLEMENTING BDG	LFI	LOCAL FUNDS INTEREST EARNED	SCED	2012 SB1998-SMALL CO OUTREACH	TMBH	I-4 ML TOLL MAINTENANCE
BNDS	BOND - STATE	EBNH	EQUITY BONUS SUPPLEMENTING NH	LFNE	LOCAL FUNDS NOT IN ESCROW	SCOP	SMALL COUNTY OUTREACH PROGRAM	TMBI	PALMETTO ML TOLL MAINTENANCE
BNIR	INTRASTATE R/W & BRIDGE BONDS	EBOH	EQUITY BONUS - OVERHEAD	LFP	LOCAL FUNDS FOR PARTICIPATING	SCRA	SMALL COUNTY RESURFACING	TMBJ	I-295 EXPRESS LANES - MAINT
BRAC	BRT (AC/REGULAR)	EM18	GAA EARMARKS FY 2018	LFR	LOCAL FUNDS/REIMBURSIBLE	SCRC	SCOP FOR RURAL COMMUNITIES	TMBK	TAMPA BAY EXPRESS LANES-MAINT
BRP	STATE BRIDGE REPLACEMENT	EM19	GAA EARMARKS FY 2019	LFRF	LOCAL FUND REIMBURSABLE-FUTURE	SCWR	2015 SB2514A-SMALL CO OUTREACH	TMBW	WEKIVA PARKWAY TOLL MAINT
BRRP	STATE BRIDGE REPAIR & REHAB	ER12	2012 EMERGENCY RELIEF EVENTS	LFU	LOCAL FUNDS FOR UNFORSEEN WORK	SE	STP, ENHANCEMENT	TO01	SUNSHINE SKYWAY
BRT	FED BRIDGE REPL - ON SYSTEM	ER13	2013 EMERGENCY RELIEF EVENTS	MCSG	MOTOR CARRIER SAFETY GRANT	SED	STATE ECONOMIC DEVELOPMENT	TO02	EVERGLADES PARKWAY
BRTD	FED BRIDGE REPL-DISCRETIONARY	ER14	SPRING FLOODING 2014	NFP	NATIONAL FREIGHT PROGRAM	SIB1	STATE INFRASTRUCTURE BANK	TO03	PINELLAS BAYWAY
BRTZ	FED BRIDGE REPL - OFF SYSTEM	ER16	2016 EMERGENCY RELIEF EVENTS	NFPD	NAT FREIGHT PGM-DISCRETIONARY	SIBF	FEDERAL FUNDED SIB	TO04	MIAMI-DADE EXPRESSWAY AUTH.
CFA	CONTRACTOR FUNDS ADVANCE	ER17	2017 EMERGENCY RELIEF EVENTS	NH	PRINCIPAL ARTERIALS	SIWR	2015 SB2514A-STRATEGIC INT SYS	TO06	TAMPA-HILLSBOROUGH EXPR. AUTH.
CIGP	COUNTY INCENTIVE GRANT PROGRAM	ER18	2018 EMERGENCY RELIEF EVENTS	NHAC	NH (AC/REGULAR)	SL	STP, AREAS <= 200K	TO07	MID-BAY BRIDGE AUTHORITY
CM	CONGESTION MITIGATION - AQ	F001	FEDERAL DISCRETIONARY - US19	NHBR	NATIONAL HIGHWAYS BRIDGES	SN	STP, MANDATORY NON-URBAN <= 5K	TO11	ORLANDO-ORANGE CO. EXPR. SYST.
COE	CORP OF ENGINEERS (NON-BUDGET)	F330	SEC 330 STP EARMARKS 2003	NHEX	NATIONAL PERFORM PROG. EXEMPT	SPN	PROCEED FROM SPONSOR AGREEMENT	TOBC	GARCON POINT BRIDGE
COOP	COOPERATIVE AGREEMENTS - FHWA	FAA	FEDERAL AVIATION ADMIN	NHPP	IM, BRDG REPL, NATNL HWY-MAP21	SR2E	SAFE ROUTES - EITHER	TOBD	I-95 EXPRESS LANES
D	UNRESTRICTED STATE PRIMARY	FBD	FERRYBOAT DISCRETIONARY	NHRE	NAT HWY PERFORM - RESURFACING	SR2N	SAFE ROUTES NON-INFRASTRUCTURE	TOBF	I-595
DC	STATE PRIMARY PE CONSULTANTS	FCO	PRIMARY/FIXED CAPITAL OUTLAY	NHTS	NATIONAL HWY TRAFFIC SAFETY	SR2S	SAFE ROUTES - INFRASTRUCTURE	TOBG	I-75 ML TOLL OPERATIONS
DDR	DISTRICT DEDICATED REVENUE	FD21	FDM-DODGE ISLAND TUNNEL	NSTP	NEW STARTS TRANSIT PROGRAM	SR2T	SAFE ROUTES - TRANSFER	TOBH	I-4 ML TOLL OPERATIONS
DEM	ENVIRONMENTAL MITIGATION	FEDR	FEDERAL RESEARCH ACTIVITIES	NSWR	2015 SB2514A-NEW STARTS TRANST	SROM	SUNRAIL REVENUES FOR O AND M	TOBI	PALMETTO ML TOLL OPERATIONS
DER	EMERGENCY RELIEF - STATE FUNDS	FEMA	FED EMERGENCY MGT AGENCY	PKBD	TURNPIKE MASTER BOND FUND	SSM	FED SUPPORT SERVICES/MINORITY	TOBJ	I-295 EXPRESS LANES-OPERATING
DFTA	FED PASS-THROUGH \$ FROM FTA	FHPP	FEDERAL HIGH PRIORITY PROJECTS	PKED	2012 SB1998-TURNPIKE FEEDER RD	ST10	STP EARMARKS - 2010	TOBK	TAMPA BAY EXP LANES OPERATING
DI	ST. - S/W INTER/INTRASTATE HWY	FINC	FINANCING CORP	PKER	TPK MAINTENANCE RESERVE-ER	STED	2012 SB1998-STRATEGIC ECON COR	TOBW	WEKIVA PARKWAY TOLL OPERATIONS
DIH	STATE IN-HOUSE PRODUCT SUPPORT	FLEM	FL DIV OF EMERGENCY MANAGEMENT	PKLF	LOCAL SUPPORT FOR TURNPIKE	SU	STP, URBAN AREAS > 200K	TPFP	TRUCK PARKING FACILITIES PGM
DIOH	STATE 100% - OVERHEAD	FSF1	FED STIMULUS, S/W MANAGED	PKM1	TURNPIKE TOLL MAINTENANCE	TALL	TRANSPORTATION ALTS- <200K	TRIP	TRANS REGIONAL INCENTIVE PROGM
DIS	STRATEGIC INTERMODAL SYSTEM	FTA	FEDERAL TRANSIT ADMINISTRATION	PKOH	TURNPIKE INDIRECT COSTS	TALN	TRANSPORTATION ALTS- < 5K	TRWR	2015 SB2514A-TRAN REG INCT PRG
DITS	STATEWIDE ITS - STATE 100%	FTAT	FHWA TRANSFER TO FTA (NON-BUD)	PKYI	TURNPIKE IMPROVEMENT	TALT	TRANSPORTATION ALTS- ANY AREA	TSM	TRANSPORT SYSTEMS MANAGEMENT
DL	LOCAL FUNDS - PTO - BUDGETED	GFSA	GF STPBG ANY AREA	PKYO	TURNPIKE TOLL COLLECTION/OPER.	TALU	TRANSPORTATION ALTS- >200K	VPPP	VALUE PRICING PILOT PROGRAM
DPTO	STATE - PTO	GFSL	GF STPBG <200K<5K (SMALL URB)	PKYR	TURNPIKE RENEWAL & REPLACEMENT	TCP	FUEL TAX COMPLIANCE PROJECT	WKBL	2012 SB1998-TRANS BEACHLINE-TP
DRA	REST AREAS - STATE 100%	GFSN	GF STPBG <5K (RURAL)	PL	METRO PLAN (85% FA; 15% OTHER)	TCSP	TRANS, COMMUNITY & SYSTEM PRES	WKOC	2012 SB1998-REPAYMNT OOC DEBT



MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Capacity

ITEM SEGMENT#: 238648-1

SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40

DESCRIPTION: ADD LANES & RECONSTRUCT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
61	DIH	\$0.00	\$0.00	\$54,150.00	\$0.00	\$0.00	\$54,150.00
52	DDR	\$0.00	\$0.00	\$20,719,076.00	\$0.00	\$0.00	\$20,719,076.00
52	DS	\$0.00	\$0.00	\$8,882,919.00	\$0.00	\$0.00	\$8,882,919.00
52	SL	\$0.00	\$0.00	\$8,337,257.00	\$0.00	\$0.00	\$8,337,257.00
52	SN	\$0.00	\$0.00	\$2,706,657.00	\$0.00	\$0.00	\$2,706,657.00
62	DDR	\$0.00	\$0.00	\$3,069,029.00	\$0.00	\$0.00	\$3,069,029.00
62	DDR	\$0.00	\$0.00	\$297,825.00	\$0.00	\$0.00	\$297,825.00
62	DDR	\$0.00	\$0.00	\$0.00	\$0.00	\$144,355.00	\$144,355.00
Total		\$0.00	\$0.00	\$44,066,913.00	\$0.00	\$144,355.00	\$44,211,268.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Capacity

ITEM SEGMENT#: 410674-2

SR 40 FROM END OF 4 LANES TO EAST OF CR 314

DESCRIPTION: ADD LANES & RECONSTRUCT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
43	SN	\$313,378.00	\$0.00	\$0.00	\$0.00	\$0.00	\$313,378.00
4B	SN	\$91,934.00	\$0.00	\$0.00	\$0.00	\$0.00	\$91,934.00
Total		\$405,312.00	\$0.00	\$0.00	\$0.00	\$0.00	\$405,312.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 411256-5

SR 35 (US 301) DALLAS POND REDESIGN

DESCRIPTION: PRELIMINARY ENGINEERING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
4B	DDR	\$20,000.00	\$3,100.00	\$0.00	\$0.00	\$0.00	\$23,100.00
52	DDR	\$202,987.00	\$0.00	\$0.00	\$0.00	\$0.00	\$202,987.00
61	DIH	\$13,229.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,229.00
62	DS	\$41,963.00	\$0.00	\$0.00	\$0.00	\$0.00	\$41,963.00
62	DDR	\$10,260.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,260.00
43	DDR	\$100,000.00	\$40,420.00	\$0.00	\$0.00	\$0.00	\$140,420.00
Total		\$388,439.00	\$43,520.00	\$0.00	\$0.00	\$0.00	\$431,959.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 413615-3

LIGHTING AGREEMENTS

DESCRIPTION: LIGHTING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
78	D	\$41,729.00	\$42,980.00	\$44,270.00	\$45,598.00	\$46,966.00	\$221,543.00
78	D	\$18,083.00	\$18,625.00	\$19,184.00	\$19,759.00	\$20,352.00	\$96,003.00
78	D	\$4,452.00	\$4,585.00	\$4,723.00	\$4,864.00	\$5,010.00	\$23,634.00
78	D	\$333,272.00	\$343,267.00	\$353,564.00	\$364,173.00	\$375,095.00	\$1,769,371.00
78	D	\$18,361.00	\$18,912.00	\$19,479.00	\$20,063.00	\$20,665.00	\$97,480.00
Total		\$415,897.00	\$428,369.00	\$441,220.00	\$454,457.00	\$468,088.00	\$2,208,031.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 418107-1

MARION PRIMARY IN-HOUSE

DESCRIPTION: ROUTINE MAINTENANCE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
71	D	\$1,781,973.00	\$1,781,973.00	\$1,781,973.00	\$1,781,973.00	\$1,781,973.00	\$8,909,865.00
72	D	\$50,000.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$100,000.00
Total		\$1,831,973.00	\$1,831,973.00	\$1,781,973.00	\$1,781,973.00	\$1,781,973.00	\$9,009,865.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 423391-2

ASPHALT RESURFACING VARIOUS LOCATIONS

DESCRIPTION: ROUTINE MAINTENANCE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
72	D	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000.00
Total		\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 426179-1

SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES

DESCRIPTION: MISCELLANEOUS CONSTRUCTION

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	DDR	\$0.00	\$0.00	\$93,282.00	\$0.00	\$0.00	\$93,282.00
52	TALL	\$0.00	\$0.00	\$11,577.00	\$0.00	\$0.00	\$11,577.00
52	TALN	\$0.00	\$0.00	\$170,381.00	\$0.00	\$0.00	\$170,381.00
52	TALT	\$0.00	\$0.00	\$2,160,363.00	\$0.00	\$0.00	\$2,160,363.00
61	DIH	\$0.00	\$0.00	\$5,415.00	\$0.00	\$0.00	\$5,415.00
62	TALT	\$0.00	\$0.00	\$227,430.00	\$0.00	\$0.00	\$227,430.00
62	TALT	\$0.00	\$0.00	\$45,486.00	\$0.00	\$0.00	\$45,486.00
Total		\$0.00	\$0.00	\$2,713,934.00	\$0.00	\$0.00	\$2,713,934.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 427188-2

SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009

DESCRIPTION: CAPITAL FOR FIXED ROUTE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	FTA	\$2,395,321.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,395,321.00
94	LF	\$598,830.00	\$0.00	\$0.00	\$0.00	\$0.00	\$598,830.00
94	FTA	\$0.00	\$2,467,181.00	\$0.00	\$0.00	\$0.00	\$2,467,181.00
94	LF	\$0.00	\$616,795.00	\$0.00	\$0.00	\$0.00	\$616,795.00
94	FTA	\$0.00	\$0.00	\$2,541,196.00	\$0.00	\$0.00	\$2,541,196.00
94	LF	\$0.00	\$0.00	\$635,299.00	\$0.00	\$0.00	\$635,299.00
94	FTA	\$0.00	\$0.00	\$0.00	\$2,617,431.00	\$0.00	\$2,617,431.00
94	LF	\$0.00	\$0.00	\$0.00	\$654,398.00	\$0.00	\$654,398.00
Total		\$2,994,151.00	\$3,083,976.00	\$3,176,495.00	\$3,271,829.00	\$0.00	\$12,526,451.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 429178-1

UNPAVED SHOULDER REPAIR

DESCRIPTION: ROUTINE MAINTENANCE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
72	D	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00
Total		\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Transit

ITEM SEGMENT#: 433304-1

MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE

DESCRIPTION: OPERATING FOR FIXED ROUTE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
84	DPTO	\$710,265.00	\$0.00	\$0.00	\$0.00	\$0.00	\$710,265.00
84	LF	\$710,265.00	\$0.00	\$0.00	\$0.00	\$0.00	\$710,265.00
Total		\$1,420,530.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,420,530.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 433312-1

MARION-SECTION 5311 RURAL TRANSPORTATION

DESCRIPTION: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
84	DU	\$890,251.00	\$0.00	\$0.00	\$0.00	\$0.00	\$890,251.00
84	LF	\$890,251.00	\$0.00	\$0.00	\$0.00	\$0.00	\$890,251.00
Total		\$1,780,502.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,780,502.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 433651-1

CR 484 FROM SW 20TH AVENUE TO CR 475A

DESCRIPTION: INTERCHANGE IMPROVEMENT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
43	ACSN	\$787,042.00	\$0.00	\$0.00	\$0.00	\$0.00	\$787,042.00
43	SL	\$311,997.00	\$0.00	\$0.00	\$0.00	\$0.00	\$311,997.00
43	SN	\$906,561.00	\$0.00	\$0.00	\$0.00	\$0.00	\$906,561.00
52	ACFP	\$8,345,363.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,345,363.00
52	LF	\$21,958.00	\$0.00	\$0.00	\$0.00	\$0.00	\$21,958.00
52	SN	\$310,625.00	\$0.00	\$0.00	\$0.00	\$0.00	\$310,625.00
56	ACSN	\$602,554.00	\$0.00	\$0.00	\$0.00	\$0.00	\$602,554.00
56	LF	\$817,040.00	\$0.00	\$0.00	\$0.00	\$0.00	\$817,040.00
56	SL	\$997,069.00	\$0.00	\$0.00	\$0.00	\$0.00	\$997,069.00
56	SN	\$795,284.00	\$0.00	\$0.00	\$0.00	\$0.00	\$795,284.00
61	ACFP	\$20,520.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,520.00
62	ACFP	\$856,710.00	\$0.00	\$0.00	\$0.00	\$0.00	\$856,710.00
62	ACFP	\$51,300.00	\$0.00	\$0.00	\$0.00	\$0.00	\$51,300.00
62	ACFP	\$0.00	\$0.00	\$48,735.00	\$0.00	\$0.00	\$48,735.00
Total		\$14,824,023.00	\$0.00	\$48,735.00	\$0.00	\$0.00	\$14,872,758.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 433651-4

CR 484 FROM SW 20TH AVENUE TO CR 475A

DESCRIPTION: LANDSCAPING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
31	SN	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
32	SN	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50,000.00
52	SN	\$0.00	\$105,400.00	\$0.00	\$0.00	\$0.00	\$105,400.00
61	SN	\$0.00	\$21,080.00	\$0.00	\$0.00	\$0.00	\$21,080.00
62	SN	\$0.00	\$26,350.00	\$0.00	\$0.00	\$0.00	\$26,350.00
62	SN	\$0.00	\$10,540.00	\$0.00	\$0.00	\$0.00	\$10,540.00
Total		\$60,000.00	\$163,370.00	\$0.00	\$0.00	\$0.00	\$223,370.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Capacity

ITEM SEGMENT#: 433652-1

SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE

DESCRIPTION: ADD TURN LANE(S)

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
41	DIH	\$34,000.00	\$32,000.00	\$0.00	\$0.00	\$0.00	\$66,000.00
43	SL	\$1,000,000.00	\$1,500,000.00	\$500,000.00	\$221,000.00	\$0.00	\$3,221,000.00
45	SL	\$52,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$52,500.00
4B	SL	\$100,000.00	\$150,000.00	\$100,000.00	\$32,000.00	\$0.00	\$382,000.00
Total		\$1,186,500.00	\$1,682,000.00	\$600,000.00	\$253,000.00	\$0.00	\$3,721,500.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Traffic Operations

ITEM SEGMENT#: 433660-1

US 441 @ SR 464

DESCRIPTION: TRAFFIC OPS IMPROVEMENT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
32	DDR	\$0.00	\$0.00	\$0.00	\$160,000.00	\$0.00	\$160,000.00
43	DDR	\$252,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$252,000.00
4B	DDR	\$7,835.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,835.00
52	DDR	\$0.00	\$0.00	\$0.00	\$0.00	\$2,801,308.00	\$2,801,308.00
61	DIH	\$0.00	\$0.00	\$0.00	\$0.00	\$28,700.00	\$28,700.00
62	DDR	\$0.00	\$0.00	\$0.00	\$0.00	\$287,000.00	\$287,000.00
62	DDR	\$0.00	\$0.00	\$0.00	\$0.00	\$57,400.00	\$57,400.00
Total		\$259,835.00	\$0.00	\$0.00	\$160,000.00	\$3,174,408.00	\$3,594,243.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Traffic Operations

ITEM SEGMENT#: 433661-1

US 441 FROM SR 40 TO SR 40A (SW BROADWAY)

DESCRIPTION: TRAFFIC OPS IMPROVEMENT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
62	DDR	\$0.00	\$18,234.00	\$0.00	\$0.00	\$0.00	\$18,234.00
41	DIH	\$18,157.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,157.00
43	DDR	\$250,000.00	\$187,000.00	\$100,000.00	\$0.00	\$0.00	\$537,000.00
4B	DDR	\$40,000.00	\$10,000.00	\$6,879.00	\$0.00	\$0.00	\$56,879.00
52	ACSL	\$1,134,485.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,134,485.00
52	DDR	\$156,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$156,200.00
52	LF	\$598,113.00	\$0.00	\$0.00	\$0.00	\$0.00	\$598,113.00
52	SL	\$701,268.00	\$0.00	\$0.00	\$0.00	\$0.00	\$701,268.00
61	SL	\$34,361.00	\$0.00	\$0.00	\$0.00	\$0.00	\$34,361.00
62	SL	\$234,241.00	\$0.00	\$0.00	\$0.00	\$0.00	\$234,241.00
62	DDR	\$37,552.00	\$0.00	\$0.00	\$0.00	\$0.00	\$37,552.00
Total		\$3,204,377.00	\$215,234.00	\$106,879.00	\$0.00	\$0.00	\$3,526,490.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Capacity

ITEM SEGMENT#: 434844-1

CR 42 AT SE 182ND

DESCRIPTION: ADD LEFT TURN LANE(S)

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
58	ACSS	\$350,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000.00
61	ACSS	\$3,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,000.00
68	ACSS	\$54,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$54,200.00
Total		\$407,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$407,200.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 435209-1

I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST

DESCRIPTION: INTERCHANGE (NEW)

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
48	LF	\$10,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,200,000.00
52	CIGP	\$0.00	\$0.00	\$0.00	\$8,306,703.00	\$0.00	\$8,306,703.00
52	DDR	\$0.00	\$0.00	\$0.00	\$7,062,906.00	\$0.00	\$7,062,906.00
52	LF	\$0.00	\$0.00	\$0.00	\$8,206,420.00	\$0.00	\$8,206,420.00
52	SL	\$0.00	\$0.00	\$0.00	\$8,919,917.00	\$0.00	\$8,919,917.00
52	SN	\$0.00	\$0.00	\$0.00	\$3,028,371.00	\$0.00	\$3,028,371.00
52	TRIP	\$0.00	\$0.00	\$0.00	\$5,012,108.00	\$0.00	\$5,012,108.00
52	TRWR	\$0.00	\$0.00	\$0.00	\$3,280,139.00	\$0.00	\$3,280,139.00
61	SL	\$0.00	\$0.00	\$0.00	\$111,501.00	\$0.00	\$111,501.00
62	DDR	\$0.00	\$0.00	\$0.00	\$3,568,000.00	\$0.00	\$3,568,000.00
62	DDR	\$0.00	\$0.00	\$0.00	\$278,750.00	\$0.00	\$278,750.00
Total		\$10,200,000.00	\$0.00	\$0.00	\$47,774,815.00	\$0.00	\$57,974,815.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Bicycle/Pedestrian

ITEM SEGMENT#: 435484-2

PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD

DESCRIPTION: BIKE PATH/TRAIL

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
58	ACSN	\$336,093.00	\$0.00	\$0.00	\$0.00	\$0.00	\$336,093.00
58	SL	\$460,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$460,700.00
58	SN	\$561,853.00	\$0.00	\$0.00	\$0.00	\$0.00	\$561,853.00
58	TALL	\$286,110.00	\$0.00	\$0.00	\$0.00	\$0.00	\$286,110.00
58	TALT	\$353,244.00	\$0.00	\$0.00	\$0.00	\$0.00	\$353,244.00
61	TALT	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
68	TALT	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00
Total		\$2,158,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,158,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 436361-1

ITS OPERATIONAL SUPPORT- MARION COUNTY

DESCRIPTION: ITS COMMUNICATION SYSTEM

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
32	ACSL	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
32	ACSL	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
32	ACSL	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
52	ACSL	\$1,322,389.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,322,389.00
61	ACSL	\$10,260.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,260.00
62	ACSL	\$230,850.00	\$0.00	\$0.00	\$0.00	\$0.00	\$230,850.00
Total		\$1,638,499.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,638,499.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 436361-2

ITS OPERATIONAL SUPPORT- CITY OF OCALA

DESCRIPTION: ITS COMMUNICATION SYSTEM

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	ACSL	\$531,432.00	\$0.00	\$0.00	\$0.00	\$0.00	\$531,432.00
32	ACSL	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
32	ACSL	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
32	ACSL	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
61	ACSL	\$10,260.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,260.00
62	ACSL	\$128,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$128,250.00
Total		\$744,942.00	\$0.00	\$0.00	\$0.00	\$0.00	\$744,942.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 436375-1

CITYWIDE SIDEWALK IMPROVEMENTS

DESCRIPTION: SIDEWALK

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
58	SL	\$32,366.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32,366.00
58	TALT	\$821,584.00	\$0.00	\$0.00	\$0.00	\$0.00	\$821,584.00
61	TALT	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
Total		\$858,950.00	\$0.00	\$0.00	\$0.00	\$0.00	\$858,950.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 436375-2

CITYWIDE SIDEWALK IMPROVEMENTS

DESCRIPTION: SIDEWALK

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
62	ACSA	\$95,181.00	\$0.00	\$0.00	\$0.00	\$0.00	\$95,181.00
62	ACSL	\$19,747.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,747.00
Total		\$114,928.00	\$0.00	\$0.00	\$0.00	\$0.00	\$114,928.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 436474-2

SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS

DESCRIPTION: SIDEWALK

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
58	TALL	\$273,249.00	\$0.00	\$0.00	\$0.00	\$0.00	\$273,249.00
58	TALT	\$26,847.00	\$0.00	\$0.00	\$0.00	\$0.00	\$26,847.00
61	SL	\$4,455.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,455.00
61	TALL	\$545.00	\$0.00	\$0.00	\$0.00	\$0.00	\$545.00
68	TALL	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12,000.00
Total		\$317,096.00	\$0.00	\$0.00	\$0.00	\$0.00	\$317,096.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 436474-3

LEGACY ELEMENTARY SCHOOL SIDEWALKS

DESCRIPTION: SIDEWALK

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
58	TALT	\$1,400,659.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,400,659.00
61	TALT	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
68	SL	\$28,181.00	\$0.00	\$0.00	\$0.00	\$0.00	\$28,181.00
68	TALT	\$7,819.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,819.00
Total		\$1,441,659.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,441,659.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Bicycle/Pedestrian

ITEM SEGMENT#: 436755-1

INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK

DESCRIPTION: BIKE PATH/TRAIL

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
31	TALL	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
38	TALL	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00
Total		\$155,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$155,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Bicycle/Pedestrian

ITEM SEGMENT#: 436756-1

DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK

DESCRIPTION: BIKE PATH/TRAIL

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
31	TALL	\$0.00	\$0.00	\$0.00	\$3,001.00	\$0.00	\$3,001.00
38	TALL	\$0.00	\$0.00	\$0.00	\$250,000.00	\$0.00	\$250,000.00
Total		\$0.00	\$0.00	\$0.00	\$253,001.00	\$0.00	\$253,001.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 437596-2

SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE

DESCRIPTION: SIDEWALK

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	SL	\$0.00	\$771,249.00	\$0.00	\$0.00	\$0.00	\$771,249.00
61	DIH	\$0.00	\$10,540.00	\$0.00	\$0.00	\$0.00	\$10,540.00
62	SL	\$0.00	\$105,400.00	\$0.00	\$0.00	\$0.00	\$105,400.00
62	SL	\$0.00	\$26,350.00	\$0.00	\$0.00	\$0.00	\$26,350.00
Total		\$0.00	\$913,539.00	\$0.00	\$0.00	\$0.00	\$913,539.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 437826-1

I-75 MARION COUNTY REST AREAS LANDSCAPING

DESCRIPTION: LANDSCAPING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	DS	\$0.00	\$0.00	\$0.00	\$929,077.00	\$0.00	\$929,077.00
61	DIH	\$0.00	\$0.00	\$0.00	\$11,150.00	\$0.00	\$11,150.00
Total		\$0.00	\$0.00	\$0.00	\$940,227.00	\$0.00	\$940,227.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Aviation/Seaport/Spaceport

ITEM SEGMENT#: 438427-1

MARION AIRFIELD PAVEMENT IMPROVEMENTS

DESCRIPTION: AVIATION PRESERVATION PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	DDR	\$0.00	\$300,000.00	\$1,000,000.00	\$0.00	\$0.00	\$1,300,000.00
94	DPTO	\$0.00	\$0.00	\$0.00	\$2,566,886.00	\$0.00	\$2,566,886.00
94	LF	\$0.00	\$75,000.00	\$250,000.00	\$641,722.00	\$0.00	\$966,722.00
Total		\$0.00	\$375,000.00	\$1,250,000.00	\$3,208,608.00	\$0.00	\$4,833,608.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Aviation/Seaport/Spaceport

ITEM SEGMENT#: 438435-1

MARION-MARION CO AIRPORT RUNWAY REHABILITATION

DESCRIPTION: AVIATION PRESERVATION PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	DDR	\$800,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$800,000.00
94	LF	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000.00
Total		\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Aviation/Seaport/Spaceport

ITEM SEGMENT#: 438476-1

MARION-OCALA INTL AIRFIELD IMPROVEMENTS

DESCRIPTION: AVIATION PRESERVATION PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	DDR	\$160,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$160,000.00
94	FAA	\$1,800,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,800,000.00
94	LF	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40,000.00
Total		\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Aviation/Seaport/Spaceport

ITEM SEGMENT#: 438477-1

MARION-OCALA INTL TAXIWAY IMPROVEMENTS

DESCRIPTION: AVIATION PRESERVATION PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	DDR	\$0.00	\$520,000.00	\$0.00	\$0.00	\$0.00	\$520,000.00
94	FAA	\$0.00	\$5,850,000.00	\$0.00	\$0.00	\$0.00	\$5,850,000.00
94	LF	\$0.00	\$130,000.00	\$0.00	\$0.00	\$0.00	\$130,000.00
Total		\$0.00	\$6,500,000.00	\$0.00	\$0.00	\$0.00	\$6,500,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 438562-1

I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200

DESCRIPTION: REST AREA

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	DRA	\$0.00	\$19,005,355.00	\$0.00	\$0.00	\$0.00	\$19,005,355.00
61	DIH	\$0.00	\$52,700.00	\$0.00	\$0.00	\$0.00	\$52,700.00
62	DRA	\$0.00	\$2,321,032.00	\$0.00	\$0.00	\$0.00	\$2,321,032.00
62	DRA	\$0.00	\$173,910.00	\$0.00	\$0.00	\$0.00	\$173,910.00
Total		\$0.00	\$21,552,997.00	\$0.00	\$0.00	\$0.00	\$21,552,997.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Resurfacing

ITEM SEGMENT#: 439234-1

SR 200 FROM I-75 TO US 301

DESCRIPTION: RESURFACING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	SA	\$0.00	\$5,981,172.00	\$0.00	\$0.00	\$0.00	\$5,981,172.00
61	DIH	\$0.00	\$10,540.00	\$0.00	\$0.00	\$0.00	\$10,540.00
62	DDR	\$0.00	\$110,517.00	\$0.00	\$0.00	\$0.00	\$110,517.00
62	SL	\$0.00	\$652,282.00	\$0.00	\$0.00	\$0.00	\$652,282.00
62	DDR	\$0.00	\$15,810.00	\$0.00	\$0.00	\$0.00	\$15,810.00
62	SL	\$0.00	\$10,540.00	\$0.00	\$0.00	\$0.00	\$10,540.00
Total		\$0.00	\$6,780,861.00	\$0.00	\$0.00	\$0.00	\$6,780,861.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Bicycle/Pedestrian

ITEM SEGMENT#: 439238-2

SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET

DESCRIPTION: BIKE LANE/SIDEWALK

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
31	DIH	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
32	DDR	\$1,675,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,675,000.00
52	DDR	\$0.00	\$0.00	\$0.00	\$2,591,491.00	\$0.00	\$2,591,491.00
62	DDR	\$0.00	\$0.00	\$0.00	\$289,900.00	\$0.00	\$289,900.00
62	DDR	\$0.00	\$0.00	\$0.00	\$22,300.00	\$0.00	\$22,300.00
Total		\$1,685,000.00	\$0.00	\$0.00	\$2,903,691.00	\$0.00	\$4,588,691.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 439331-3

OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP

DESCRIPTION: TRANSPORTATION PLANNING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
14	PL	\$494,973.00	\$0.00	\$0.00	\$0.00	\$0.00	\$494,973.00
Total		\$494,973.00	\$0.00	\$0.00	\$0.00	\$0.00	\$494,973.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 439331-4

OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP

DESCRIPTION: TRANSPORTATION PLANNING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
14	PL	\$0.00	\$493,370.00	\$493,370.00	\$0.00	\$0.00	\$986,740.00
Total		\$0.00	\$493,370.00	\$493,370.00	\$0.00	\$0.00	\$986,740.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 439331-5

OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP

DESCRIPTION: TRANSPORTATION PLANNING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
14	PL	\$0.00	\$0.00	\$0.00	\$493,370.00	\$493,370.00	\$986,740.00
Total		\$0.00	\$0.00	\$0.00	\$493,370.00	\$493,370.00	\$986,740.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Aviation/Seaport/Spaceport

ITEM SEGMENT#: 440780-1

MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION

DESCRIPTION: AVIATION PRESERVATION PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	DDR	\$0.00	\$100,000.00	\$1,200,000.00	\$0.00	\$0.00	\$1,300,000.00
94	DPTO	\$0.00	\$0.00	\$283,000.00	\$0.00	\$0.00	\$283,000.00
94	LF	\$0.00	\$25,000.00	\$370,750.00	\$0.00	\$0.00	\$395,750.00
Total		\$0.00	\$125,000.00	\$1,853,750.00	\$0.00	\$0.00	\$1,978,750.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 440797-1

MARION-OCALA/MARION TPO PLANNING STUDIES

DESCRIPTION: PTO STUDIES

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
14	DPTO	\$25,656.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,656.00
14	DU	\$205,251.00	\$0.00	\$0.00	\$0.00	\$0.00	\$205,251.00
14	LF	\$25,656.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,656.00
14	DPTO	\$0.00	\$26,148.00	\$0.00	\$0.00	\$0.00	\$26,148.00
14	DU	\$0.00	\$209,177.00	\$0.00	\$0.00	\$0.00	\$209,177.00
14	LF	\$0.00	\$26,148.00	\$0.00	\$0.00	\$0.00	\$26,148.00
14	DPTO	\$0.00	\$0.00	\$26,653.00	\$0.00	\$0.00	\$26,653.00
14	DU	\$0.00	\$0.00	\$213,219.00	\$0.00	\$0.00	\$213,219.00
14	LF	\$0.00	\$0.00	\$26,653.00	\$0.00	\$0.00	\$26,653.00
14	DPTO	\$0.00	\$0.00	\$0.00	\$46,218.00	\$0.00	\$46,218.00
14	DU	\$0.00	\$0.00	\$0.00	\$369,747.00	\$0.00	\$369,747.00
14	LF	\$0.00	\$0.00	\$0.00	\$46,218.00	\$0.00	\$46,218.00
14	DPTO	\$0.00	\$0.00	\$0.00	\$0.00	\$46,218.00	\$46,218.00
14	DU	\$0.00	\$0.00	\$0.00	\$0.00	\$369,748.00	\$369,748.00
14	LF	\$0.00	\$0.00	\$0.00	\$0.00	\$46,218.00	\$46,218.00
Total		\$256,563.00	\$261,473.00	\$266,525.00	\$462,183.00	\$462,184.00	\$1,708,928.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 440880-1

MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR

DESCRIPTION: SIDEWALK

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
31	TALL	\$395.00	\$0.00	\$0.00	\$0.00	\$0.00	\$395.00
31	TALT	\$605.00	\$0.00	\$0.00	\$0.00	\$0.00	\$605.00
38	TALL	\$35,210.00	\$0.00	\$0.00	\$0.00	\$0.00	\$35,210.00
Total		\$36,210.00	\$0.00	\$0.00	\$0.00	\$0.00	\$36,210.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Resurfacing

ITEM SEGMENT#: 441141-1

SR 464 FROM SR 500 (US 27/301) TO SR 35

DESCRIPTION: RESURFACING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	SA	\$0.00	\$14,488,789.00	\$0.00	\$0.00	\$0.00	\$14,488,789.00
61	SL	\$0.00	\$53,452.00	\$0.00	\$0.00	\$0.00	\$53,452.00
62	SL	\$0.00	\$1,933,850.00	\$0.00	\$0.00	\$0.00	\$1,933,850.00
62	SL	\$0.00	\$26,350.00	\$0.00	\$0.00	\$0.00	\$26,350.00
Total		\$0.00	\$16,502,441.00	\$0.00	\$0.00	\$0.00	\$16,502,441.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Transit

ITEM SEGMENT#: 442455-1

MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

DESCRIPTION: OPERATING FOR FIXED ROUTE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
84	LF	\$0.00	\$0.00	\$0.00	\$0.00	\$692,074.00	\$692,074.00
84	DPTO	\$0.00	\$731,593.00	\$0.00	\$0.00	\$0.00	\$731,593.00
84	LF	\$0.00	\$731,593.00	\$0.00	\$0.00	\$0.00	\$731,593.00
84	DPTO	\$0.00	\$0.00	\$753,520.00	\$0.00	\$0.00	\$753,520.00
84	LF	\$0.00	\$0.00	\$753,520.00	\$0.00	\$0.00	\$753,520.00
84	DPTO	\$0.00	\$0.00	\$0.00	\$776,125.00	\$0.00	\$776,125.00
84	LF	\$0.00	\$0.00	\$0.00	\$776,125.00	\$0.00	\$776,125.00
84	DPTO	\$0.00	\$0.00	\$0.00	\$0.00	\$692,074.00	\$692,074.00
Total		\$0.00	\$1,463,186.00	\$1,507,040.00	\$1,552,250.00	\$1,384,148.00	\$5,906,624.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 442460-1

MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION

DESCRIPTION: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
84	DU	\$0.00	\$934,764.00	\$0.00	\$0.00	\$0.00	\$934,764.00
84	LF	\$0.00	\$934,764.00	\$0.00	\$0.00	\$0.00	\$934,764.00
84	DU	\$0.00	\$0.00	\$981,502.00	\$0.00	\$0.00	\$981,502.00
84	LF	\$0.00	\$0.00	\$981,502.00	\$0.00	\$0.00	\$981,502.00
84	DU	\$0.00	\$0.00	\$0.00	\$1,030,578.00	\$0.00	\$1,030,578.00
84	LF	\$0.00	\$0.00	\$0.00	\$1,030,578.00	\$0.00	\$1,030,578.00
84	DU	\$0.00	\$0.00	\$0.00	\$0.00	\$1,082,106.00	\$1,082,106.00
84	LF	\$0.00	\$0.00	\$0.00	\$0.00	\$1,082,106.00	\$1,082,106.00
Total		\$0.00	\$1,869,528.00	\$1,963,004.00	\$2,061,156.00	\$2,164,212.00	\$8,057,900.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 442738-1

CITY OF OCALA MOA

DESCRIPTION: ROUTINE MAINTENANCE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
78	D	\$0.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$50,000.00
Total		\$0.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$50,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Resurfacing

ITEM SEGMENT#: 443170-1

SR 93 (I-75) FROM SUMTER COUNTY TO SR 200

DESCRIPTION: RESURFACING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	ACNP	\$28,820,340.00	\$0.00	\$0.00	\$0.00	\$0.00	\$28,820,340.00
61	ACNP	\$102,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$102,600.00
62	ACNP	\$2,052,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,052,000.00
62	ACNP	\$51,300.00	\$0.00	\$0.00	\$0.00	\$0.00	\$51,300.00
Total		\$31,026,240.00	\$0.00	\$0.00	\$0.00	\$0.00	\$31,026,240.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 443730-1

US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF SPLIT TO NORTH OF SPLIT

DESCRIPTION: LANDSCAPING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	DDR	\$578,105.00	\$0.00	\$0.00	\$0.00	\$0.00	\$578,105.00
61	DIH	\$10,260.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,260.00
62	DDR	\$51,300.00	\$0.00	\$0.00	\$0.00	\$0.00	\$51,300.00
Total		\$639,665.00	\$0.00	\$0.00	\$0.00	\$0.00	\$639,665.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Aviation/Seaport/Spaceport

ITEM SEGMENT#: 444877-1

MARION-OCALA INTL HANGAR

DESCRIPTION: AVIATION REVENUE/OPERATIONAL

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	DDR	\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$0.00	\$1,000,000.00
94	LF	\$0.00	\$0.00	\$0.00	\$250,000.00	\$0.00	\$250,000.00
Total		\$0.00	\$0.00	\$0.00	\$1,250,000.00	\$0.00	\$1,250,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Resurfacing

ITEM SEGMENT#: 445212-1

SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE

DESCRIPTION: RESURFACING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
31	DIH	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
32	ACSA	\$813,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$813,000.00
52	DDR	\$0.00	\$0.00	\$4,669,939.00	\$0.00	\$0.00	\$4,669,939.00
61	DIH	\$0.00	\$0.00	\$10,000.00	\$0.00	\$0.00	\$10,000.00
62	DDR	\$0.00	\$0.00	\$653,317.00	\$0.00	\$0.00	\$653,317.00
62	DDR	\$0.00	\$0.00	\$10,000.00	\$0.00	\$0.00	\$10,000.00
Total		\$823,000.00	\$0.00	\$5,343,256.00	\$0.00	\$0.00	\$6,166,256.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Resurfacing

ITEM SEGMENT#: 445217-1

SR 326 FROM NW 12TH AVE TO SR 40

DESCRIPTION: RESURFACING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
61	DIH	\$0.00	\$10,540.00	\$0.00	\$0.00	\$0.00	\$10,540.00
52	DDR	\$0.00	\$1,450,441.00	\$0.00	\$0.00	\$0.00	\$1,450,441.00
52	NHRE	\$0.00	\$6,259,321.00	\$0.00	\$0.00	\$0.00	\$6,259,321.00
62	SL	\$0.00	\$923,070.00	\$0.00	\$0.00	\$0.00	\$923,070.00
62	SL	\$0.00	\$26,350.00	\$0.00	\$0.00	\$0.00	\$26,350.00
Total		\$0.00	\$8,669,722.00	\$0.00	\$0.00	\$0.00	\$8,669,722.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Resurfacing

ITEM SEGMENT#: 445302-1

SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD

DESCRIPTION: RESURFACING

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
31	DIH	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
32	DDR	\$546,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$546,000.00
52	DDR	\$0.00	\$0.00	\$2,771,738.00	\$0.00	\$0.00	\$2,771,738.00
61	DIH	\$0.00	\$0.00	\$10,000.00	\$0.00	\$0.00	\$10,000.00
62	DDR	\$0.00	\$0.00	\$436,517.00	\$0.00	\$0.00	\$436,517.00
Total		\$556,000.00	\$0.00	\$3,218,255.00	\$0.00	\$0.00	\$3,774,255.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Safety

ITEM SEGMENT#: 445687-1

US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD

DESCRIPTION: SAFETY PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
45	DDR	\$0.00	\$30,000.00	\$0.00	\$0.00	\$0.00	\$30,000.00
52	ACSS	\$0.00	\$0.00	\$0.00	\$436,265.00	\$0.00	\$436,265.00
62	ACSS	\$0.00	\$0.00	\$0.00	\$51,781.00	\$0.00	\$51,781.00
62	ACSS	\$0.00	\$0.00	\$0.00	\$22,300.00	\$0.00	\$22,300.00
61	ACSS	\$0.00	\$0.00	\$0.00	\$11,150.00	\$0.00	\$11,150.00
Total		\$0.00	\$30,000.00	\$0.00	\$521,496.00	\$0.00	\$551,496.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Traffic Operations

ITEM SEGMENT#: 445688-1

US 27 / US 441 / ABSHIVER BLVD. @ CR 42

DESCRIPTION: TRAFFIC SIGNALS

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	ACSS	\$0.00	\$285,743.00	\$0.00	\$0.00	\$0.00	\$285,743.00
61	ACSS	\$0.00	\$5,270.00	\$0.00	\$0.00	\$0.00	\$5,270.00
62	ACSS	\$0.00	\$42,421.00	\$0.00	\$0.00	\$0.00	\$42,421.00
62	ACSS	\$0.00	\$21,080.00	\$0.00	\$0.00	\$0.00	\$21,080.00
Total		\$0.00	\$354,514.00	\$0.00	\$0.00	\$0.00	\$354,514.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Traffic Operations

ITEM SEGMENT#: 445701-1

SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD

DESCRIPTION: TRAFFIC SIGNALS

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	ACSS	\$0.00	\$875,872.00	\$0.00	\$0.00	\$0.00	\$875,872.00
52	DDR	\$0.00	\$316,200.00	\$0.00	\$0.00	\$0.00	\$316,200.00
61	ACSS	\$0.00	\$10,540.00	\$0.00	\$0.00	\$0.00	\$10,540.00
62	ACSS	\$0.00	\$103,003.00	\$0.00	\$0.00	\$0.00	\$103,003.00
62	ACSS	\$0.00	\$21,080.00	\$0.00	\$0.00	\$0.00	\$21,080.00
Total		\$0.00	\$1,326,695.00	\$0.00	\$0.00	\$0.00	\$1,326,695.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Traffic Operations

ITEM SEGMENT#: 445800-1

E SR 40 @ SR 492

DESCRIPTION: TRAFFIC SIGNALS

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	ACSS	\$819,774.00	\$0.00	\$0.00	\$0.00	\$0.00	\$819,774.00
61	ACSS	\$0.00	\$0.00	\$10,830.00	\$0.00	\$0.00	\$10,830.00
62	ACSS	\$0.00	\$0.00	\$50,295.00	\$0.00	\$0.00	\$50,295.00
62	ACSS	\$0.00	\$0.00	\$27,075.00	\$0.00	\$0.00	\$27,075.00
Total		\$819,774.00	\$0.00	\$88,200.00	\$0.00	\$0.00	\$907,974.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 446691-1

AESTHETICS AREA WIDE

DESCRIPTION: ROUTINE MAINTENANCE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
72	D	\$430,350.00	\$0.00	\$0.00	\$0.00	\$0.00	\$430,350.00
Total		\$430,350.00	\$0.00	\$0.00	\$0.00	\$0.00	\$430,350.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 446910-1

ASSET MAINTENANCE MARION COUNTY

DESCRIPTION: ROUTINE MAINTENANCE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
72	D	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$12,500,000.00
Total		\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$12,500,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Bridges

ITEM SEGMENT#: 447137-1

SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB

DESCRIPTION: BRIDGE-REPAIR/REHABILITATION

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	BRRP	\$913,486.00	\$0.00	\$0.00	\$0.00	\$0.00	\$913,486.00
61	DIH	\$2,052.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,052.00
62	BRRP	\$100,483.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,483.00
62	BRRP	\$5,130.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,130.00
Total		\$1,021,151.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,021,151.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Aviation/Seaport/Spaceport

ITEM SEGMENT#: 447561-1

MARION-OCALA INTL APRON IMPROVEMENTS

DESCRIPTION: AVIATION PRESERVATION PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	DDR	\$185,347.00	\$0.00	\$0.00	\$0.00	\$0.00	\$185,347.00
94	LF	\$96,337.00	\$0.00	\$0.00	\$0.00	\$0.00	\$96,337.00
Total		\$281,684.00	\$0.00	\$0.00	\$0.00	\$0.00	\$281,684.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Traffic Operations

ITEM SEGMENT#: 447603-1

NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.

DESCRIPTION: TRAFFIC SIGNALS

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
31	ACSL	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
32	ACSL	\$400,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$400,000.00
52	ACSS	\$0.00	\$0.00	\$544,820.00	\$0.00	\$0.00	\$544,820.00
52	LF	\$0.00	\$0.00	\$178,695.00	\$0.00	\$0.00	\$178,695.00
61	ACSS	\$0.00	\$0.00	\$10,830.00	\$0.00	\$0.00	\$10,830.00
62	ACSS	\$0.00	\$0.00	\$81,779.00	\$0.00	\$0.00	\$81,779.00
62	ACSS	\$0.00	\$0.00	\$27,075.00	\$0.00	\$0.00	\$27,075.00
Total		\$410,000.00	\$0.00	\$843,199.00	\$0.00	\$0.00	\$1,253,199.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Transit

ITEM SEGMENT#: 448170-1

MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT

DESCRIPTION: CAPITAL FOR FIXED ROUTE

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	FTA	\$376,569.00	\$0.00	\$0.00	\$0.00	\$0.00	\$376,569.00
94	LF	\$94,142.00	\$0.00	\$0.00	\$0.00	\$0.00	\$94,142.00
Total		\$470,711.00	\$0.00	\$0.00	\$0.00	\$0.00	\$470,711.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 448179-1

OCALA OPERATIONS BUILDING -DESIGN/CONSTRUCTION (MAJOR)

DESCRIPTION: FIXED CAPITAL OUTLAY

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
32	FCO	\$0.00	\$0.00	\$534,900.00	\$0.00	\$0.00	\$534,900.00
52	FCO	\$0.00	\$0.00	\$0.00	\$4,851,200.00	\$0.00	\$4,851,200.00
62	FCO	\$0.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$150,000.00
Total		\$0.00	\$0.00	\$534,900.00	\$5,001,200.00	\$0.00	\$5,536,100.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 448187-1

OCALA OPERATIONS CENTER ASPHALT, MILL, OVERLAY, PARKING LOT STRIPING

DESCRIPTION: FIXED CAPITAL OUTLAY

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
72	D	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000.00
Total		\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 448188-1

OCALA OPERATIONS CENTER SECURITY - ACCESS CONTROL ON BUILDINGS

DESCRIPTION: FIXED CAPITAL OUTLAY

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	FCO	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40,000.00
Total		\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 448189-1

OCALA OPERATIONS CENTER SECURITY - CAMERAS

DESCRIPTION: FIXED CAPITAL OUTLAY

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	FCO	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00
Total		\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Enhancements

ITEM SEGMENT#: 448190-1

OCALA OPERATIONS CENTER TRANSFER SWITCH FOR MOBILE GENERATOR

DESCRIPTION: FIXED CAPITAL OUTLAY

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
52	FCO	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
Total		\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Rail

ITEM SEGMENT#: 448389-1

NW 9TH STREET AT RR CROSSING #627174G

DESCRIPTION: RAIL SAFETY PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
57	RHH	\$207,629.00	\$0.00	\$0.00	\$0.00	\$0.00	\$207,629.00
Total		\$207,629.00	\$0.00	\$0.00	\$0.00	\$0.00	\$207,629.00

MARION

Tentative Five-Year Work Program For FY 2022 through 2026

July 1, 2021 Through June 30, 2026

Florida Department of Transportation District Five

As of December 18th, 2020

Aviation/Seaport/Spaceport

ITEM SEGMENT#: 448575-1

MARION-OCALA INTL ARFF BUILDING

DESCRIPTION: AVIATION SAFETY PROJECT

Phase	Fund Source	Year1	Year2	Year3	Year4	Year5	Total
94	DDR	\$0.00	\$1,287,115.00	\$0.00	\$0.00	\$0.00	\$1,287,115.00
94	LF	\$0.00	\$321,779.00	\$0.00	\$0.00	\$0.00	\$321,779.00
Total		\$0.00	\$1,608,894.00	\$0.00	\$0.00	\$0.00	\$1,608,894.00



TO: TPO Board Members

FROM: Anton Schauerte, TPO Transportation Planner

RE: TPO 2020 Annual Report

In December 2020, the TPO developed an annual report to showcase the major activities accomplished throughout the calendar year. Specifically, the 2020 Annual Report highlights the following major topics:

1. Adoption of the Long Range Transportation Plan (LRTP)
2. Redevelopment of the Transportation Improvement Program (TIP) and creation of the interactive map of TIP projects
3. Major projects and studies that are planned, currently under development or recently completed
4. Re-appointment of Marion Transit as Marion County's Community Transportation Coordinator (CTC)
5. Creation of the TPO's new website and social media platforms

TPO staff will present the document to the TPO Board at the January 26th board meeting.

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

State of the TPO

2020 Annual Report



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**



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MESSAGE FROM THE CHAIR

2020 was a year of many challenges facing our communities in Marion County. Despite the uncertainty and losses caused by a global pandemic, the TPO forged ahead to complete important plans and programs, while bringing people together in support of transportation. The TPO Board's leadership, in coordination with an excellent team of staff and supporting committees resulted in many significant accomplishments as outlined in this annual report.

Some of the key highlights of 2020 include the development of a TPO website and social media platform to better serve the public; a new Transportation Improvement Program document and interactive map; a Transportation Disadvantaged Service Plan to serve our seniors and disabled members of the community; and a major update to the 2045 Long Range Transportation Plan (LRTP) which will guide our transportation decision-making and prioritization for the next five years.

The TPO also served a critical role in our community through relationship-building and collaboration with key partners at the federal, state and local levels of government. The TPO is a great forum for organizations and people to help define the most critical transportation issues.

It was my pleasure to serve as TPO Board Chair in 2020. I look forward to continued service to the TPO Board and strengthening partnerships to support the future of transportation in Marion County.

Sincerely,



Jeff Gold, Marion County Board of County Commissioners
2020 TPO Board Chair



ABOUT THE TPO

Established in 1981, the Ocala Marion Transportation Planning Organization (TPO) is responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The

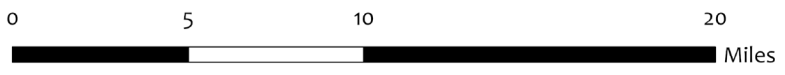
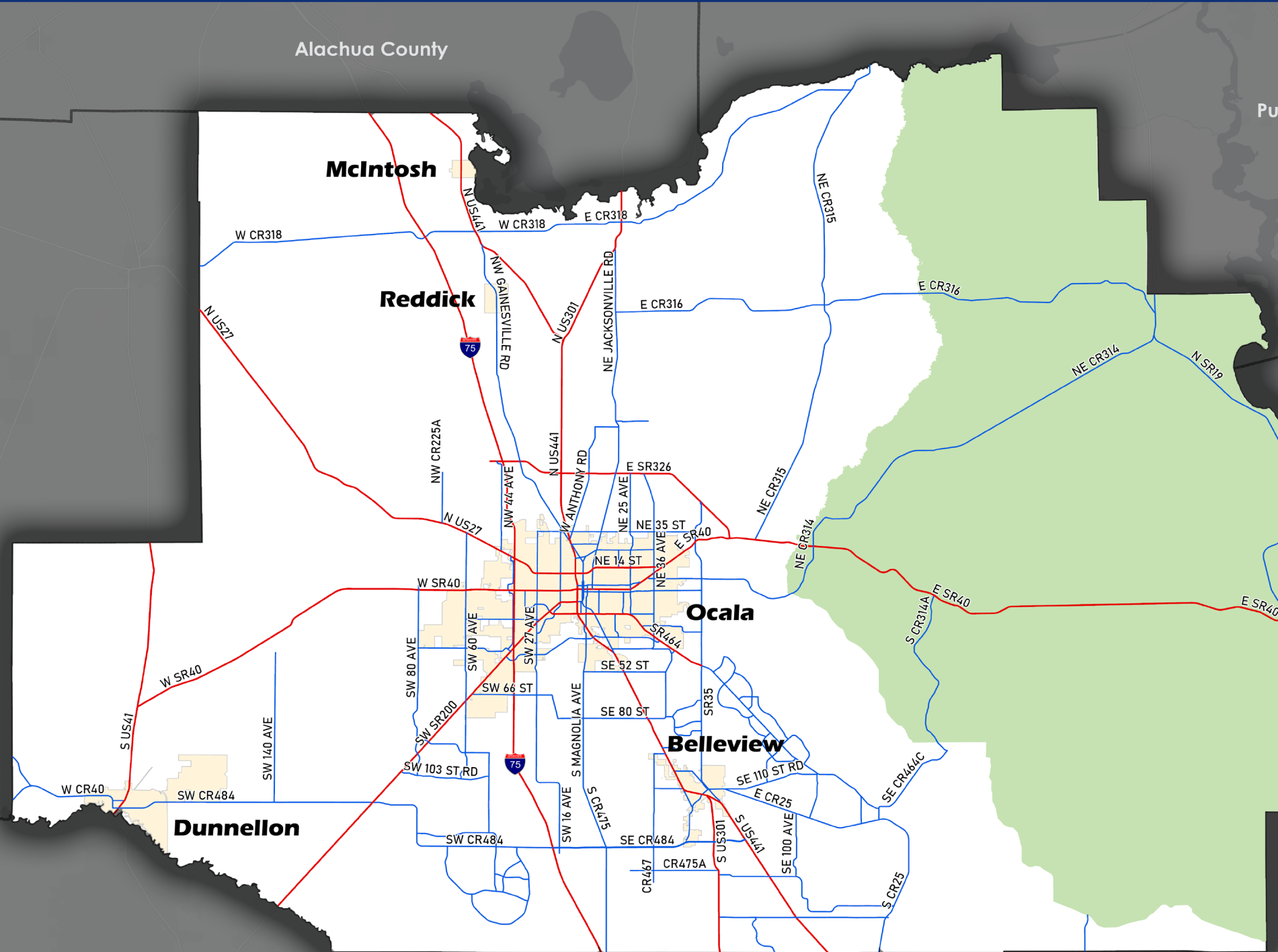
TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of both stakeholders and the public.

There are over 400 TPOs throughout the United States and are represented in all 50 states. Florida is home to 27, the most of any state. Additionally, TPOs are required in areas with a population greater than 50,000.



Ocala Marion TPO Planning Area

Federal / State Roads
 Local Roads
 County Boundary
 Marion County
 Ocala National Forest
 Municipal Boundary



Fast Facts



301,545
Number of licensed drivers
in Marion County



434,448
Number of registered vehicles
in Marion County



The Ocala Marion Transportation Planning Organization (TPO) is responsible for coordinating transportation projects, including highway, transit, rail, bicycle, pedestrian, and paratransit, throughout the county. The TPO allocates federal and state transportation funds and works to improve the region's transportation system by developing a variety of plans and programs.

5,273
Bellevue

1,810
Dunnellon

360,421
Population of
Marion County*

61,549
Ocala

290,747
Unincorporated



77 Number of miles of bike
lanes/shoulders in Marion County



229 Number of miles of
sidewalk in Marion County



9,448
Total Crashes**

87
Fatalities**

429
Serious Injuries**

416,000
SunTran
Passengers
Annually



7
Fixed SunTran
Bus Routes

87,250
Marion Transit
Passengers
Annually

51
Number of miles
of Class A rail lines

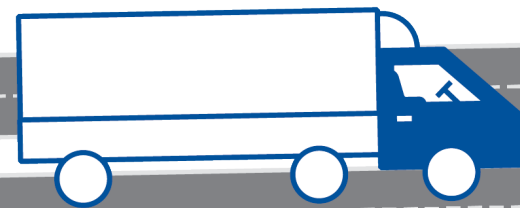
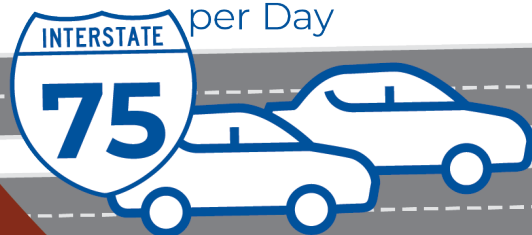


102
Number of miles
of rail lines

**Highest Average Daily Auto
and Truck Traffic on I-75**

100,000
Total Vehicles
per Day

20,000
Trucks per Day



72,217
Ocala International
Yearly Operations***

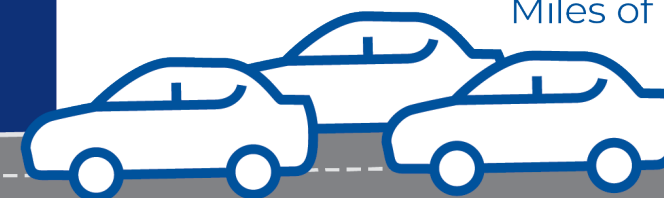


38,690
Marion County
Yearly Operations***

4.59 Billion
Total Annual Vehicle
Miles Traveled

38.2
Miles of Interstate (I-75)

4,037
Miles of Roadway



Data Sources: Marion Transit, SunTran, City of Ocala, FDOT, Ocala International Airport, FLHSMV, Marion County, Bureau of Economic and Business Research (University of Florida)

* 2019 Data; ** 2018 Data; ***Landings, take-offs, touch-and-go landings and fly-overs



www.ocalamariontpo.org



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



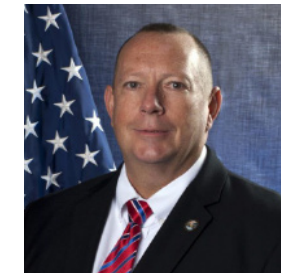
TPO BOARDS AND COMMITTEES

TPO STRUCTURE

The TPO is made up of a Governing board - the **TPO Board**, the **Transportation Disadvantaged Coordinating Board (TDLCB)** and served by a **Technical Advisory Committee (TAC)** and a **Citizens Advisory Committee (CAC)**. Each of these entities is informed by both the public, Federal Transit Administration, the Federal Highway Administration and the Florida Department of Transportation.

TPO BOARD

The **Ocala Marion TPO Board** is a transportation policy-making body responsible for the overall guidance of the transportation planning process in Marion County. This includes providing leadership and oversight for the development of transportation policies, plans, programs and strategies.



Jeff Gold, Chair
Marion County



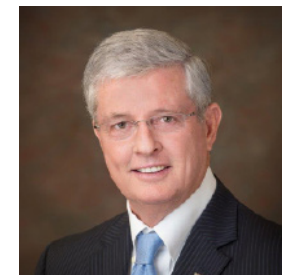
Brent Malever, Vice-Chair
City of Ocala



Ire Bethea
City of Ocala



Kathy Bryant
Marion County



Craig Curry*
Marion County



Justin Grabelle
City of Ocala



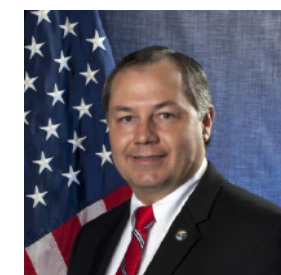
Kent Guinn
City of Ocala



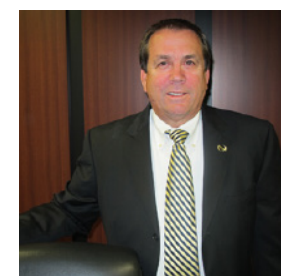
Valerie Hanchar
City of Dunnellon



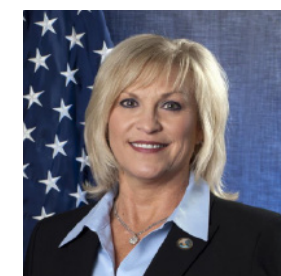
Ronald Livsey
City of Belleview



David Moore**
Marion County



Jay Musleh
City of Ocala



Michelle Stone
Marion County



Carl Zalak
Marion County

* Incoming TPO Board Member
** Outgoing TPO Board Member

CITIZEN ADVISORY COMMITTEE (CAC)

The **Citizens Advisory Committee (CAC)** is comprised of citizens from all areas of Marion County and its municipalities. Its primary function is to advise the TPO on local transportation issues based on the input of citizens in the area they represent. Recommendations by the CAC are presented to the TPO's Board.

Steve Rudnianyn (Chair)
 Richard McGinley (Vice-Chair)
 Davis Dinkins
 Richard Howard
 Andrea Lemieux
 Joe London

Travis Magamoll
 Paul Marraffino
 Suzanne Mangram
 Michelle Shearer
 Clark Yandle



TECHNICAL ADVISORY COMMITTEE (TAC)

The **Technical Advisory Committee (TAC)** is comprised of professional planners, engineers, and school officials who review transportation plans, programs, and projects primarily from a technical standpoint based on their professional experience.

Elton Holland (Chair)
 Nancy Smith (Vice-Chair)
 David Herlihy
 Steven Neal
 Kenneth Odom
 Bruce Phillips

Loretta Shaffer
 Eric Smith
 Lonnie Smith
 Mickey Thomason
 Vickie Wyche (Non-Voting)



TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB)

The **Transportation Disadvantaged Local Coordinating Board (TDLCB)** coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues.

Commissioner Michelle Stone (Chair)
Jeffrey Askew (Vice-Chair)
Jeff Aboumrad
Tracey Alesiani
Charmaine Anderson
Carlos Colon
James Haynes
Susan Hanley

Carissa Hutchinson
Andrea Melvin
Anissa Pieriboni
Tracey Sapp
Kathleen Woodring
Dennis Yonce
Tamyika Young



LEADERSHIP

Central Florida MPO Alliance

Marion County Commissioner Michelle Stone, Vice Chair
Marion County Commissioner David Moore
Marion County Commissioner Jeff Gold, Alternate

Florida Metropolitan Planning Organization Advisory Council (MPOAC)

Marion County Commissioner David Moore
City of Dunnellon Councilwoman Valerie Hanchar, Alternate

M-CORES Northern Turnpike Connector Task Force

City of Dunnellon Councilwoman Valerie Hanchar
Marion County Commissioner Kathy Bryant



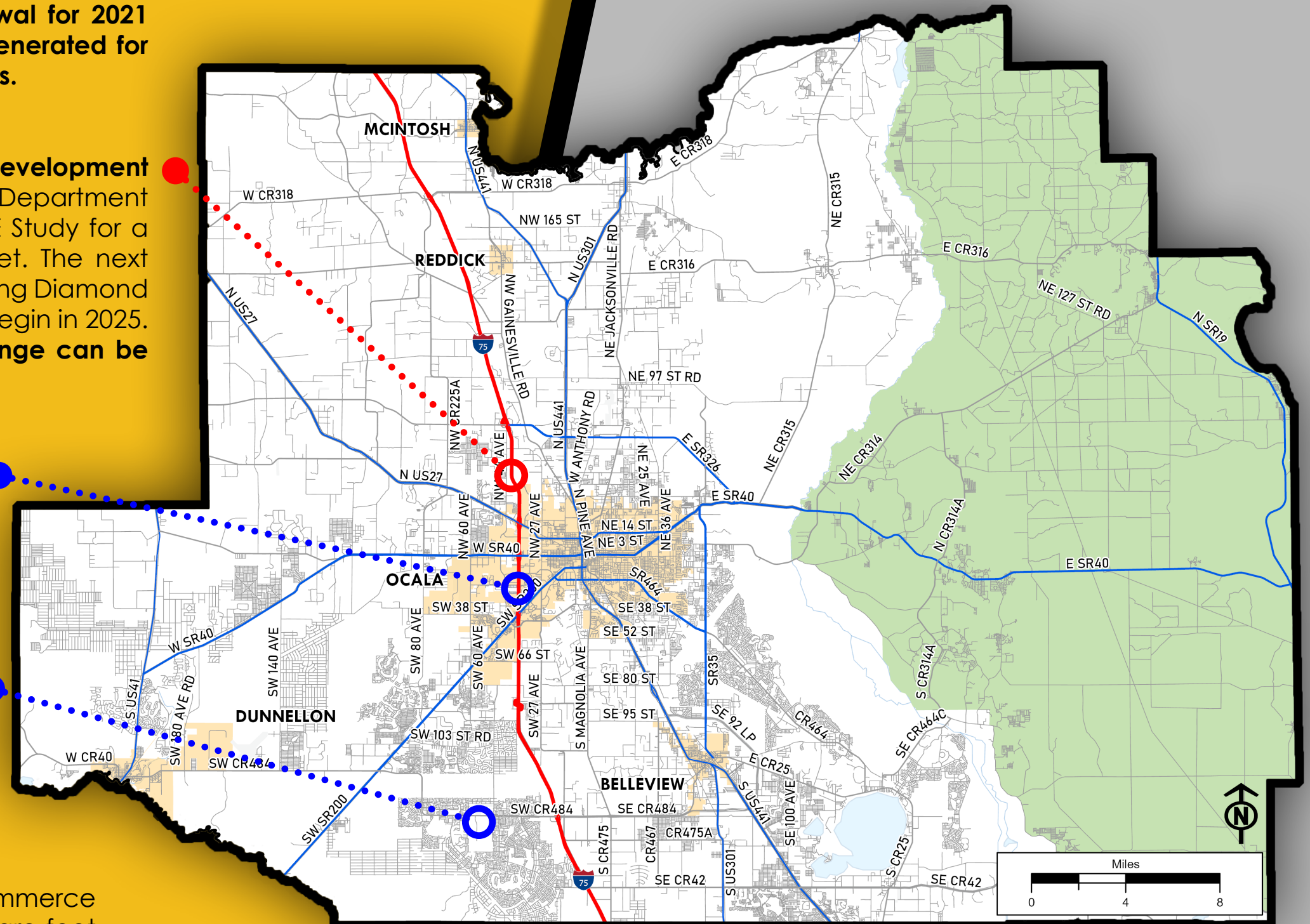
2020 MAJOR PROJECTS & STUDIES (PART 1/2)

On November 3rd, Marion County voters overwhelmingly approved (70%) the Penny Sales Tax Renewal for 2021 to 2024. An estimated \$196 million will be generated for infrastructure and public safety improvements.

I-75 @ NW 49th Street Interchange Project Development and Environment (PD&E) Study: The Florida Department of Transportation (FDOT) conducted a PD&E Study for a new interchange at I-75 and NW 49th Street. The next phase of the project is the Design of a Diverging Diamond Interchange. Construction is anticipated to begin in 2025. **A graphic of a Diverging Diamond Interchange can be found on the following page.**

I-75 PD&E Study: FDOT is conducting two PD&E studies to evaluate future transportation improvements and upgrades to I-75 in Marion County. The PD&E studies are being conducted from 2020 to 2023.

Florida Crossroads Commerce Park: The project promotes economic growth in southwest Marion County. This includes extension of water and sewer services and the extension of SW 49th Avenue Road south of CR 484, and a 1 mile widening of CR 484, west of Marion Oaks Course. The Commerce Park supports a brand new 1.7 million-square-foot distribution center for Dollar Tree on 198 acres.

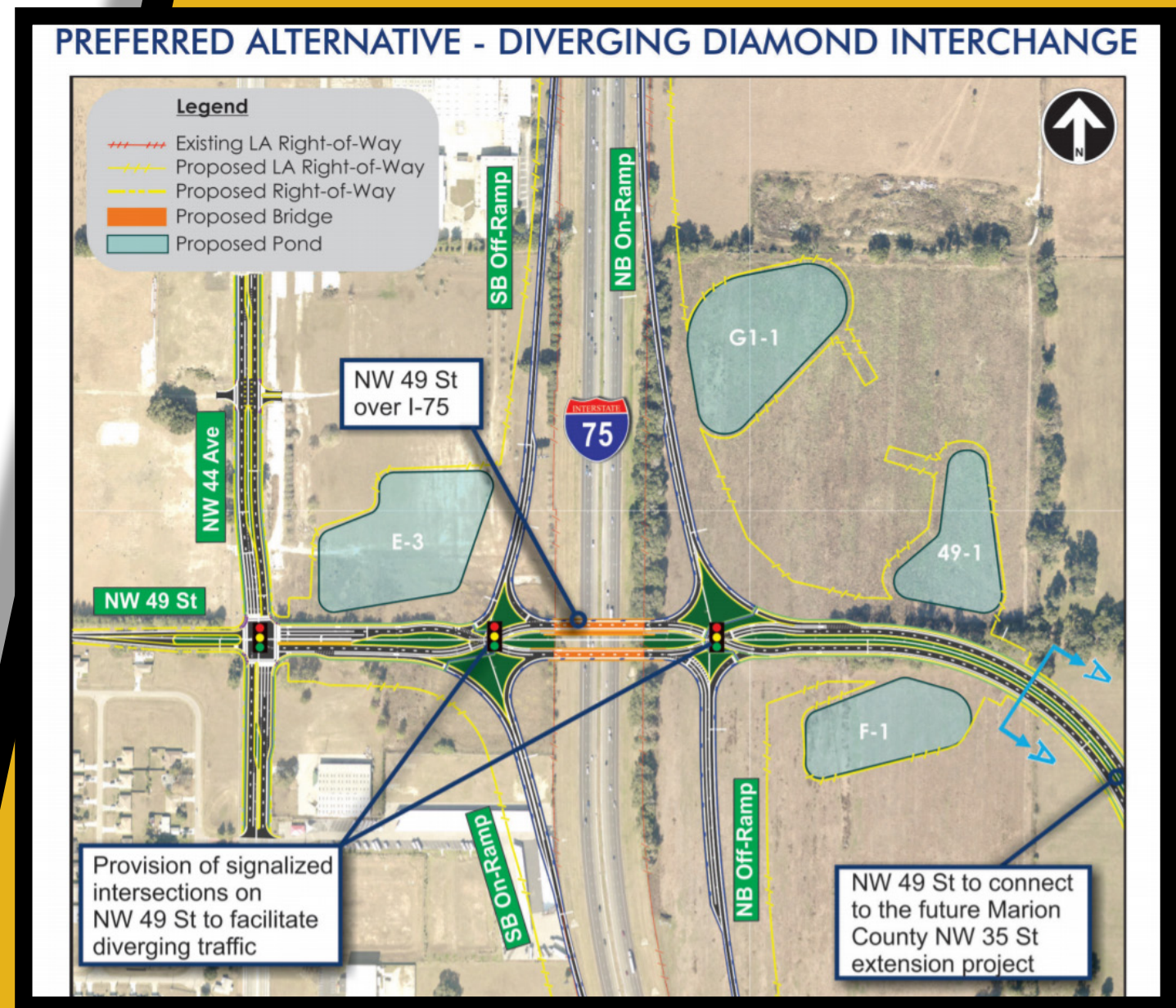


2020 MAJOR PROJECTS & STUDIES (PART 1/2)

I-75 @ NW 49th Street Interchange Project Development and Environment (PD&E) Study:

The preferred alternative of the project consists of a new diverging diamond interchange with on and off ramps to NW 49th Street, similar to a traditional diamond interchange. However, along NW 49th Street, the two directions of traffic crossover, or diverge, to the opposite side at the on/off ramps. A short video is available at the following website, which illustrates how traffic would flow at this interchange:

<https://www.youtube.com/watch?v=im3SzMjc93Y>



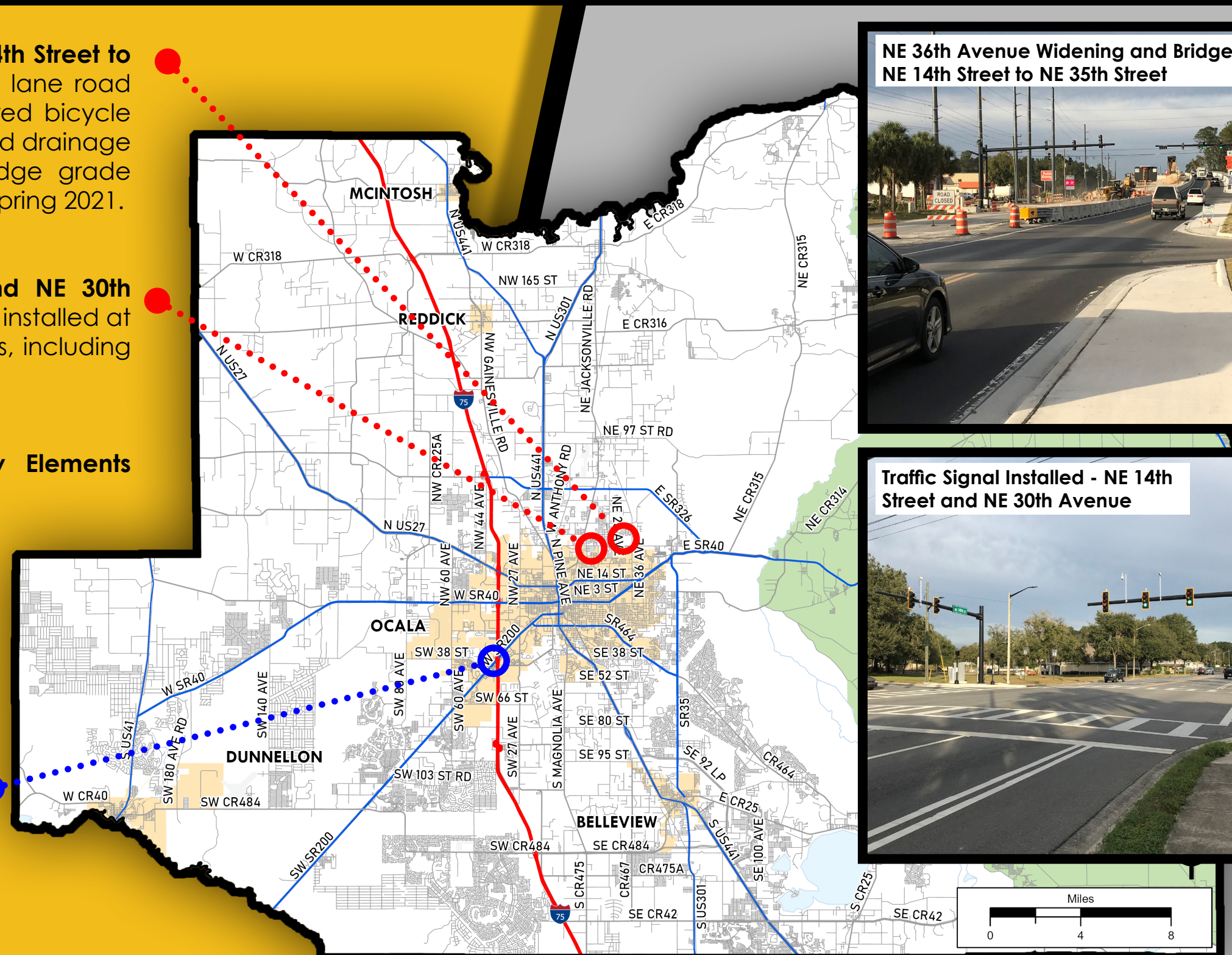
2020 MAJOR PROJECTS & STUDIES (PART 2/2)

NE 36th Avenue Widening and Bridge - NE 14th Street to NE 35th Street: Widening of the existing two lane road to a four-lane roadway with five-foot buffered bicycle lanes; six-foot sidewalks; a 20-foot median; and drainage and signalization improvements and a bridge grade separation at the CSX railroad. Completion: Spring 2021.

Traffic Signal Installed – NE 14th Street and NE 30th Avenue intersection : A new traffic signal was installed at the intersection to improve safety for all users, including pedestrians.

FDOT Florida Regional Advanced Mobility Elements (FRAME) Project: FDOT is adding technology called FRAME along several major roadways, including I-75, State Roads 40, 200, 326, and 464, and U.S. 27, 301, and 441. FRAME technology supports efforts to manage congestion and improve traffic flow in Marion County. Completion: Spring 2021.

SR 200 at I-75 Turn Lanes: Installation of new traffic signals and turn lanes on eastbound and westbound ramps at the interchange, along with median, curb ramps, guardrail, landscape, drainage and lighting improvements.

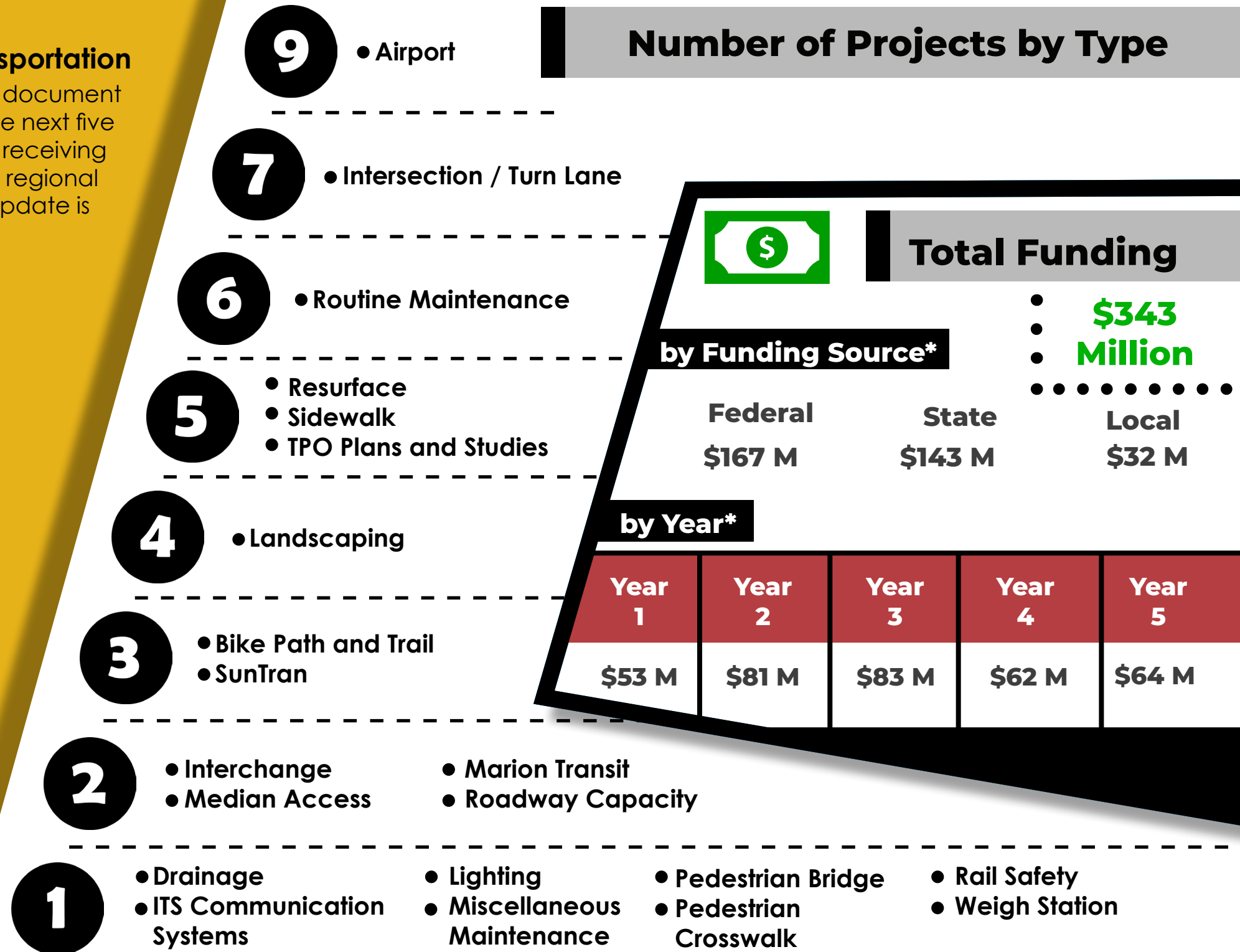


SHORT RANGE PLANNING

2020 - 2025

In July, the TPO adopted its short-range plan, the **Transportation Improvement Program (TIP)**. Also known as the TIP, the document states which projects are planned to receive funding within the next five (5) years. For a project to be included in the TIP, it must be receiving federal funding and/or be considered as a project with regional significance. The TIP is updated on an annual basis; the next update is scheduled to occur in June 2021.

This year, the TIP has undergone a few major changes from previous years. First, the layout of the document has been updated, allowing readers to more easily access key information, such as how much a project will cost and when it will be built. Second, the text has been re-written and consolidated. This was done to more effectively explain the purpose of the TIP and how other tasks carried out by the TPO are related. The last major change to the TIP has been an update to the maps. In addition to improving the readability, the TPO has also created five new maps, which display groups of projects in individual areas of Marion County. These newly developed maps allow readers to visualize the location of a project in relation to others. Additionally, the TPO has created an interactive map of TIP projects, which is explained in further detail on the following page.



*Due to rounding, funding amounts may not equal \$343 million.

SHORT RANGE PLANNING

2020 - 2025

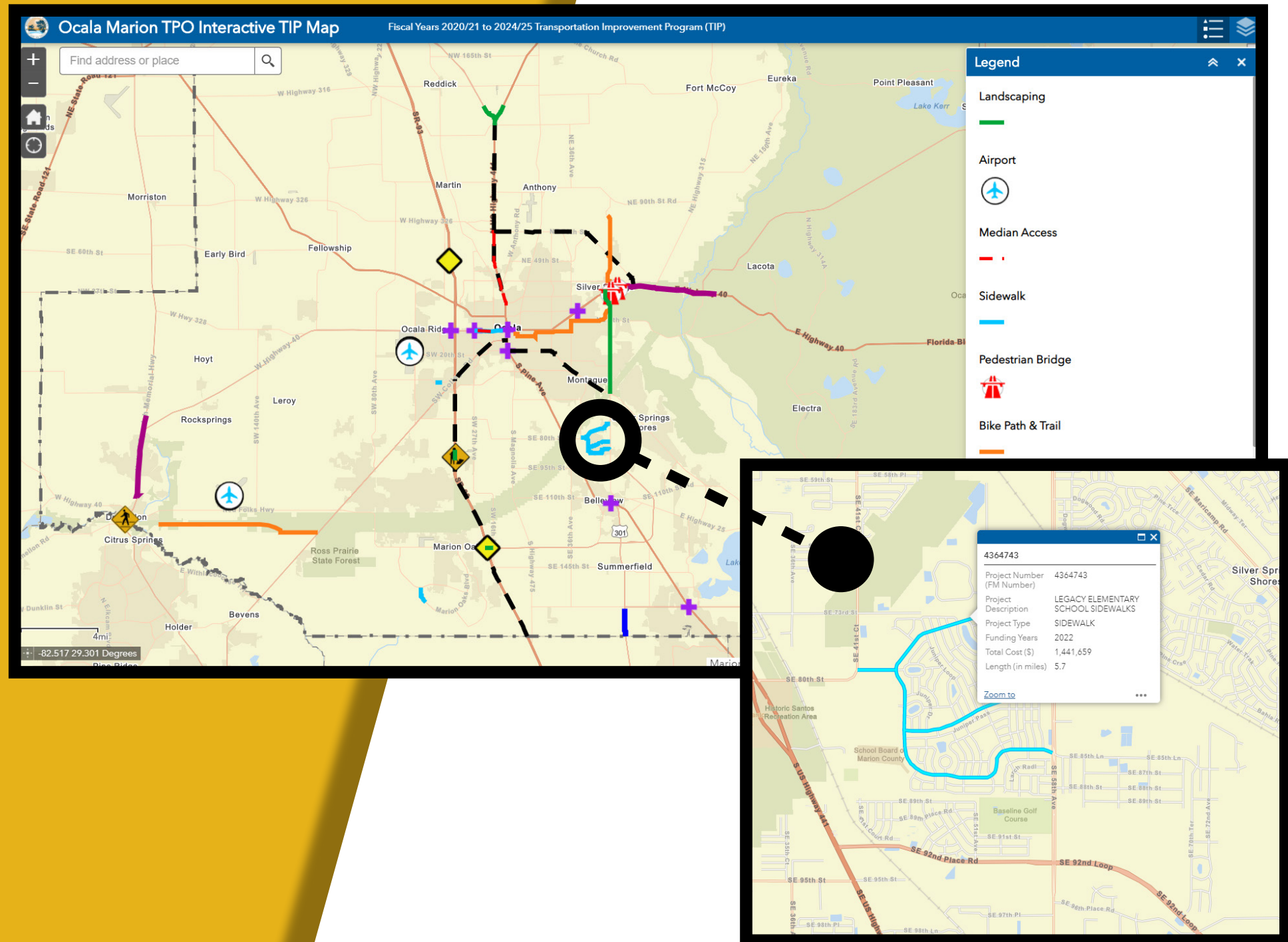
Interactive TIP Map:

Beginning in 2020, the TPO has developed an interactive map of TIP projects. In addition to showing the location of projects, map users can select an individual project to view the following information:

- Project Number
- Project Description
- Project Type
- Funding Years
- Total Cost
- Length (in miles)

The interactive TIP map can be found at the following website:

<https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip/>



LONG RANGE PLANNING

2026 - 2045

On November 24th, the TPO Board adopted the **2045 Long Range Transportation Plan (LRTP)**. The LRTP is the cornerstone of the TPO's transportation planning process, as it serves as a twenty-five (25) year blueprint for transportation improvements for the entire county. The document considers all modes of transportation, including roadways, transit, bicycles, pedestrians, trails, freight and aviation. Additionally, the LRTP:



Chapter 7 of the LRTP includes the Cost-Feasible Plan (CFP). As the culmination of the LRTP, the CFP outlines the transportation improvements that are scheduled to be funded during the next 25 years. The CFP utilizes and factors in the anticipated revenue from the U.S. government, the Florida Department of Transportation and local funding sources.

The update of the LRTP took 18 months and involved an extensive participatory process with input from partners, stakeholders and the general public. To view the LRTP, visit the TPO's website at www.ocalamariontpo.org. The next LRTP update will occur in November 2025.

- Describes the current status of transportation in Marion County
- Includes a vision, set of goals and objectives, financial projections, and estimates of future traffic
 - Projects future population employment
- Analyzes impacts on the anticipated transportation system



Breakdown of Project Types in Cost-Feasible Plan*



2% Roadway Operational



10% Multimodal



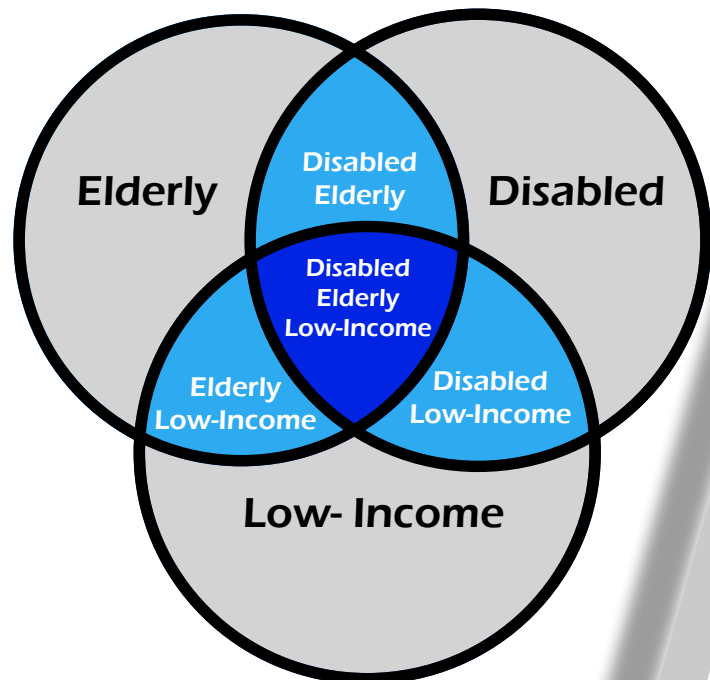
0.3% Corridor Studies

*Due to rounding, percentages shown may not equal 100%

TRANSPORTATION DISADVANTAGED (TD)

MARION TRANSIT

On July 1, 2020 **Marion Transit** was re-appointed as the new CTC to provide Marion County **Transportation Disadvantaged (TD)** services until 2025. Every five years the TPO's Transportation Disadvantaged Local Coordinating Board (TDLCB) selects a Community Transportation Coordinator (CTC) through a competitive proposal process for the position. The CTC is responsible for coordinating and/or providing transportation services to individuals who are transportation disadvantaged. This group includes people who are unable to drive and do not have access to other transportation options due to age, income, or disability.



“Nearly **2** in **5** Marion County residents are considered **Transportation Disadvantaged**”

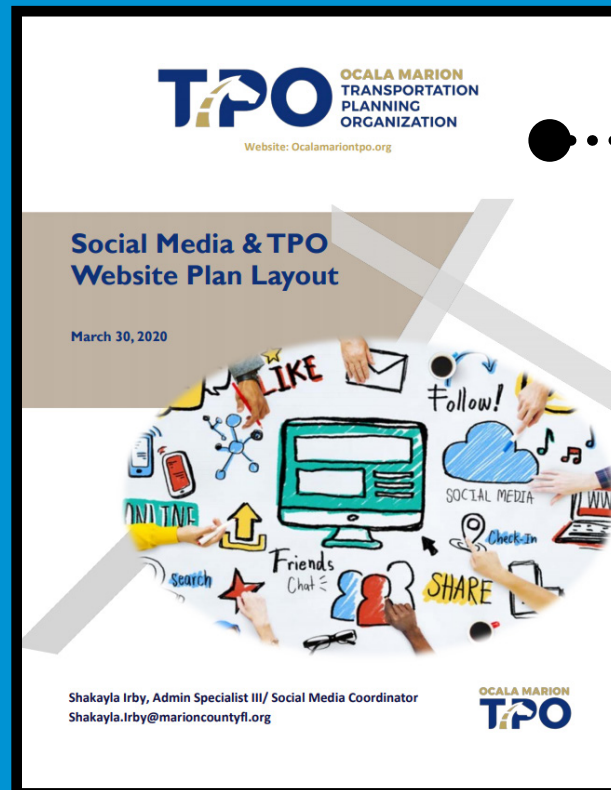
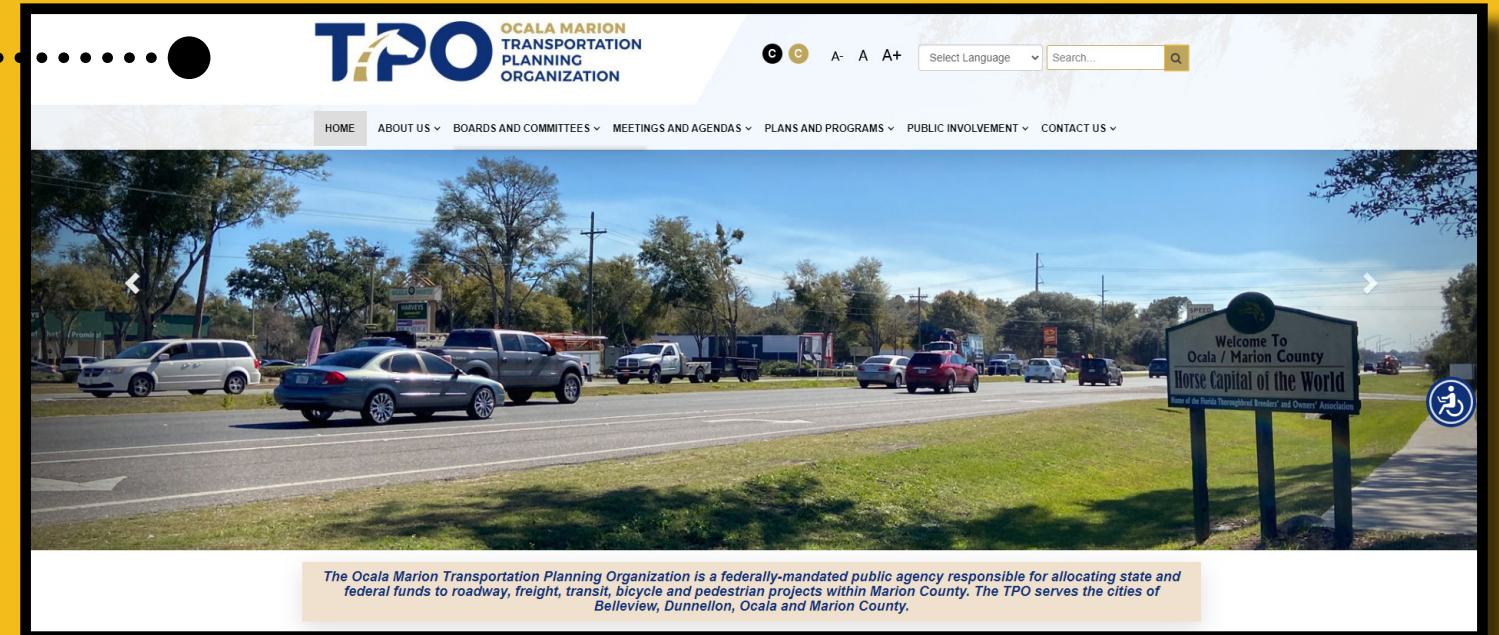


The TD program concept is to offer a level of service comparable to that provided to persons without disabilities. Together, Marion Transit, the TDLCB, and the TPO produce a **Transportation Disadvantaged Service Plan (TDSP)**. In October, the TPO developed a new TDSP, which details TD operations for the next five years (2020-2025). To learn more about this plan, visit the TPO's website at: <https://ocalamariontpo.org/plans-and-programs/transportation-disadvantaged-service-plan/>



TPO WEBSITE & SOCIAL MEDIA

In early 2020, the TPO released a new, stand-alone website to better serve the public. The TPO website features information on current and upcoming construction projects, priority projects, committee descriptions, meeting schedules and times. TPO staff contact information and sections that allow for the download of TPO documents. The website is continually updated and maintained by TPO staff. The TPO website is the primary location of the most up-to-date information regarding all TPO activities. The website may be accessed at: www.ocalamariontpo.org.



The TPO instituted the use of social media via **Facebook**, **Twitter** and **LinkedIn**. A Social Media Plan was also published that guides staff on methods for social media posting, making announcements and disseminating information. Facebook and Twitter specifically serve as tools for announcing all TPO meetings, draft and final documents for final review and staff/committee or board announcements. The social media pages may be accessed at:



<https://twitter.com/OcalaMarionTPO>



<https://www.facebook.com/ocalamariontpo>



<https://www.linkedin.com/company/ocalamariontpo>

TITLE VI STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The Ocala Marion TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status.

The Ocala Marion TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@marioncountyfl.org.

CIVIL RIGHTS

The Ocala Marion Transportation Planning Organization (TPO) was established to provide a forum for the development of transportation policy and transportation planning services for all of Marion County. The TPO is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, and other nondiscrimination statutes, regulations and authorities. In order to accomplish equality for all partners and stakeholders the TPO put together a concise Title VI/Non-Discrimination Plan. The plan outlines a prompt and reasonable complaint procedure with the inclusion of a complaint form for ease of usage.

TPO STAFF

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352-438-2631
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@OcalaMarionTPO

Ocala Marion Transportation Planning Organization
2710 East Silver Springs Blvd.,
Ocala, FL 34470
Phone: 352.438.2630
www.ocalamariontpo.org





TO: TPO Board Members

FROM: Rob Balmes, Director

RE: 2021 TPO Major Activities

At the November TPO Board meeting, a handout was provided regarding the major program activities anticipated in 2021. To start the new calendar year, a summary presentation will be provided to highlight major activities, including milestones and new planning studies.

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

2021 Major Activities



Program Activities

- **Safety Performance Targets (February)**
- **Transportation Disadvantaged (TD) Audit Report (March)**
- **FDOT/TPO Joint Certification (March)**
- **DBE Plan Update (April)**

Program Activities

- **L RTP and TIP Amendments (Spring/April)**
- **New FY 22 to FY 26 TIP (May, June)**
- **Crash and Traffic Publications (March, May)**
- **New List of Priority Projects (August)**
- **Roll Forward TIP (October)**

TPO Planning Studies


- **Congestion Management Plan (CMP)**
- **Safety Action Plan**
- **Guidance Papers on ACES and Resiliency Planning**
- **Impacts of Non-Motorized Transportation**


Congestion Management Plan (CMP)


- **Last completed in 2011**
- **Identify congestion hotspot locations**
- **Strategies to improve congestion**
- **Connect to project prioritization process**


Federal Aid Eligibility Map


Federal Aid Eligible Roads


On State Highway System


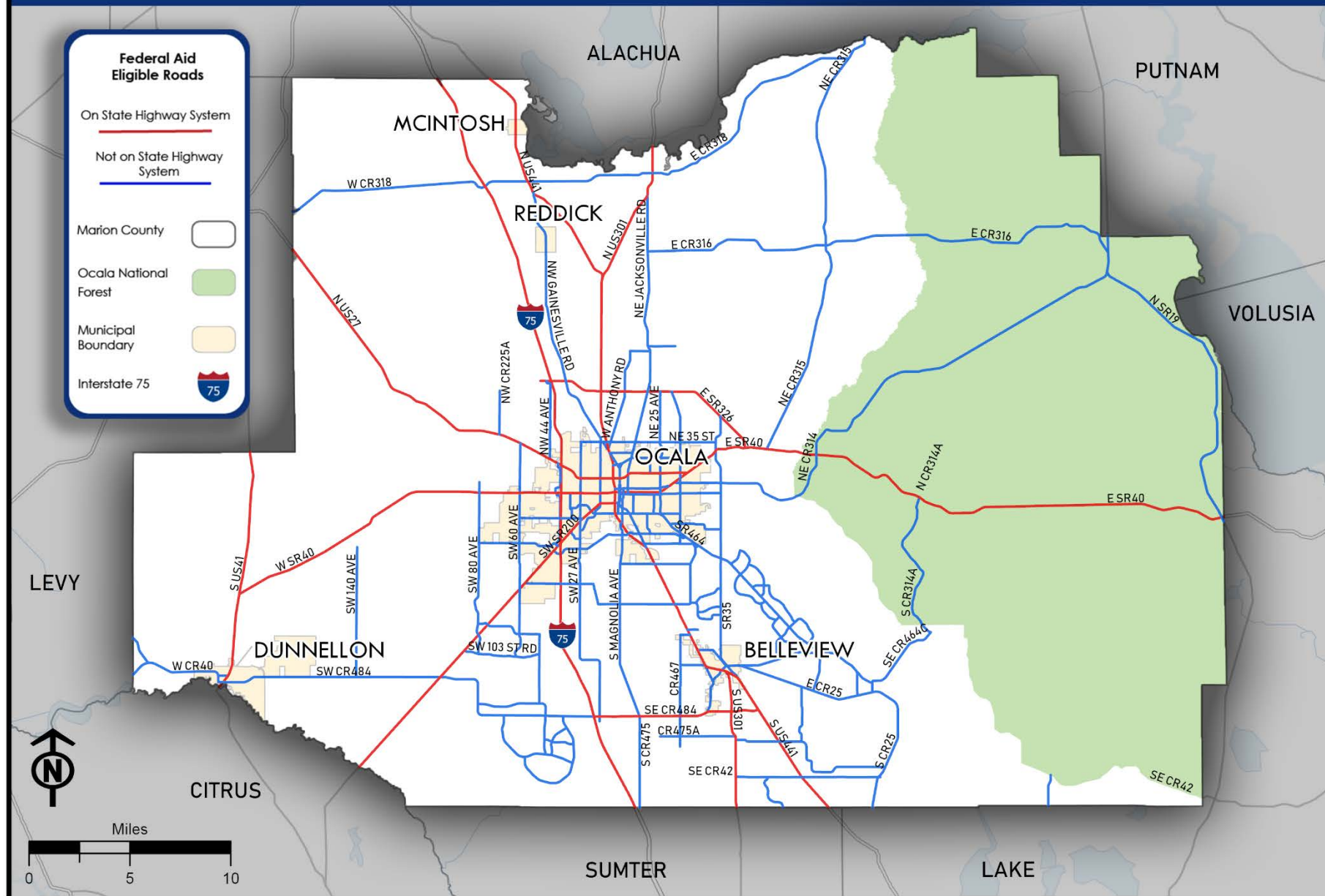
Not on State Highway System


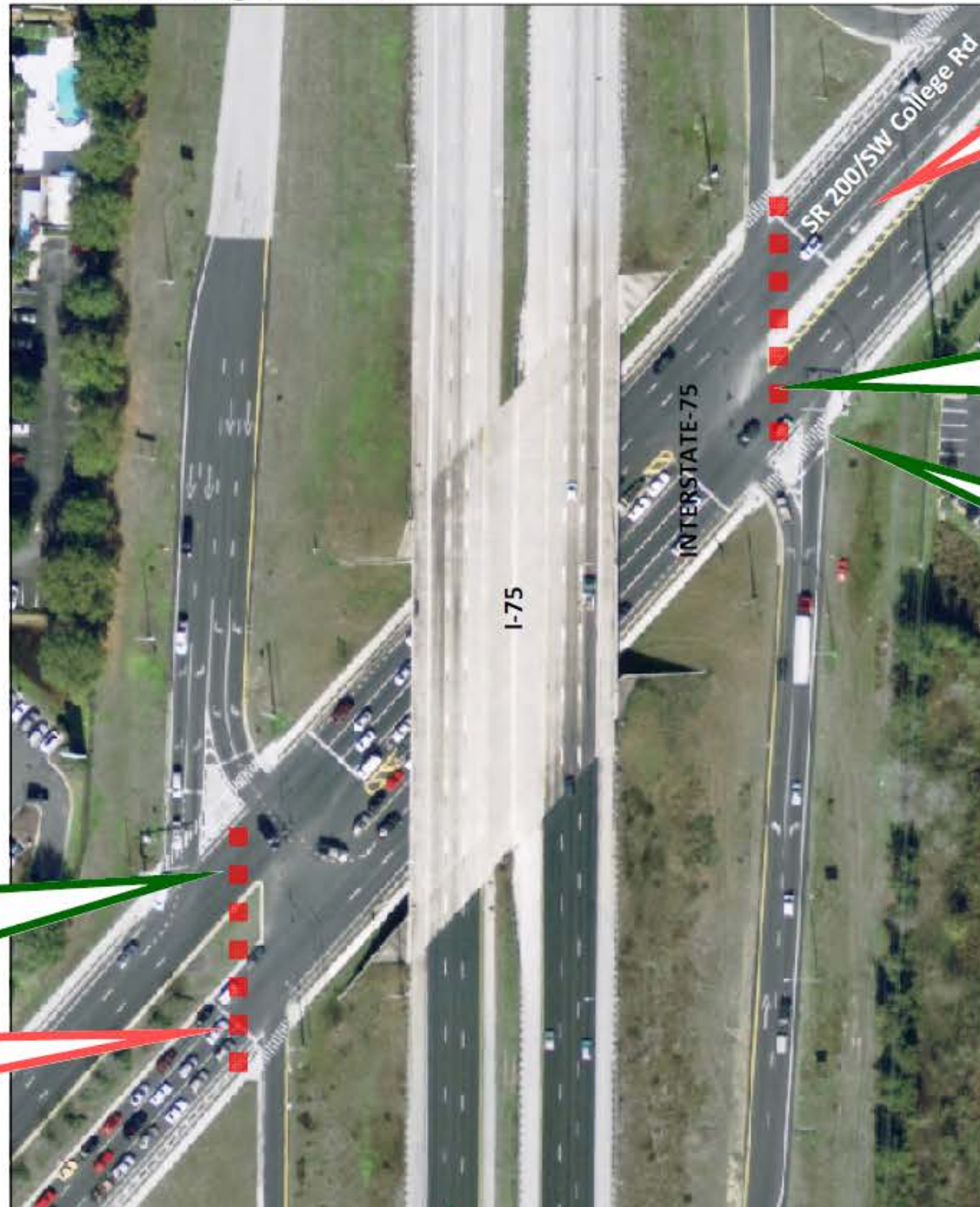
Marion County


Ocala National Forest


Municipal Boundary


Interstate 75






Safety Strategy:

- Add signal heads for each through lane (both directions)

Safety Strategy:

- Add WB approach signal back plates

Short Term Strategy:

- Retrofit pedestrian signals with countdown timers

Short Term Strategy:

- Add advance lane assignment pavement markings and overhead signage on Eastbound and Westbound approaches

Short Term Strategy:

- Add North/South Pedestrian Crosswalk (West side from Northbound channelized island to North side of SR 200)

Long Term Strategy:

- Reconstruct and shift Eastbound lanes to South and add Dual Eastbound to Northbound left turn

Long Term Strategy:

- Reconstruct and shift Westbound lanes to North and add Dual Westbound to Southbound left turn lanes

Short Term Strategy:

- Add North/South Pedestrian Crosswalk (East side from Northbound Channelized Island to north side of SR 200)

Short Term Strategy:

- Add Northbound to Eastbound Dual Right Turn Lane (Add one lane)

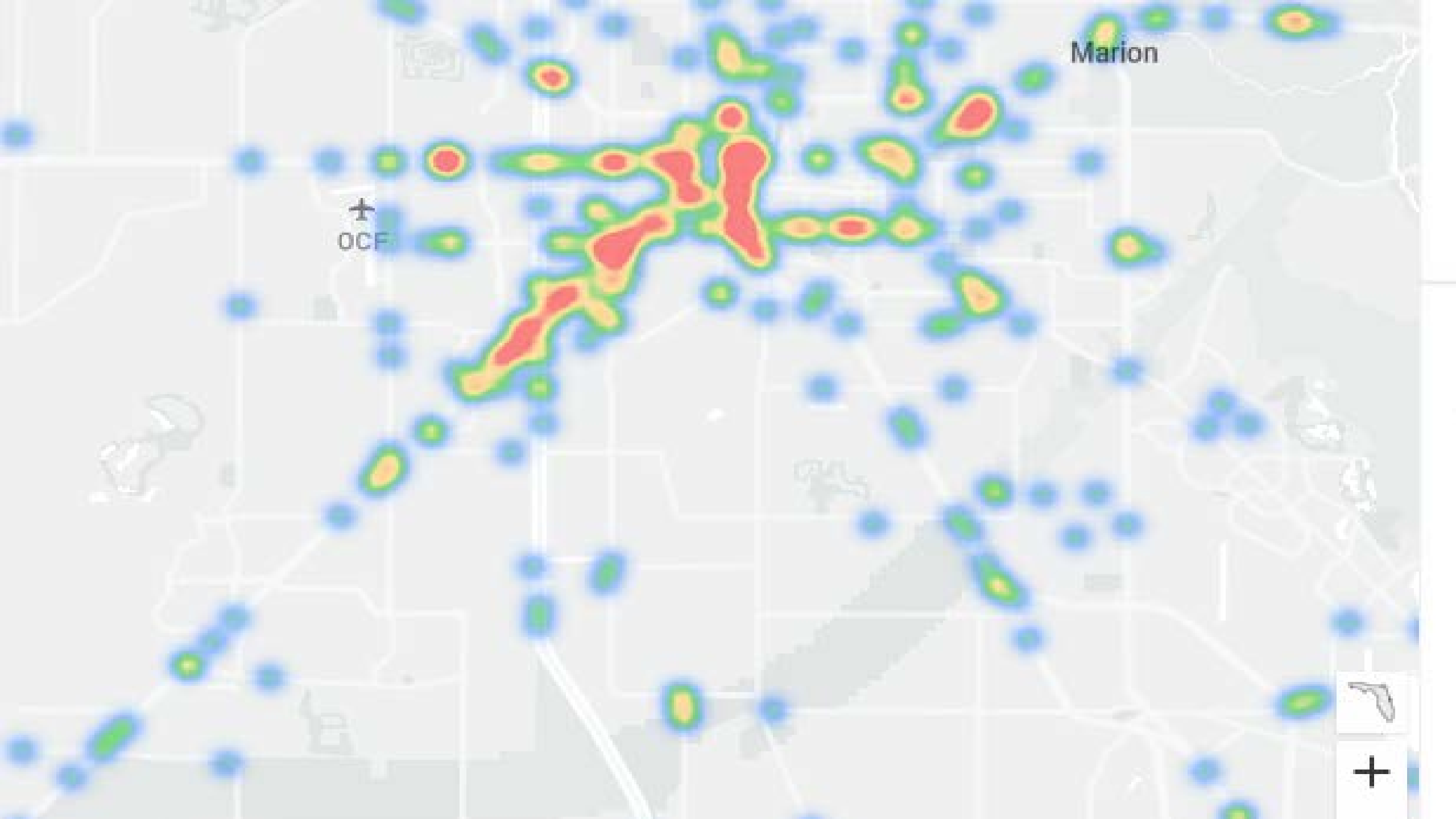
Other Potential Strategies:

Interchange reconstruction

2011 CMP

Safety Action Plan

- **Identify hotspot and systemic issues**
- **Collaboration with Partners**
- **Education and Awareness**
- **Strategies and Prioritized solutions**



Marion

✈
OCF



+

Other Activities

- **TPO Finance and Timesheet Project**
- **Safety/Crashes Online Mapping**
- **Traffic Counts Online Mapping**
- **Census 2020, TPO Future Status**

2010 Census UZA

Ocala, FL Urbanized Area

Urban Area in: [United States](#)

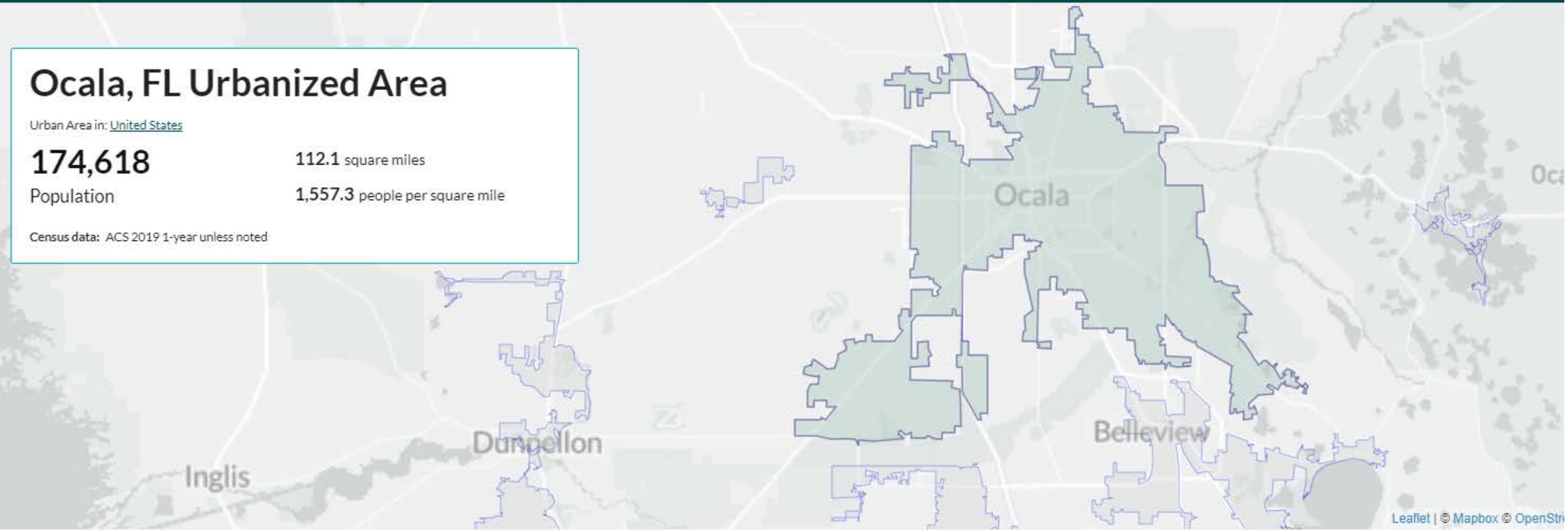
174,618

Population

112.1 square miles

1,557.3 people per square mile

Census data: ACS 2019 1-year unless noted



Lady Lake--The Villages, FL Urbanized Area

Urban Area in: [United States](#)

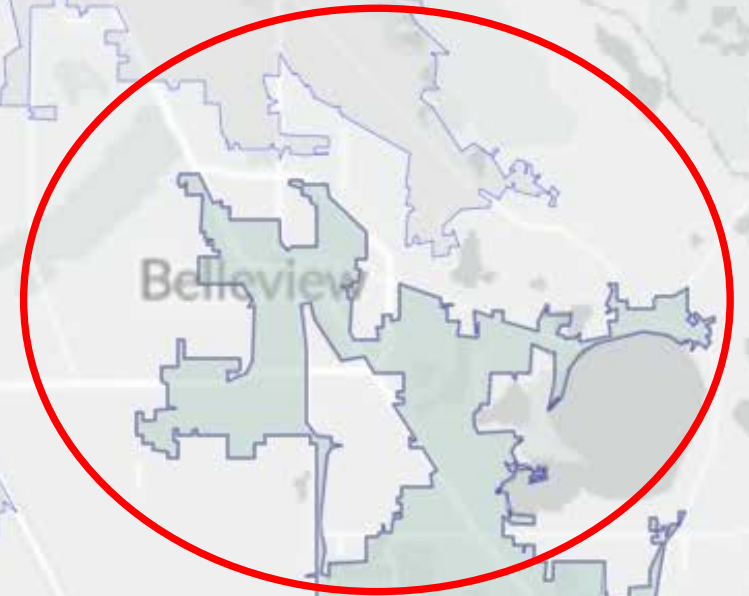
119,296

Population

71.3 square miles

1,674.3 people per square mile

Census data: ACS 2019 1-year unless noted





TO: TPO Board Members

FROM: Shakayla Irby, Admin Specialist/ Social Media Coordinator

RE: AMPO Spotlight Week

At the start of 2021, The Association of Metropolitan Planning Organizations (AMPO) launched their “aMPO Spotlight” social media campaign and our Organization was scheduled for the first quarter January 11th-15th! The aMPO Spotlight highlights a different member each week by using AMPO’s social media accounts on Twitter, Facebook and Instagram to retweet/repost content; boosting the Organizations social media outreach. It is a great way to show off the work of our Ocala Marion TPO and bring new eyes to our Organizations social media platforms.

At the January 26, 2021 board meeting I will provide a recap of the aMPO Spotlight week.

If you have any questions, please contact me at 352-438-2630.



TO: TPO Board Members

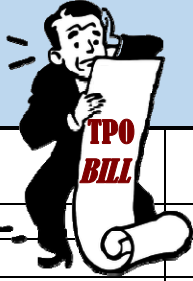
FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: Funding Update for Fiscal Year 20/21-Second Quarter

On a quarterly basis the TPO updates the TPO Board to ensure they remain informed of funding status and the financial outlook throughout the year.

A summary of the TPO funding through the end of the first and second quarter for the fiscal year 20/21 and an estimate of third quarter expenses will be presented.

Any additional comments and/or suggestions please contact Liz Mitchell, liz.mitchell@marioncountyfl.org.



TPO FINANCIAL SNAPSHOT

FIRST AND SECOND QUARTER

FY 20/21 (July 1, 2020 to December 31, 2020)

Grant	Funds Available	Quarter 1 & 2 Expended	Funds Remaining	Percent Remaining
PL 112	\$687,026.00	\$214,283.79	\$472,742.21	69%
5305d	\$171,729.71	\$116,896.70	\$54,833.01	32%
*5305d LOCAL MATCH	\$17,172.97	\$11,689.68	\$5,483.29	32%
**Non-Eligible Funds	\$3,500.00	\$1,120.49	\$2,379.51	68%
TD	\$26,738.00	\$16,099.00	\$10,639.00	40%
TOTALS	\$906,166.68	\$360,089.66	\$546,077.02	60%

* Local Match includes: Funds provided by City of Ocala and Marion County

** Funds not eligible to be paid with Federal Funds (membership dues, nameplates). These funds are currently provided by Marion County.

FIRST AND SECOND QUARTER BREAKDOWN

Salaries	\$198,138.81
Office Expenses & Travel*	\$9,822.82
Cost Allocation	\$24,300.95
Website	\$2,010.00
Computers & Software	\$4,802.12
Non Eligible Funds	\$1,120.49
Consultants**	\$119,894.47
Total	\$360,089.66

*Office Expenses include advertising, copier contract, phones, postage, and supplies

**Consultants for the Long-Range Transportation Plan

THIRD QUARTER ESTIMATES

Salaries	\$90,000.00
Office Expenses & Travel*	\$3,000.00
Cost Allocation	\$11,507.00
Website	\$1,005.00
Computers & Software	\$2,000.00
Consultants**	\$15,000.00
Total	\$122,512.00

*Office Expenses include advertising, copier contract, phones, postage, and supplies

**Consultants for the Long-Range Transportation Plan, Congestion Management Plan, Others TBD

BUDGET TRACKER

Total Revenue	\$906,166.68
First and Second Quarter Expenditures	\$360,089.66
Third Quarter Expenditures Estimate	\$122,512.00
*5305d Budget Cuts	\$21,676.00
Total Revenue Remaining	\$401,889.02

5305d lost revenue (\$21,676) for FY 20-21-State and Local Match Funds Budget Cuts



TO: TPO Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years 20/21 to 21/22 Unified Planning Work Program (UPWP) Amendment and Modification

On November 24, 2020, the TPO was informed by the Florida Department of Transportation (FDOT) that due to revenue reductions, the Federal Transit Administration (FTA) 5305d grant funding structure must be modified. This modification involves an elimination of both FDOT and Local cash match contributions, resulting in a 20% reduction in 5305d grant funding to the TPO. The full 80% federal portion of the grant will still be provided by FTA through FDOT. To replace the 20% cash match loss, FDOT has shifted the non-federal share to be derived from a “soft match” of toll revenue credits.

For financial planning purposes, this change will apply to both fiscal years 2020/2021 and 2021/22 FTA 5305d grants in the Unified Planning Work Program (UPWP). FDOT is also planning to move forward with the consolidation of the Federal Highway Administration (FHWA) planning grant (PL-112) with the 5305d grant as a permanent change, likely to be implemented in 2022.

Therefore, the overall two-year financial impact to the TPO is a **net loss** of **\$40,274** in FDOT and Local cash match. As a result, TPO staff completed an update to the Fiscal Years 2020/21 to 2021/22 UPWP to accommodate the funding changes.

Additionally, due to these changes and a recent staff vacancy, a modification was also completed to the UPWP activities involving the use of the FHWA PL-112 grant to help offset some of the impacts resulting from a decline in 5305d match funding.

A summary has been prepared with this memo outlining the proposed changes, along with a copy of the complete UPWP document in tracked changes mode. A summary presentation will be given at the TPO Board meeting to further explain the changes and impacts to the TPO budget over the two-year period.

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

TPO Fiscal Years 20/21 to 21/22 Unified Planning Work Program (UPWP)

Federal Transit Administration [5305d Planning Grant](#)

Summary of Proposed UPWP Amendment Changes

2-Year Grant Total: *\$40,274 net loss*

Fiscal Year 20/21

Budgeted: \$108,382

\$21,676 net loss

FDOT State Cash Match: *-\$10,838*

Local Cash Match: *-\$10,838*

Task 1: Administration: *-\$960 reduction*

Travel and training: *-\$918*

Direct office expenses: *-\$462*

Salaries/benefits: +\$420 (administering grant)

Task 3: Long Range Planning: \$74,983 for consultant tasks reduced by *\$20,716* and remaining balance (\$54,267) moved to Task 7 for upcoming studies in 2021/22

Task 7: Special Projects: \$54,267 moved from Task 3

Consultant Tasks: \$54,267 new + 20,790 existing (75,057 total)

Revised Budget: \$86,706

Fiscal Year 21/22

Budgeted: \$92,987

\$18,598 net loss

FDOT State Cash Match: *-\$9,299*

Local Cash Match: *-\$9,299*

Task 1: Administration: *-\$1,922*

Salaries/benefits: *-\$340*

Travel and training: *-\$1,018*

Direct office expenses: *-\$564*

Task 7: Special Projects: *-\$16,677*

Revised Budget: \$74,389

Fiscal Year 20/21 **Current** Budget Summary Tables

(\$108,382 total 5305d funding)

JULY 1, 2020 - JUNE 30, 2021 BUDGET								
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 20/21	FTA 5305(d) BREAKDOWN			TD	Local	Total
			FEDERAL	STATE	LOCAL			
A. Personnel								
Salaries and Fringe Benefits	\$ 427,871	\$ 830	\$ 664	\$ 83	\$ 83	\$ 22,327	\$ -	\$ 451,028
Subtotal:	\$ 427,871	\$ 830	\$ 664	\$ 83	\$ 83	\$ 22,327	\$ -	\$ 451,028
B. Consultant Services								
Consultant Services	\$ 191,784	\$ 96,267	\$ 77,016	\$ 9,627	\$ 9,627	\$ -	\$ 500	\$ 288,551
Subtotal:	\$ 191,784	\$ 96,267	\$ 77,016	\$ 9,627	\$ 9,627	\$ -	\$ 500	\$ 288,551
C. Travel								
Travel	\$ 9,864	\$ 2,491	\$ 1,993	\$ 249	\$ 249	\$ 1,069	\$ 500	\$ 13,924
Subtotal:	\$ 9,864	\$ 2,491	\$ 1,993	\$ 249	\$ 249	\$ 1,069	\$ 500	\$ 13,924
D. Direct Expenses								
Postage & Freight	\$ 332	\$ 52	\$ 42	\$ 5	\$ 5	\$ 16	\$ -	\$ 400
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 338	\$ 270	\$ 34	\$ 34	\$ 104	\$ -	\$ 2,600
Advertising - Legal	\$ 1,660	\$ 260	\$ 208	\$ 26	\$ 26	\$ 716	\$ -	\$ 2,636
Insurance Premiums	\$ 1,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,362
Printing & Binding (Educational)	\$ 415	\$ 65	\$ 52	\$ 7	\$ 7	\$ 20	\$ -	\$ 500
Office Supplies	\$ 3,735	\$ 585	\$ 468	\$ 59	\$ 59	\$ 180	\$ 500	\$ 5,000
Operating - Computer Software	\$ 5,686	\$ 891	\$ 712	\$ 89	\$ 89	\$ 274	\$ -	\$ 6,850
Dues & Memberships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 2,905	\$ 455	\$ 364	\$ 46	\$ 46	\$ 140	\$ -	\$ 3,500
Subtotal:	\$ 18,253	\$ 2,646	\$ 2,116	\$ 265	\$ 265	\$ 1,450	\$ 2,500	\$ 24,848
E. Indirect Expenses								
Marion County Cost Allocation	\$ 39,254	\$ 6,148	\$ 4,918	\$ 615	\$ 615	\$ 1,892	\$ -	\$ 47,294
SubTotal:	\$ 39,254	\$ 6,148	\$ 4,918	\$ 615	\$ 615	\$ 1,892	\$ -	\$ 47,294
Revenues	\$ 687,026	\$ 108,382	\$ 86,706	\$ 10,838	\$ 10,838	\$ 26,738	\$ 3,500	\$ 825,646
Expenditures	\$ 687,026	\$ 108,382	\$ 86,706	\$ 10,838	\$ 10,838	\$ 26,738	\$ 3,500	\$ 825,646

Fiscal Year 20/21 Proposed Amended Budget Summary

(\$86,706 total 5305d funding)

JULY 1, 2020 - JUNE 30, 2021 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 20/21	TD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 427,871	\$ 1,250	\$ 22,327	\$ -	\$ 451,448
Subtotal:	\$ 427,871	\$ 1,250	\$ 22,327	\$ -	\$ 451,448
B. Consultant Services					
Consultant Services	\$ 191,784	\$ 75,551	\$ -	\$ 500	\$ 267,835
Subtotal:	\$ 191,784	\$ 75,551	\$ -	\$ 500	\$ 267,835
C. Travel					
Travel	\$ 9,864	\$ 1,573	\$ 1,069	\$ 500	\$ 13,006
Subtotal:	\$ 9,864	\$ 1,573	\$ 1,069	\$ 500	\$ 13,006
D. Direct Expenses					
Postage & Freight	\$ 332	\$ 42	\$ 16	\$ -	\$ 390
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 338	\$ 104	\$ -	\$ 2,600
Advertising - Legal	\$ 1,660	\$ 208	\$ 716	\$ -	\$ 2,584
Insurance Premiums	\$ 1,362	\$ -	\$ -	\$ -	\$ -
Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 468	\$ 180	\$ 500	\$ 4,883
Operating - Computer Software	\$ 5,686	\$ 712	\$ 274	\$ -	\$ 6,672
Dues & Memberships	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 2,905	\$ 364	\$ 140	\$ -	\$ 3,409
Subtotal:	\$ 18,253	\$ 2,184	\$ 1,450	\$ 2,500	\$ 24,387
E. Indirect Expenses					
Marion County Cost Allocation	\$ 39,254	\$ 6,148	\$ 1,892	\$ -	\$ 47,294
SubTotal:	\$ 39,254	\$ 6,148	\$ 1,892	\$ -	\$ 47,294
Revenues	\$ 687,026	\$ 86,706	\$ 26,738	\$ 3,500	\$ 803,970
Expenditures	\$ 687,026	\$ 86,706	\$ 26,738	\$ 3,500	\$ 803,970

Fiscal Year 21/22 **Current** Budget Summary Tables

(\$92,987 total 5305d funding)

JULY 1, 2021 - JUNE 30, 2022 BUDGET								
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 21/22	FTA 5305(d) BREAKDOWN			TD	Local	Total
			FEDERAL	STATE	LOCAL			
A. Personnel								
Salaries and Fringe Benefits	\$ 446,061	\$ 1,700	\$ 1,360	\$ 170	\$ 170	\$ 22,900		\$ 470,661
Subtotal:	\$ 446,061	\$ 1,700	\$ 1,360	\$ 170	\$ 170	\$ 22,900	\$ -	\$ 470,661
B. Consultant Services								
Consultant Services	\$ 25,323	\$ 35,892	\$ 28,714	\$ 3,589	\$ 3,589		\$ 500	\$ 61,715
Subtotal:	\$ 25,323	\$ 35,892	\$ 28,714	\$ 3,589	\$ 3,589	\$ -	\$ 500	\$ 61,715
C. Travel								
Travel	\$ 1,592	\$ 10,166	\$ 8,133	\$ 1,017	\$ 1,017	\$ 1,069	\$ 500	\$ 13,327
Subtotal:	\$ 1,592	\$ 10,166	\$ 8,133	\$ 1,017	\$ 1,017	\$ 1,069	\$ 500	\$ 13,327
D. Direct Expenses								
Postage & Freight	\$ 332	\$ 60	\$ 48	\$ 6	\$ 6	\$ 16		\$ 408
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 390	\$ 312	\$ 39	\$ 39	\$ 104		\$ 2,652
Advertising - Legal	\$ 1,660	\$ 300	\$ 240	\$ 30	\$ 30	\$ 80		\$ 2,040
Printing & Binding (Educational)	\$ 415	\$ 65	\$ 52	\$ 7	\$ 7	\$ 20		\$ 500
Office Supplies	\$ 3,735	\$ 585	\$ 468	\$ 59	\$ 59	\$ 180	\$ 500	\$ 5,000
Operating - Computer Software	\$ 5,810	\$ 910	\$ 728	\$ 91	\$ 91	\$ 280		\$ 7,000
Dues & Memberships							\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 1,245	\$ 510	\$ 408	\$ 51	\$ 51	\$ 45		\$ 1,800
SubTotal:	\$ 15,355	\$ 2,820	\$ 2,256	\$ 282	\$ 282	\$ 725	\$ 2,500	\$ 21,400
E. Indirect Expenses								
Marion County - Cost Allocation	\$ 6,642	\$ 42,409	\$ 33,927	\$ 4,241	\$ 4,241	\$ 2,044		\$ 51,095
SubTotal:	\$ 6,642	\$ 42,409	\$ 33,927	\$ 4,241	\$ 4,241	\$ 2,044	\$ -	\$ 51,095
Revenues	\$ 494,973	\$ 92,987	\$ 74,389	\$ 9,299	\$ 9,299	\$ 26,738	\$ 3,500	\$ 618,198
Expenditures	\$ 494,973	\$ 92,987	\$ 74,389	\$ 9,299	\$ 9,299	\$ 26,738	\$ 3,500	\$ 618,198

Fiscal Year 21/22 **Proposed** Budget Summary Tables

(\$74,389 total 5305d funding)

JULY 1, 2021 - JUNE 30, 2022 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 21/22	TD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 446,061	\$ 1,360	\$ 22,900	\$ -	\$ 470,321
Subtotal:	\$ 446,061	\$ 1,360	\$ 22,900	\$ -	\$ 470,321
B. Consultant Services					
Consultant Services	\$ 25,323	\$ 19,215	\$ -	\$ 500	\$ 45,038
Subtotal:	\$ 25,323	\$ 19,215	\$ -	\$ 500	\$ 45,038
C. Travel					
Travel	\$ 1,592	\$ 9,149	\$ 1,069	\$ 500	\$ 12,310
Subtotal:	\$ 1,592	\$ 9,149	\$ 1,069	\$ 500	\$ 12,310
D. Direct Expenses					
Postage & Freight	\$ 332	\$ 48	\$ 16	\$ -	\$ 396
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 313	\$ 104	\$ -	\$ 2,575
Advertising - Legal	\$ 1,660	\$ 240	\$ 80	\$ -	\$ 1,980
	\$ -	\$ -	\$ -	\$ -	\$ -
Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 467	\$ 180	\$ 500	\$ 4,882
Operating - Computer Software	\$ -	\$ 728	\$ 280	\$ -	\$ 6,818
Dues & Memberships	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 1,245	\$ 408	\$ 45	\$ -	\$ 1,698
SubTotal:	\$ 17,171	\$ 2,256	\$ 725	\$ 2,500	\$ 22,652
E. Indirect Expenses					
Marion County - Cost Allocation	\$ 6,642	\$ 42,409	\$ 2,044	\$ -	\$ 51,095
SubTotal:	\$ 6,642	\$ 42,409	\$ 2,044	\$ -	\$ 51,095
Revenues	\$ 494,973	\$ 74,389	\$ 26,738	\$ 3,500	\$ 599,600
Expenditures	\$ 494,973	\$ 74,389	\$ 26,738	\$ 3,500	\$ 599,600

TPO Fiscal Years 20/21 to 21/22 Unified Planning Work Program (UPWP)
Federal Highway Administration PL-112 Planning Grant
Summary of UPWP Modification

Total: \$0 Net Change

Fiscal Year 20/21

Task 1: Administration: *-\$25,263*

Salaries/Benefits *-\$25,263*

Task 2: Data: No change

Task 3: Long Range Planning: *-\$13,016*

Salaries/Benefits: *-\$7,850*

Consultant and 2045 LRTP: *-\$5,166*

Task 4: Short Range Planning: *-\$997*

Salaries/Benefits: *-\$997*

Task 5: Public Transportation: *-\$4,143*

Consultant Tasks: *-\$4,143*

Task 6: Public Involvement: *+\$3,858*

Salaries/Benefits: *+\$3,858*

Task 7: Special Projects: *+\$39,561*

Salaries/Benefits: *+\$20,145*

Consultant Tasks: *+\$19,416*

Shift of \$14,250 in PL-112 funds from Salaries/Benefits to Consultant Tasks

Fiscal Year 20/21 Current Budget Summary Tables

(FHWA - PL)

JULY 1, 2020 - JUNE 30, 2021 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 20/21	TD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 427,871	\$ 1,250	\$ 22,327	\$ -	\$ 451,448
Subtotal:	\$ 427,871	\$ 1,250	\$ 22,327	\$ -	\$ 451,448
B. Consultant Services					
Consultant Services	\$ 191,784	\$ 75,551	\$ -	\$ 500	\$ 267,835
Subtotal:	\$ 191,784	\$ 75,551	\$ -	\$ 500	\$ 267,835
C. Travel					
Travel	\$ 9,864	\$ 1,573	\$ 1,069	\$ 500	\$ 13,006
Subtotal:	\$ 9,864	\$ 1,573	\$ 1,069	\$ 500	\$ 13,006
D. Direct Expenses					
Postage & Freight	\$ 332	\$ 42	\$ 16	\$ -	\$ 390
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 338	\$ 104	\$ -	\$ 2,600
Advertising - Legal	\$ 1,660	\$ 208	\$ 716	\$ -	\$ 2,584
Insurance Premiums	\$ 1,362	\$ -	\$ -	\$ -	\$ -
Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 468	\$ 180	\$ 500	\$ 4,883
Operating - Computer Software	\$ 5,686	\$ 712	\$ 274	\$ -	\$ 6,672
Dues & Memberships	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 2,905	\$ 364	\$ 140	\$ -	\$ 3,409
Subtotal:	\$ 18,253	\$ 2,184	\$ 1,450	\$ 2,500	\$ 24,387
E. Indirect Expenses					
Marion County Cost Allocation	\$ 39,254	\$ 6,148	\$ 1,892	\$ -	\$ 47,294
SubTotal:	\$ 39,254	\$ 6,148	\$ 1,892	\$ -	\$ 47,294
Revenues	\$ 687,026	\$ 86,706	\$ 26,738	\$ 3,500	\$ 803,970
Expenditures	\$ 687,026	\$ 86,706	\$ 26,738	\$ 3,500	\$ 803,970

Fiscal Year 20/21 Proposed Amended Budget Summary Tables

(FHWA - PL)

JULY 1, 2020 - JUNE 30, 2021 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 20/21	TD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 413,621	\$ 1,250	\$ 22,327	\$ -	\$ 437,198
Subtotal:	\$ 413,621	\$ 1,250	\$ 22,327	\$ -	\$ 437,198
B. Consultant Services					
Consultant Services	\$ 206,034	\$ 75,551	\$ -	\$ 500	\$ 282,085
Subtotal:	\$ 206,034	\$ 75,551	\$ -	\$ 500	\$ 282,085
C. Travel					
Travel	\$ 9,864	\$ 1,573	\$ 1,069	\$ 500	\$ 13,006
Subtotal:	\$ 9,864	\$ 1,573	\$ 1,069	\$ 500	\$ 13,006
D. Direct Expenses					
Postage & Freight	\$ 332	\$ 42	\$ 16	\$ -	\$ 390
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 338	\$ 104	\$ -	\$ 2,600
Advertising - Legal	\$ 1,660	\$ 208	\$ 716	\$ -	\$ 2,584
Insurance Premiums	\$ 1,362	\$ -	\$ -	\$ -	\$ 1,362
Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 468	\$ 180	\$ 500	\$ 4,883
Operating - Computer Software	\$ 5,686	\$ 712	\$ 274	\$ -	\$ 6,672
Dues & Memberships	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 2,905	\$ 364	\$ 140	\$ -	\$ 3,409
Subtotal:	\$ 18,253	\$ 2,184	\$ 1,450	\$ 2,500	\$ 24,387
E. Indirect Expenses					
Marion County Cost Allocation	\$ 39,254	\$ 6,148	\$ 1,892	\$ -	\$ 47,294
SubTotal:	\$ 39,254	\$ 6,148	\$ 1,892	\$ -	\$ 47,294
Revenues	\$ 687,026	\$ 86,706	\$ 26,738	\$ 3,500	\$ 803,970
Expenditures	\$ 687,026	\$ 86,706	\$ 26,738	\$ 3,500	\$ 803,970
Total Remaining	\$ -	\$ -	\$ -	\$ -	\$ -



Website: Ocalamariontpo.org

Unified Planning Work Program

Fiscal Years 2020/2021 and 2021/2022



Adopted April 28, 2020 (Effective July 1, 2020)

Amendment #1 (Revision #1): August 5, 2020

Modification #2 (Revision #5): January 27, 2021

Modification #1 (Revision #2): September 22, 2020

Amendment #2 (Revision #3): November 24, 2020

Amendment #3 (Revision #4): January 26, 2021

This document was prepared in cooperation with the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and participating local governments.

Federal Aid Project (FAP) Number: 0314-058-M

FDOT Financial Project Numbers: 439331-3-14-01

Catalog of Federal Domestic Assistance Numbers:

20.205 Highway Planning and Construction; 20.505 Federal Transit Technical Studies Grant (Metropolitan Planning)

2710 E. Silver Springs Boulevard • Ocala, FL 34470 • 352-438-2630

Resolution
No. 21-1

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING
ORGANIZATION (TPO) ENDORSING THE AMENDED UNIFIED PLANNING
WORK PROGRAM FOR FISCAL YEARS 2020/21 - 2021/22

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 2020/21 - 2021/22 Unified Planning Work Program has been prepared consistent with Chapter 3 of the MPO Program Management Handbook.

WHEREAS, The 2020/21 - 2021/22 Unified Planning Work Program was approved by the Ocala/Marion County Transportation Planning Organization on April 28, 2020; and

WHEREAS, The Ocala/Marion County Transportation Planning Organization's 2020/21 - 2021/22 Unified Planning Work Program has been amended to change funding amounts of Federal Transit Administration Planning (5305d) funds in FY 2020/21 and FY 2021/22.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the Unified Planning Work Program for 2020/21 - 2021/22 and authorizes the TPO Director to execute all applications, invoices, revisions, amendments, un-encumbrances and de-obligations that may be necessary during the duration of the UPWP.

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 January, 2021.

By: _____
Michelle Stone, TPO Chair

Rob Balmes, TPO Director



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

Cost Analysis Certification

Ocala/Marion County TPO

Unified Planning Work Program - FY 2020/2021

Amended 9/28/2020

Revision Number: Revision 1

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

Name: Vickie Wyche

MPO Liaison
Title and District

DocuSigned by:
Vickie Wyche
2DC39093FAEA48F...
Signature

9/28/2020

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INTRODUCTION

The Unified Planning Work Program (UPWP) outlines the Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) planning activities for the two-year period from July 1, 2020 to June 30, 2022 (fiscal years 2020/21, 2021/22). The UPWP incorporates all federal, state, regional and local activities to be performed in the TPO Urbanized Areas and Marion County. The UPWP is required as a basis and condition for federal funding assistance by the joint planning regulations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). All planning activities must follow a *Continuing, Cooperative and Comprehensive (3-C) transportation process and be in full compliance with Title 23 United States Code (USC), Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning) and Title 49 (Public Transportation).

The UPWP provides a description and estimated budget for eight specific planning tasks to be undertaken by the TPO. Planning tasks programmed in the UPWP reflect the services anticipated to meet local priorities, as well as the requirements of FHWA, FTA and the Florida Department of Transportation (FDOT). The federal government provides funding to support the TPO through FDOT, including three primary sources of funds: FHWA Planning (PL funds), FTA Section 5305(d), and the Florida Commission for Transportation Disadvantaged (TD) state grant. The FDOT provides an 18.07% non-cash (soft) match for PL funds and a ~~10 percent cash match~~ **20% soft match** for the 5305(d) funds. ~~Local governments provide a 10 percent local cash match for the 5035(d) funds.~~ An overall summary of the planning activities, budget and matching funds for the two-year period are provided on pages 36 to 39.

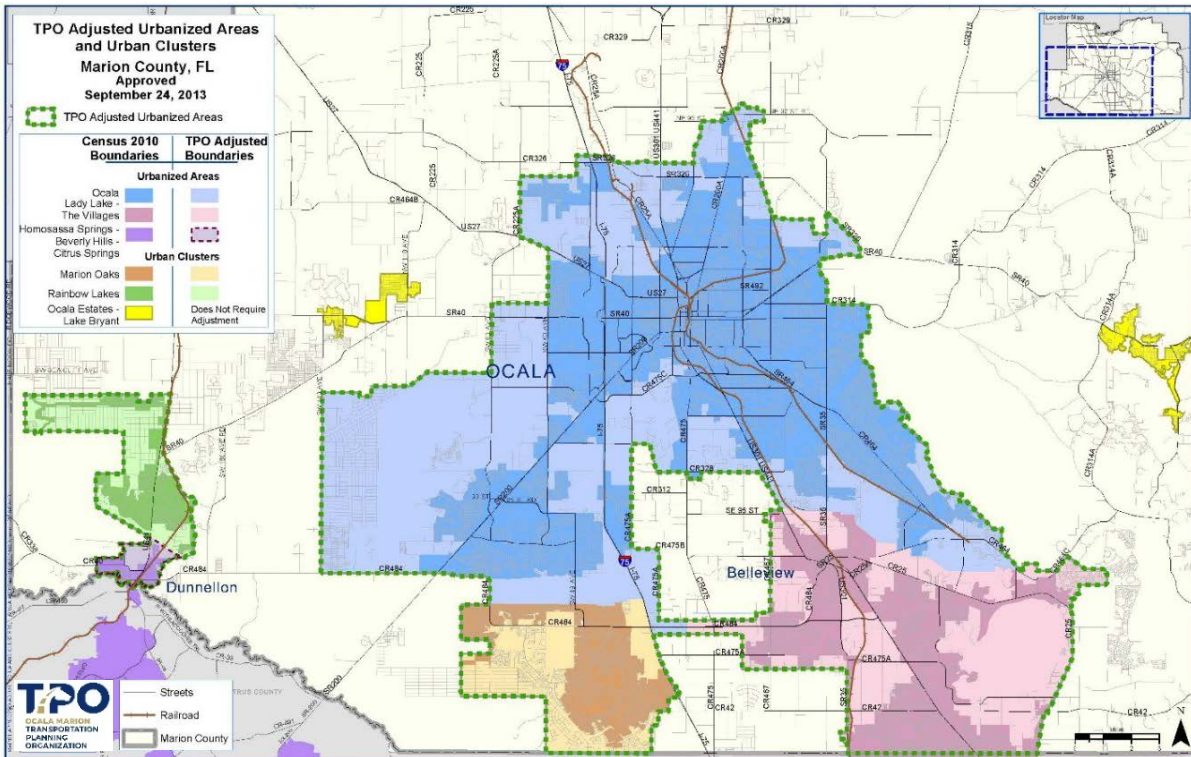
Public and local government involvement for the development of the UPWP is accomplished through regularly scheduled meetings of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) (draft only) and the TPO Board (draft and final approval). The TPO also strives to engage both citizens and stakeholders to assist in the development of the UPWP. The draft UPWP is provided to the public for a minimum of 30 days prior to adoption by the TPO Board. The TPO uses a variety of methods to involve the public through posting on its website and social media platforms, sending e-blast and press release notifications, and traditional print media. A hard printed copy of the UPWP is available for public review at the TPO office during regular business hours. The TPO also ensures the UPWP complies with all the public involvement provisions identified in Title VI of the Civil Rights Act of 1964 Nondiscrimination Requirements. The public involvement process of the UPWP is described in further detail in the TPO's Public Involvement Plan. **Appendix A** consists of certification statements and assurances for all tasks in this UPWP.

*The U.S. Department of Transportation (USDOT) requires the TPO to carry out a Continuing, Cooperative and Comprehensive (3-C) transportation process. *Continuing*: Planning must be maintained as an ongoing activity and addresses both short-term needs and a long-term vision; *Cooperative*: The process must include the entire region and all partners through a public participation process; and *Comprehensive*: the process must cover all modes of transportation and consistent with local plans and priorities.

TPO PLANNING AREA

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

Figure 1: TPO Urbanized Areas and Urban Clusters



Appendix B provides a glossary of terms and acronyms used in this document and by the TPO.

TPO ORGANIZATION STRUCTURE

The Ocala Marion TPO is governed by a 12-member Board of locally elected officials responsible for the overall guidance of the transportation planning process in Marion County. The Board's guidance includes providing leadership and oversight for the development of transportation policies, plans, programs and strategies. The **TPO Board** is comprised of: City of Ocala Mayor and four members of the City of Ocala Council; all five Marion County Board of County Commissioners; one member of the City of Belleview City Commission; and one member of the City of Dunnellon City Council. The FDOT District Five Secretary also serves on the TPO Board as a non-voting member.

The TPO is served by two advisory committees (CAC, TAC) and works in coordination with the area's Transportation Disadvantaged Local Coordinating Board (TDLCB). FDOT serves on the TDLCB and TAC bodies as a non-voting member.

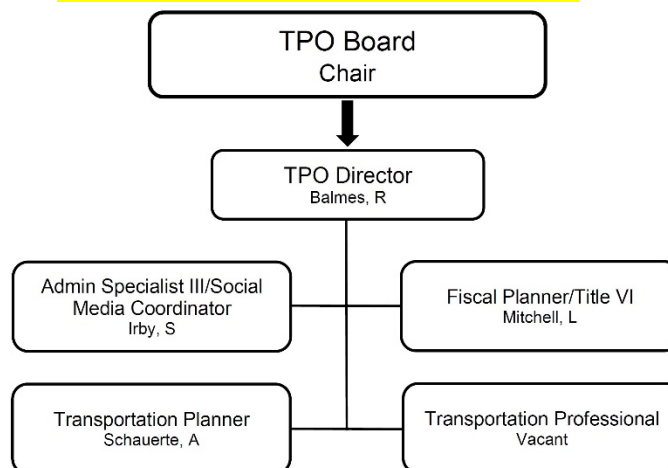
Transportation Disadvantaged Local Coordinating Board (TDLCB): coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

Citizens Advisory Committee (CAC): comprised of citizens from all areas of Marion County and its municipalities. Its primary function is to advise the TPO on local transportation issues based on the input of citizens in the area they represent.

Technical Advisory Committee (TAC): comprised of professional planners, engineers, and school officials that review plans, programs and projects from a technical perspective, offering recommendations to the TPO.

The TPO is comprised of five professional staff members, including a TPO Director, ~~TPO Assistant Director~~, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist/Social Media Coordinator and vacant position. Figure 2 displays a staff organization chart of the TPO (January 1, 2021).

Figure 2: TPO Staff Organization Chart



TPO AGREEMENTS

The TPO executes a number of required agreements to support and facilitate the transportation planning process in Marion County. An updated **Interlocal Agreement** was signed in June 2016 by the TPO's four local governments and FDOT. The Agreement establishes the TPO as the official planning agency for the Ocala urbanized area and other urbanized areas and clusters within Marion County as shown in Figure 1. Additional **Joint Participation Agreements (JPA)** have been executed for maintaining continued federal and state match funding. In August 2018, the TPO approved an extension to the JPA for the administration of all planning funds in Section 5305(d). The Planning Funds (PL) JPA was approved for two years in June 2018 and is reviewed as part of the annual certification process to ensure consistency with FDOT and TPO policies. In ~~August 2017~~ December 2020, a revised the **Joint Intergovernmental Coordination and Review (ICAR) and Public Transportation Agreement** was approved which requires the TPO to have a continuing, cooperative and comprehensive transportation planning process, and coordinate public transportation planning. The agreement is between the FDOT, TPO, East Central Florida Regional Planning Council, City of Ocala and Marion County Board of County Commissioners.

In January ~~2021~~ 2020, the TPO entered into a revised **Staff Services Agreement** with the Marion County Board of County Commissioners for the County to provide support services and an office facility to the TPO. The agreement also includes a Cost Allocation Plan that the TPO is responsible for all direct and indirect services to the County.

The JPA of March 4, 1991, involving 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 TDLCB.

The TPO is part of a coalition of six Metropolitan Planning Organizations (MPO) that are members of the Central Florida Metropolitan Planning Organization Alliance (CFMPOA). The TPO is party to an Interlocal Agreement with the six MPOs (Resolution No. 2004-01) last updated in October 2005.

In 2020, the TPO entered in a **Joint Metropolitan Planning Agreement with the Lake-Sumter Metropolitan Planning Organization to formalize ongoing collaboration for transportation activities in Marion, Lake and Sumter counties.**

All Agreements and Bylaws for the TPO Boards and Committees can be found on the TPO website (<https://ocalamariontpo.org>).

PLANNING EMPHASIS AREAS AND ACTIVITIES

The transportation planning activities of the UPWP are aligned with the '3-C' process and follow specific organizational, federal and state emphasis areas. The following summarizes how the TPO's UPWP tasks in fiscal years (FY) 2020/21 and 2021/22 are guided by these areas.

PLANNING EMPHASIS AREAS

TPO Long Range Transportation Plan

The TPO's **Long Range Transportation Plan (LRTP)** outlines the vision for transportation in Marion County for the next 20 to 25 years. The LRTP reflects input and guidance from government officials, citizen's advisory boards, technical experts, community stakeholders and the general public. The LRTP is also used to forecast future travel demands in Marion County. The current LRTP (2040 LRTP) 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) Priority Projects List. These projects are prioritized on an annual basis. In 2020, the TPO will adopt a major update to the LRTP, extending the horizon year to 2045. On February 25, 2020, the TPO Board adopted the goals of the 2045 LRTP, which will serve as overall guidance to future transportation planning by the TPO and partners. The goals in weighted order are:

1. Optimize and preserve existing infrastructure
2. Focus on improving safety and security of the transportation system
3. Provide efficient transportation that promotes economic development
4. Promote travel choices that are multimodal and accessible
5. Ensure the transportation system meets the needs of the community
6. Protect natural resources and create quality places

Federal Planning Factors

In December 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act serves as the primary surface transportation legislation and is valid until September 30, 2020. The Fast Act identifies 10 planning factors that shall be considered as part of the development of transportation plans and programs of the TPO. The planning factors are outlined in Title 23 USC, Section 134(h) and 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.

Figure 3 summarizes how the TPO’s UPWP integrates the ten planning factors in the transportation planning process by Task.

Figure 3: FAST Act Planning Factors and UPWP Work Tasks

UPWP Task	1	2	3	4	5	6	7	8	9	10
1. Administration	X	X	X	X	X	X	X	X	X	X
2. Data Collection	X	X	X	X		X	X	X		
3. Long Range Planning	X	X	X	X	X	X	X	X	X	X
4. Short Range Planning	X	X	X	X	X	X	X	X	X	X
5. Public Transportation	X	X	X	X	X	X	X			X
6. Public Involvement	X	X	X	X	X	X	X	X	X	X
7. Special Projects	X	X	X	X	X	X	X	X	X	X
8. Local Fund										

Florida Planning Emphasis Areas

The FDOT develops Planning Emphasis Areas on a two-year cycle in coordination with Metropolitan Planning Organizations’ (MPO) UPWP documents. The Emphasis areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPO’s are encouraged to address in their respective planning programs. Figure 4 illustrates the TPO’s consideration of the Florida Planning Emphasis Areas in the transportation planning process. The Planning Emphasis Areas are summarized as follows:

Safety

Safety has been a federal planning priority over numerous iterations of the transportation legislation. As stated within the FAST Act planning factors, metropolitan areas should “increase safety for motorized and non-motorized users.” The state of Florida has expanded on this concept further by becoming a Vision Zero area, with a stated goal within the Florida Transportation Plan of zero fatalities across the state’s transportation system. FDOT adopted their Strategic Highway Safety Plan in 2016, which provides more information about how the state intends to address transportation safety in the coming years.

Since the MPOs are being asked to report on and monitor their progress against their adopted safety performance measures, MPOs need to account in their UPWP for the effort necessary to meet these federal requirements. Additionally, MPOs are encouraged to consider how to

Figure 4: Florida Planning Emphasis Areas and UPWP Tasks

UPWP Task	Safety	System Connectivity	Resilience	ACES Vehicles
1. Administration	X	X	X	X
2. Data Collection	X	X		
3. Long Range Planning	X	X	X	X
4. Short Range Planning	X	X	X	
5. Public Transportation	X	X		
6. Public Involvement	X	X	X	X
7. Special Projects	X	X	X	X
8. Local Fund				

expand upon the level of analysis and reporting required by the performance measurement process to further study their unique safety challenges. This approach may include the identification of safety needs in the MPO’s LRTP or TIP, stand-alone safety studies for areas or corridors, or safety considerations within modal planning elements.

System Connectivity

Connectivity is a concept that is emphasized both at the federal and state levels. Within the FAST Act, one of the ten planning factors states, “enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.” Within the Florida Transportation Plan, system connectivity is addressed within four different goals.

- Make our economy more competitive
- Increase opportunities for access to transit and other modes
- Provide a more efficient and mobile transportation system
- Meet the needs of a growing and changing population

A connected system is often more cost-effective and better able to address natural and manmade constraints. For MPOs, system connectivity should be considered within several contexts. First, MPOs should emphasize connectivity within their boundaries to serve the unique needs of their urban and non-urban jurisdictions. This requires coordination with member jurisdictions to identify their connectivity needs while also understanding how current and future land uses impact or can help augment connectivity. Second, MPOs should consider connectivity beyond their boundaries and emphasize continuity on those facilities that link their MPO to other metropolitan and non-urban or rural areas. Third, connectivity for MPOs should include multimodal linkages that are supportive of both passengers and freight.

A connected network supports users traveling by a variety of modes, including first and last mile linkages.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: “Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation.” Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the FHWA Resilience and Transportation Planning guide and the FDOT Quick Guide: Incorporating Resilience in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

ACES (Automated, Connected, Electric, Shared-Use) Vehicles

According to the Federal Highway Administration, “Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/AV usage.”

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors, and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES.

REGIONAL TRANSPORTATION PLANNING ACTIVITIES

The following highlights major regional transportation planning activities conducted over the next two year period within Marion County and the Central Florida region.

Regional Studies

I-75 Forward Project Development and Environment (PD&E) Studies (47.7 miles)

FDOT is conducting two studies to evaluate transportation improvements and upgrades to I-75 in Sumter, Marion and Alachua Counties. Both studies will take place simultaneously. The outcomes for both studies may result in different recommendations to address transportation corridor issues for each specific area. The PD&E studies are conducted from 2020 to 2023.

- Southern Segment: Florida Turnpike (SR 91) to SR 200
- Northern Segment: SR 200 to CR 234

Multi-use Corridors of Regional Economic Significance (M-CORES) Program Task Forces

Based on a program signed into law by Governor Ron DeSantis in May 2019 (Senate Bill 7068), the FDOT is overseeing a program to identify transportation corridor opportunities to support tolled facilities, accommodate regional connectivity and leverage technology. Three specific corridors have been identified, including:

- Suncoast Connector: From Citrus County to Jefferson County;
- Northern Turnpike Connector: From northern terminus of the Florida Turnpike to the Suncoast Parkway; and
- Southwest-Central Florida Connector: From Collier County to Polk County

Marion County has two representatives that serve on the Northern Turnpike Connector Task Force, including the Marion County Board of County Commissioners and the Ocala Marion TPO. The Task Force evaluates the corridor in coordination with FDOT for economic, community and environmental issues and opportunities. The Task Forces are scheduled to convene from mid-2019 to fall 2020. By law, construction of the three corridors is scheduled to start by January 2023, and open to traffic no later than July 1, 2030.

FDOT District Five Planning Activities

The following summarizes the major planning activities of FDOT District Five for the two-year period.

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development
- ETDM/Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- Transportation Alternatives Program Development
- Commuter Services
- State Highway System Corridor Studies
- Complete Streets Studies
- Growth Management Impact Reviews
- Promoting and coordinating safety for all modes of transportation, including bicycle and pedestrian

TPO PLANNING PRIORITIES FOR FISCAL YEARS (FY) 2020/21 AND 2021/22

The following summarizes the planning priorities of the TPO for FY 2020/21 and FY 2021/22. This includes activities with their associated end products and completion dates. Some activities are identified as ongoing or as needed based on local government requests.

2045 Long Range Transportation Plan (LRTP)

Planning activities for the 2045 LRTP will involve finalizing the Needs Plan, developing the Cost-Feasible Plan, a public involvement and engagement process, plan documentation, presentations on draft and final plan documents and final adoption. The LRTP must be adopted by November 2020.

Transportation Improvement Program (TIP)

The TPO will actively manage the FY 2020/21 to 2024/25 TIP, including amendments and the Roll Forward Amendment to be adopted by the TPO Board by October 2020. TPO staff will also develop the next TIP which will include FY 2021/22 to 2025/26, and is scheduled for adoption by June 2021.

Congestion Management Plan (CMP)

The TPO will undertake the development of a revised Congestion Management Plan (CMP) to better manage congestion and to meet federal requirements and state statutes. The TPO is anticipated to become a Transportation Management Area (TMA), post 2020 Census. Once designated as a TMA, the TPO will be required to maintain a CMP and meet all federal requirements. Therefore, being proactive by developing a revised CMP will be a high priority task. The last significant development of the TPO's CMP was in 2011, which included CMP Policy Procedures and State of State of System reports. It is anticipated both documents will be revised and likely combined into one comprehensive CMP, starting in fall 2020 with completion by mid-2021.

Economic and Community Benefits of Bicycling and Trails in Marion County:

A Study of Transportation and Tourism Impacts

This is a TPO-sponsored study to determine the economic and community benefits of bicycling and trails related to transportation and tourism, supporting the overall economic development of Marion County. The economic and community benefits assessed may include employment, attraction of new business, increased business activity, increases in property values, visitor spending, recreation, education, health, congestion mitigation, safety, environmental, capital projects, public and private investments. The study area will include the Cities of Belleview, Dunnellon, Ocala and unincorporated Marion County. The timeline is expected to be from fall 2020 to mid-2021.

Safety Planning

Improving safety is critical to the future of transportation in Marion County. The TPO, in collaboration with its local government partners will develop a plan or actionable strategies

that support the improvement of safety for all users. This may include a comprehensive assessment of the primary locations, types or causes of safety issues in the County; identification of solutions and strategies to improve safety; and innovative methods to improve public awareness and education. The completion of this task is anticipated to be by fall 2021.

Local Government Planning Support for Studies and Plans

The TPO has outlined planning services that will be undertaken during the two-year period on an as-needed basis to support the transportation network, land use, environment and future economic development of Marion County. The following outlines the planned activities in summary format:

Corridor and Subarea Analysis

As Marion County's population and transportation system continues to expand and develop, the TPO will support local governments by performing professional planning activities, not limited to the completion of corridor studies, land use analysis, market area studies, and traffic circulation studies. Services may be to support a single corridor or involve a sub-area within Marion County.

Transportation Studies

The TPO will support its local government partners in conducting localized transportation studies in downtowns, major activity centers or hubs. This may include an analysis of the transportation network, intersections, traffic circulation, truck routes and parking.

Resiliency Planning

Improving resiliency is crucial to the long-term viability of the transportation system in Marion County. The TPO will work with its local government partners to identify vulnerable road and bridge assets that may be disrupted or damaged by extreme weather events (e.g., flooding). This task may involve the development of a plan or strategies that address resilience, support greater adaption, short and long-term planning and risk reduction.

ACES (Automated, Connected, Electric, Shared-use) Vehicles and Emerging Technologies

The transportation system of Marion County, Florida and the nation is in the process of becoming more complex. Transportation in the future will be transformed through ACES and other emerging technologies. The TPO will assess the future implications of these advancements, including the development of policies, plans and/or overall approaches. This may also involve how to better integrate short-term and long-term planning through the TPO's core planning documents to address the challenges and opportunities of the future.

UPWP TASKS

The activities of the UPWP are organized into eight specific tasks. Each task provides an overview of the work completed in the previous UPWP, activities planned for the next two-year period and the funding sources and costs associated with those activities. Also included are responsible staff and/or consultants for each task. Summary budget tables for FY 2020/2021 and FY 2021/2022 are on pages 35 to 38.

Task 1: Administration: Identifies all functions necessary to carry out the continuous, cooperative and comprehensive transportation planning process for the TPO area.

Task 2: Data Collection: Includes the collection and analysis of socioeconomic, traffic, crash, land use, and other transportation related data on a continuing basis in order to document changes within the TPO transportation study area.

Task 3: Long Range Planning: Includes work related to the development and maintenance of the Long Range Transportation Plan (LRTP), performance management, as well as the Efficient Transportation Decision Making Process (ETDM) and items related to Census 2020.

Task 4: Short Range Planning: Includes development of the annual Transportation Improvement Program (TIP) and Priority Project development process, and reviews of impacts to the transportation system.

Task 5: Public Transportation: Includes all work items related to the Transportation Disadvantaged (TD) Program and support for local public transportation in Marion County.

Task 6: Public Involvement: Describes the activities used to encourage public participation in the transportation planning process.

Task 7: Special Projects: Identifies all short-term projects and/or planning studies undertaken or sponsored by the TPO.

Task 8: Local Fund: Identifies all tasks and expenditures that are non-reimbursable from state and federal grant sources or local match funds.

Cost categories for the UPWP are as follows:

Personnel:	Salaries and fringe benefits for TPO staff. Fringe includes retirement, FICA, health insurance, workers compensation and life insurance.
Consultant:	Costs for consulting services.
Travel:	Costs for travel related to all TPO activities.
Direct Expenses:	
Office	Supplies, computer equipment, furniture, copier (leased), postage, etc.
Administrative	Training, legal support, audit, etc.
Indirect Expenses:	Marion County Cost Allocation.

FDOT Soft Match

Section 120 of Title 23, USC, permits FDOT to use toll revenue expenditures as a credit toward the non-federal matching share of all authorized programs. This credit, referred to as a “Soft Match”, is listed as **FDOT** state funds in the agency participation tables on pages 36 and 37. For this UPWP, the total soft match by FDOT is 18.07% of the FHWA PL funds, **and 20% of the FTA 5305(d) funds.**

FHWA Approval

Any purchase equal to or greater than \$5,000 shall require the pre-approval of the Federal Highway Administration per Section 200 of Title 2, USC.

Marion County Cost Allocation

Per the Staff Services Agreement between the TPO and Marion County Board of County Commissioners, calculated rates are used by the Office of the Marion County Clerk of the Circuit Court and Comptroller to recover indirect costs of the TPO. These rates are derived from an annual TPO Cost Allocation Plan completed by the Clerk of the Circuit Court and Comptroller. The Plan is prepared in compliance with Section 200 of Title 2, USC. The Plan was presented to and approved by the TPO Board and Florida Department of Transportation in July 2019. **Appendix C** contains the current TPO Cost Allocation Plan and Staff Services Agreement with Marion County.

TASK 1: ADMINISTRATION

Purpose

Identifies all functions necessary to carry out the 3-C (continuous, cooperative and comprehensive) transportation planning process for the TPO area.

Previous Work Completed

The completed administrative activities of the TPO in FY 2018/19 and FY 2019/20.

- Administration of all meetings in support of TPO boards and committees.
- Completion of financial tasks for grant reimbursement process.
- Attendance at Central Florida MPO Alliance (CFMPOA) and Metropolitan Planning Organization Advisory Council (MPOAC) meetings.
- Coordination and attendance of meetings with local, state and federal partners.
- Completion of UPWP and amendment updates.
- Completion of new bylaws for the CAC and TAC.
- Completion of annual Joint Certification audit with FDOT in 2019 and 2020.
- Completed an update to the TPO Disadvantaged Business Enterprise (DBE) Plan in June 2020.
- Staff and TPO Board travel at meetings, trainings, conferences and workshops.
- Host government change from the City of Ocala to Marion County, including office move, installation of new offices, equipment, computer software, and hardware purchases.
- Coordination with Marion County for host government change, including Human Resources, Payroll, Procurement, IT, Administration and Clerk of the Court.
- Transfer of TPO budget from City of Ocala to Marion County Clerk of the Court.
- Staff management and personnel changes to accomplish all TPO plans, programs.
- Development of a new TPO logo and independent website.
- Staff Services Agreement with Marion County, including revisions.
- Audit with the FDOT Office of Inspector General (OIG).

Required Activities

The administrative activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Staff support and administration of TPO committees, boards and other related meetings	Meetings, packets, notifications, minutes	Monthly
Financial tasks and maintain records	Budgets for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and	Invoices and progress	Monthly,

invoices for federal grants	reports	Quarterly
Amend, update FY 20/21 to FY 21/22 UPWP	FY 21-22 updated UPWP	As needed
Complete FY 22/23 to FY 23/24 UPWP	FY 23-24 new UPWP	May 2022
TPO Audit conducted by FDOT Office of Inspector General (OIG)	Completed OIG audit and supporting reports	December 2020
Participate in annual Joint FDOT/TPO Certification	Certification Reports, Certification Statements	June 2021, 2022
Participation in MPOAC and CFMPOA meetings, trainings	Meetings, MPOAC Institute trainings	Quarterly, Ongoing
Coordinate and attend meetings with federal, state and local partners	Meeting participation	Ongoing
Maintain and update TPO agreements, bylaws	Revised agreements, bylaws	As needed
Monitor legislative activities at the federal, state, local levels affecting transportation	Summary reports, documentation	Ongoing
Manage consultant support services	General Planning Consultant (GPC) contract(s), tasks	Ongoing
Procure office supplies, equipment, software, etc.	Office support	As needed
Printing of TPO materials for education and outreach	Printed materials	As needed
Procure consultant services (contracts, scopes)	Executed contracts, task work orders	As needed
Travel and training for TPO staff and TPO Board	Meetings, conferences, workshops, training	Ongoing, As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

Budget Summary

The estimated budget for Task 1 in FY 2020/21 and FY 2021/22 is summarized in Tables 1A and 1B on the next page.

Table 1A: Task 1 Estimated Budget for FY 2020/21

Task 1						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 246,091	**\$1,250	\$ -	\$ -	\$ 247,341
	Total:	\$ 246,091	\$ 1,250	\$ -	\$ -	\$ 247,341
B. Consultant						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
C. Travel						
	Travel Expenses	\$ 7,891	\$ 1,258	\$ 855	\$ -	\$ 10,005
	Training & Education	\$ 1,973	\$ 315	\$ 214	\$ -	\$ 2,501
	Total:	\$ 9,864	\$ 1,573	\$ 1,069	\$ -	\$ 12,506
D. Direct Expenses						
	Copier	\$ 2,158	\$ 338	\$ 104	\$ -	\$ 2,600
	Advertising	\$ 1,660	\$ 208	\$ 716	\$ -	\$ 2,584
	Insurance Premiums	\$ 1,362				\$ 1,362
	Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
	Office Supplies	\$ 3,735	\$ 468	\$ 180	\$ -	\$ 4,383
	Postage	\$ 332	\$ 42	\$ 16	\$ -	\$ 390
	New Software	\$ 5,686	\$ 712	\$ 274	\$ -	\$ 6,672
	Machinery & Equipment	\$ 2,905	\$ 364	\$ 140	\$ -	\$ 3,409
	Total:	\$ 18,253	\$ 2,184	\$ 1,450	\$ -	\$ 21,887
E. Indirect Expenses						
	Marion County Cost Allocation	\$ 39,255	\$ 6,148	\$ 1,892	\$ -	\$ 47,295
	TOTAL BUDGET	\$ 318,463	\$ 11,155	\$ 4,411	\$ -	\$ 334,028

* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake-Summer MPO, Ocala-Marion MPO and Polk TPO.
 ** All Federal funds, including fund transfers, apply the required non-federal match. **5305(d) FY 17/18 funds for a Congestion Management Plan in prior FY 18-20 UPWP will also be used for grant invoicing (\$830).

Table 1B: Task 1 Estimated Budget for FY 2021/22

Task 1						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 295,364	\$ 1,360	\$ -	\$ -	\$ 296,724
	Total:	\$ 295,364	\$ 1,360	\$ -	\$ -	\$ 296,724
B. Consultant						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
C. Travel						
	Travel Expenses	\$ 1,274	\$ 7,319	\$ 855	\$ -	\$ 9,448
	Training & Education	\$ 318	\$ 1,830	\$ 214	\$ -	\$ 2,362
	Total:	\$ 1,592	\$ 9,149	\$ 1,069	\$ -	\$ 11,810
D. Direct Expenses						
	Copier	\$ 2,158	\$ 313	\$ 104	\$ -	\$ 2,575
	Advertising	\$ 1,660	\$ 240	\$ 80	\$ -	\$ 1,980
		\$ -				\$ -
	Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
	Office Supplies	\$ 3,735	\$ 467	\$ 180	\$ -	\$ 4,382
	Postage	\$ 332	\$ 48	\$ 16	\$ -	\$ 396
	New Software	\$ 5,810	\$ 728	\$ 280	\$ -	\$ 6,818
	Machinery & Equipment	\$ 1,245	\$ 408	\$ 45	\$ -	\$ 1,698
	Total:	\$ 15,355	\$ 2,256	\$ 725	\$ -	\$ 18,336
E. Indirect Expenses						
	Marion County Cost Allocation	\$ 6,642	\$ 42,409	\$ 2,044	\$ -	\$ 51,095
	TOTAL BUDGET	\$ 323,953	\$ 55,174	\$ 3,838	\$ -	\$ 382,965

* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake-Summer MPO, Ocala-Marion MPO and Polk TPO.
 ** All Federal funds, including fund transfers, apply the required non-federal match.

TASK 2: DATA COLLECTION

Purpose

Identifies all data gathering activities from a number of sources including the City of Ocala, Marion County, FDOT, University of Florida, federal agencies, and law enforcement. This data is used in the development of geographic information systems (GIS) online applications and maps, TPO Traffic Counts and Trends Manual, support for the Congestion Management Plan (CMP) update, level of service/traffic analysis, identification of crashes and other tasks as deemed necessary.

Previous Work Completed

The completed administrative activities by the TPO in FY 2018/19 and FY 2019/20.

- Completion of 2013-2017 Traffic Counts and Trends Manual in October 2018.
- Completion of 2019-2020 Traffic Counts and Trends Manual in June 2020.
- Completion of interactive and static maps for TPO website (crashes, traffic counts, transportation network features) in June 2020.
- Coordination and review of traffic counts collection with FDOT, City of Ocala and Marion County.
- Collection of crash data and information from FDOT and University of Florida Signal Four Analytics database.
- Participation in Marion County Community Traffic Safety Team (CTST).
- Participation in local and state GIS coordination meetings.
- Participation in FDOT Transportation Systems Management and Operations (TSM&O) work group.

Required Activities

The data collection activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of Traffic Counts and Trends Manual and companion maps	Completed manuals	March 2021, 2022
Updates to interactive and static maps for TPO website (crashes, traffic counts, multimodal transportation network features, others as determined)	Online interactive map portal hub on TPO website	July 2020, Ongoing
Participation in Community Traffic Safety Team (CTST) and Transportation Systems Management and Operations (TSM&O) and other work groups	Meetings, workshops	Monthly, Ongoing
Data collection and information to support	Congestion Management	June 2021

update to the Congestion Management Plan (CMP)	Plan (CMP) updated data and information	
On-call data collection, analysis and GIS support services to TPO partner governments	Reports, databases, maps, etc.	Ongoing, As needed
Completion of maps (crashes, traffic counts, multimodal transportation network features, others as determined)	Static maps available for printing	As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Assistant Director, Transportation Planner.

Budget Summary

The estimated budget for Task 2 in FY 2020/21 and FY 2021/22 is summarized in Tables 2A and 2B.

Table 2A: Task 2 Estimated Budget for FY 2020/21

Task 2						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 22,599	\$ -	\$ -		\$ 22,599
	Total:	\$ 22,599	\$ -	\$ -	\$ -	\$ 22,599
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 22,599	\$ -	\$ -	\$ -	\$ 22,599

Table 2B: Task 2 Estimated Budget for FY 2021/22

Task 2						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 11,533	\$ -	\$ -		\$ 11,533
	Total:	\$ 11,533	\$ -	\$ -		\$ 11,533
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 11,533	\$ -	\$ -		\$ 11,533

TASK 3: LONG RANGE PLANNING

Purpose

Identifies activities that support the long-term implementation of TPO transportation programs and projects. Also included are activities that support partners to address transportation on a regional level.

Previous Work Completed

The completed long range planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Continued participation in the Central Florida MPO Alliance (CFMPOA) for the development and update of Regional Project Prioritization and Transportation Regional Incentive Program (TRIP) project priorities.
- Adopted federally required performance measures, including setting five specific targets for safety.
- Coordination with local and regional partners on planning initiatives, local and regional trails and other major projects.
- Completed the Public Involvement Plan for the 2045 Long Range Transportation Plan (LRTP) update.
- Participation in the Central Florida Regional Planning Model development and review.
- Conducted initial public outreach, online survey and workshops for the 2045 LRTP update.
- Adopted the goals and objectives and corresponding weights for the 2045 LRTP.
- Completed the draft Needs Plan for the 2045 LRTP update.
- Completed the draft Financial Plan for revenue forecasting for the 2045 LRTP update.
- Conducted a second round of public involvement for the Needs Plan of the 2045 LRTP.
- Coordinated with FDOT District Five on the Strategic Intermodal System (SIS) Plan project and priorities.

Required Activities

The long-range planning activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of the 2045 LRTP draft and final documents, including 30-day public comment period	2045 LRTP Final Plan documents	November December 2020
Data collection and analysis for all federally	Updated information	January –

required performance measures, including safety targets		February 2021, 2022
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2021, 2022
Congestion Management Plan (CPM) major update, including policy procedures and state of system reports	Updated CMP document(s) and corresponding databases, maps	June 2021
Coordination with CFMPOA on regional initiatives, priority project lists	Regional Prioritization for TRIP, Strategic Intermodal System (SIS), SUNTrails, regional transit and Transportation System Management and Operations (TSM&O) projects	July to October 2021, 2022
Support for updates to the CFMPOA Long Range Transportation Plan (LRTP)	Updated regional LRTP documents	December 2021
Coordination on local, regional projects	Meetings, technical assistance	As Needed, Ongoing
Adopt FDOT/MPOAC Transportation Performance Measures Consensus Planning Document	Adopted document into TPO performance management	December 2020

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Consultant.

Budget Summary

The estimated budget for Task 3 in FY 2020/21 and FY 2021/22 is summarized in Tables 3A and 3B on the next page.

Proposed - Table 3A: Task 3 Estimated Budget for FY 2020/21

Task 3						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 30,757	\$ -	\$ -		\$ 30,757
	Total:	\$ 30,757	\$ -	\$ -	\$ -	\$ 30,757
B. Consultant						
	*Consultants	\$ 10,960	\$ -	\$ -		\$ 10,960
	Total:	\$ 10,960	\$ -	\$ -	\$ -	\$ 10,960
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 41,717	\$ -	\$ -	\$ -	\$ 41,717

*In addition to the amount for consultant services listed in Table 3A, the TPO will utilize previously authorized 5305(d) funds to support completion of the 2045 LRTP project. This includes the use of FY 17/18 funds previously allocated for a Congestion Management Plan for a total of \$79,296. A total of \$78,466 of these funds will be applied to the 2045 LRTP. The 2045 LRTP is documented in the prior FY 18-20 UPWP including the use of FY 18/19 5305(d) funds. For more financial information regarding this project in the prior UPWP, access the TPO website at the following link:

<https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>

Table 3B: Task 3 Estimated Budget for FY 2021/22

Task 3						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 40,122	\$ -	\$ -		\$ 40,122
	Total:	\$ 40,122	\$ -	\$ -		\$ 40,122
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 40,122	\$ -	\$ -		\$ 40,122

TASK 4: SHORT RANGE PLANNING

Purpose

Identifies activities that support the short-term implementation of TPO transportation programs and projects. Also included are activities in support of the annual development and ongoing maintenance of the Transportation Improvement Program (TIP).

Previous Work Completed

The completed long range planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Completion of 2019 TPO Legislative Priorities.
- Completion of the Annual Priority Projects process for FY 2025 and FY 2026, including a consolidation of three prior project lists into one comprehensive list.
- Developed the annual TIP for both FY 2019/20 to 2023/24 and FY 2020/21 to 2024/25.
- Development of a new TIP document format.
- Development of a new TIP interactive online map on the TPO website.
- Processed TIP amendments.
- Assisted local governments with submission of applications to FDOT for off-system projects.
- Published annual listing of federally-funded obligated projects in 2018, 2019.

Required Activities

The short-range planning activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of Priority Projects process	FY 2027 Priority Projects List	May 2021
Completion of Priority Projects process	FY 2028 Priority Projects List	May 2022
Prepare annual TIP, including database, online mapping and public involvement process	FY 2021/22 to 2025/26 TIP FY 2022/23 to 2026/27 TIP	June 2021 June 2022
Updates, amendments to the TIP and online map	Updated TIP, online map	As Needed
Annual Listing of federally-funded Obligated projects	Annual Obligation Report amended in the TIP	October 2020, 2021

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Assistant Director, Transportation Planner.

Budget Summary

The estimated budget for Task 4 in FY 2020/21 and FY 2021/22 is summarized in Tables 4A and 4B.

Table 4A: Task 4 Estimated Budget for FY 2020/21

Task 4						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 28,217	\$ -	\$ -		\$ 28,217
	Total:	\$ 28,217	\$ -	\$ -	\$ -	\$ 28,217
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 28,217	\$ -	\$ -		\$ 28,217

Table 4B: Task 4 Estimated Budget for FY 2021/22

Task 4								
Estimated Budget detail for FY 2021/22								
Budget Category	Budget Category Description	FHWA (PL)	FY 2021/22 FTA 5305(d)			TD	Local	Total:
			5305(D)	State Match	Local Match			
A. Personnel								
	Salaries & Benefits	\$ 30,360	\$ -	\$ -	\$ -	\$ -		\$ 30,360
	Total:	\$ 30,360	\$ -	\$ -	\$ -	\$ -		\$ 30,360
B. Consultant								
	Consultants	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 30,360	\$ -	\$ -	\$ -	\$ -		\$ 30,360

TASK 5: PUBLIC TRANSPORTATION

Purpose

Identifies TPO staff support activities that assist the local public transportation system, which includes services provided by SunTran and Marion Transit Service (MTS). SunTran operates fixed-route service on seven routes. MTS provides door-to-door paratransit services as well as Americans with Disabilities Act (ADA) service within the fixed-route area of SunTran service. MTS also serves as the designated Community Transportation Coordinator (CTC) through the Florida Commission for Transportation Disadvantaged (CTD).

On April 23, 2019, the Ocala Marion TPO Board approved an interlocal agreement that transferred its duties as the policy-making board for SunTran to the Ocala City Council, effective July 1, 2019. This section provides a separate summary of tasks performed by SunTran and associated 5307 FTA funding to support public transportation.

Previous Work Completed

The completed public transportation planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Provided staff support and administration to the Transportation Disadvantaged Local Coordinating Board (TDLCB).
- Conducted administration responsibilities for the Florida Commission for Transportation Disadvantaged grant (TD), including quarterly reports, invoices and financial statements.
- SunTran grant management administration, including invoices and financial statements.
- Conducted review of the local CTC.
- Completed review and approval of the CTC Annual Operating Report (AOR).
- Reviewed CTC's Annual report.
- Developed Request for Proposal (RFP) and conducted selection of CTC.
- Completion of Transit Development Plan (TDSP) review, February 2019.
- Completed updates/reviews of TDLCB Bylaws, Grievance Procedures and TD Service Plan revisions.
- Coordination with the CTD grant program manager.
- Facilitated coordination between the TDLCB, CTC and MTS.
- Coordination and management of SunTran transit route realignments, public hearings.
- SunTran transit route and corresponding map updates.
- SunTran advertising procurement process.
- Updates to SunTran website.
- Completed annual National Transit Database (NTD) Report, February 2019.

- SunTran transition process and interlocal agreement development.
- FTA grant Certifications and Assurances compliance process.

Required Activities

The public transportation activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Staff support and administration of the TDLCB	Meetings, packets, notifications, minutes	Quarterly
Perform CTC report and evaluation	Annual Report	February 2021, 2022
RFP and CTC selection process	CTC Contract	July 2020
Financial tasks and maintain records for TD grant	Budget for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and invoices for TD grant	Invoices and progress reports	Quarterly
Meetings and coordination with CTC, Commission for Transportation Disadvantaged (CTD) and SunTran	Meetings	Ongoing, As needed
Staff training for Transportation Disadvantaged	CTD Annual Conference and workshops	2020, 2021
Updates/Reviews/Amendments to TDLCB Bylaws, Grievance Procedures and TD Service Plan (TDSP)	Updated documents	Ongoing, As needed
Review and approval of CTC Annual Operating Report (AOR)	AOR Review	Annual 2020, 2021
Conduct TD Public workshop	Public workshop meeting	2020/2021
Coordination and support for TDSP with MTS and TDLCB	Annual updated tactical plan	June 2021 June 2022
Prepare and review Actual Expenditure Report (AER)	Annual Expenditure Report (AER)	August 2020 August 2021
Coordinate with SunTran for the Public Transportation Agency Safety Plan (PTASP) and safety performance targets	PTASP targets	July 2020
Coordinate with SunTran on the federally required PTASP transit safety performance measure targets	Reporting and amendment of targets in TIP	October 2021
Coordination and support for public transportation in development of short-term and long-term planning needs for TPO area	Technical assistance, meetings, data and information gathering	As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner.

Budget Summary

The estimated budget for Task 5 in FY 2020/21 and FY 2021/22 is summarized in Tables 5A and 5B.

Table 5A: Task 5 Estimated Budget for FY 2020/21

Task 5						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 7,738	\$ -	\$ 22,327		\$ 30,066
	Total:	\$ 7,738	\$ -	\$ 22,327		\$ 30,066
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 7,738	\$ -	\$ 22,327		\$ 30,066

Table 5B: Task 5 Estimated Budget for FY 2021/22

Task 5						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 12,345	\$ -	\$ 22,900		\$ 35,245
	Total:	\$ 12,345	\$ -	\$ 22,900		\$ 35,245
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 12,345	\$ -	\$ 22,900		\$ 35,245

SunTran Required Activities

Public transportation activities planned by SunTran for FY 2020/21 and FY 2021/22 include the following:

- Review congested route segments/intersections for potential ITS applications to improve service.
- Periodically review routes and schedules to determine effectiveness, identify linkages between residential and employment centers.
- Update SunTran website on a regular basis.
- Annually update the Transit Development Plan (TDP).
- Develop annual NTD Report.
- Develop shelter and bench program for fixed-route service area.

Responsible Agency: SunTran, Consultant

Budget Summary

The estimated SunTran budget for Task 5 in FY 2020/21 and FY 2021/22 is summarized in Tables 5C and 5D.

Table 5C: Task 5 SunTran Planning Estimated Budget for FY 2020/21

Task 5							
Estimated Budget detail for FY 2020/21							
Budget Category	Budget Category Description	FTA 5307				Local	Total:
		FTA	FDOT	TDC	Local Match		
A. Personnel							
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
B. Consultant							
	Consultants	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800
	Total:	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800

Table 5D: Task 5 SunTran Planning Estimated Budget for FY 2021/22

Task 5							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FTA 5307				Local	Total:
		FTA	FDOT	TDC	Local Match		
A. Personnel							
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
B. Consultant							
	Consultants	\$ 40,000	\$ -	\$ 10,000	\$ -		\$ 50,000
	Total:	\$ 40,000	\$ -	\$ 10,000	\$ -		\$ 50,000
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 40,000	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000

TASK 6: PUBLIC INVOLVEMENT

Purpose

Identifies all activities that involve the public in the TPO’s transportation planning process. This includes information dissemination, review of all federally required plans and programs, TPO meetings, public hearings and workshops.

Previous Work Completed

The completed public involvement planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Developed and designed a new independent TPO website at: <https://ocalamariontpo.org>.
- Completed regular updates on the TPO website, including public notices for meetings, all federally required planning document reviews and notifications of the TPO office relocation.
- Developed new information fact sheets for public education and awareness.
- Implemented a new TPO social media platform on Facebook, Twitter and LinkedIn.
- Published a Social Media and Website Plan.
- Updated the Title VI Plan in 2018 and 2020.
- Updated the Public Involvement Plan in 2018 and 2020.
- Hosted local FDOT Mobility Week events in Marion County in 2018 and 2019.
- Procured a social media archive service in April 2020.
- Provided public notices for meetings within seven (7) days to meet state Sunshine Law.
- Developed Limited English Proficiency “I Speak Cards” for use in all TPO meetings.
- Instituted non-discrimination statements on all public meeting notices and agendas.
- Documented and responded to all public inquiries and requests for information.

Required Activities

The public involvement activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Promote greater awareness and understanding of the TPO and planning process	Fact sheets, infographics, annual report	Ongoing
Regular updates to TPO website content	Up to date website	Ongoing
Develop new TPO Annual Report to highlight major activities, accomplishments	2020, 2021 Annual Reports	January 2021, 2022

Expand social media outreach to gain greater input and feedback on planning activities	Routine postings via Facebook, Twitter, LinkedIn	Weekly
Advertise all TPO meetings with minimum 7 days notice to meet state Sunshine Law	Meeting notifications	Monthly, As required
Updates to Public Participation Plan	Revised Public Participation Plan	As needed
Updates to Title VI Plan	Revised Title VI Plan	As needed
Update the TPO DBE Plan	Updated DBE Plan	September June 2021
Monitor and respond to all Title VI and ADA complaints	Formal response, documented report(s)	As needed, As required
Monitor DBE participation and report payments for work completed for TPO	Summary report(s)	As needed, As required
Document and respond to all public inquiries and information requests	Formal responses, documented	Ongoing
Develop outreach materials for public awareness	Brochures, summary cards, pamphlets	Ongoing
Social media archive subscription renewals	Social Media archives subscription service	April 2021, 2022
Attend Title VI, ADA, DBE, Limited English Proficiency (LEP) and public involvement training	Completed trainings	Ongoing, Annual
Outreach to attract membership for the Citizens Advisory Committee (CAC)	New members of the CAC	Ongoing
Participate in FDOT Mobility Week events	Serve as a local host partner	2020, 2021

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

Budget Summary

The estimated budget for Task 6 in FY 2020/21 and FY 2021/22 is summarized in Tables 6A and 6B on the next page.

Table 6A: Task 6 Estimated Budget for FY 2020/21

Task 6						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 43,527	\$ -	\$ -		\$ 43,527
	Total:	\$ 43,527	\$ -	\$ -		\$ 43,527
B. Consultant						
	TPO Website Maint. & Hosting	\$ 3,536	\$ 494	\$ -		\$ 4,030
	Total:	\$ 3,536	\$ 494	\$ -		\$ 4,030
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 47,063	\$ 494	\$ -		\$ 47,557

Table 6B: Task 6 Estimated Budget for FY 2021/22

Task 6								
Estimated Budget detail for FY 2021/22								
Budget Category	Budget Category Description	FHWA (PL)	FY 2021/22 FTA 5305(d)			TD	Local	Total:
			5305(D)	State Match	Local Match			
A. Personnel								
	Salaries & Benefits	\$ 41,219	\$ -	\$ -	\$ -	\$ -		\$ 41,219
	Total:	\$ 41,219	\$ -	\$ -	\$ -	\$ -		\$ 41,219
B. Consultant								
	TPO Website Maint. & Hosting	\$ 4,020	\$ -	\$ -	\$ -	\$ -		\$ 4,020
	Total:	\$ 4,020	\$ -	\$ -	\$ -	\$ -		\$ 4,020
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 45,239	\$ -	\$ -	\$ -	\$ -		\$ 45,239

TASK 7: SPECIAL PROJECTS

Purpose

Identifies special projects and activities that are non-recurring, such as planning studies and research in support of various transportation issues.

Previous Work Completed

The completed special transportation planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Completed Pennsylvania Avenue Multimodal Improvements Study in 2019.
- Completed Regional Trails Facilities Plan in 2019.

Required Activities

The special project activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Congestion Management Plan (CPM) major update, including policy procedures and state of system reports	Updated CMP document(s) and corresponding databases, maps	June-October 2021
Complete a Safety Plan and/or strategies to improve safety for all users in Marion County	Safety Plan/Study	December-April 2021
Complete Economic and Community Benefits of Bicycling and Trails Study in Marion County	Study Report	December-April 2021-2022
Develop a timesheet tool to support monitoring and reporting for invoicing and record keeping	Timesheet Tool and Database	June 2021
Conduct corridor or subarea studies to improve mobility, safety and support economic development in Marion County	Studies	As requested
Complete transportation studies for major activity centers (e.g. downtown, employment hub)	Studies	As requested
Assess/identify vulnerable road and bridge assets that may be disrupted or damaged by extreme weather events	Study	As needed
Plan for the integration of automated, connected, electric, shared vehicles and other emerging technologies	Study	As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Assistant Director, Transportation Planner, Consultant.

Budget Summary

The estimated budget for Task 7 in FY 2020/21 and FY 2021/22 is summarized in Tables 7A and 7B.

Table 7A: Task 7 Estimated Budget for FY 2020/21

Task 7						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 34,691	\$ -	\$ -		\$ 34,691
	Total:	\$ 34,691	\$ -	\$ -		\$ 34,691
B. Consultant						
	*Consultants	\$ 186,538	\$ 75,057	\$ -		\$ 261,595
	Total:	\$ 186,538	\$ 75,057	\$ -		\$ 261,595
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
181						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 221,229	\$ 75,057	\$ -		\$ 296,286

Table 7B: Task 7 Estimated Budget for FY 2021/22

Task 7						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 15,117	\$ -	\$ -		\$ 15,117
	Total:	\$ 15,117	\$ -	\$ -		\$ 15,117
B. Consultant						
	*Consultants	\$ 16,303	\$ 19,215	\$ -		\$ 35,518
	Total:	\$ 16,303	\$ 19,215	\$ -		\$ 35,518
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 31,420	\$ 19,215	\$ -		\$ 50,635

*In addition to the funding amounts for consultant services listed in Tables 7A and 7B, a Congestion Management Plan (CMP) and an Economic Study regarding the impacts of cycling and trails are documented in the previous UPWP FY 18-20. The TPO will utilize authorized 5305(d) and PL funds to complete support the completion of these projects a Congestion Management Plan, Safety Action Plan and Economic Study of cycling and trails from executed grants in FY 19/20 and 20/21, in addition to authorized PL funds in FY 20/21 and 21/22. For more financial information regarding these projects, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>.

TASK 8: LOCAL FUND

Purpose

Identifies activities and expenditures that are non-reimbursable from state and federal grant sources or local match funds.

Previous Work Completed

This is a newly proposed dedicated TPO fund. Past sources of miscellaneous local funds provided by the City of Ocala and Marion County supported the following activities in FY 2018/19 and FY 2019/20:

- Professional planning member dues to the American Planning Association (APA).
- Annual legislative dues to the Florida Metropolitan Planning Organization Advisory Council (MPOAC).
- Data cabling to new TPO offices at Marion County Growth Services building.
- Non-reimbursable travel.
- Office expenses.

Required Activities

The activities planned for FY 2020/21 and FY 2021/22 that will be supported by local funding.

Activity	End Product(s)	Completion Date(s)
Staff professional planning membership dues, American Planning Association	APA memberships	Annual
Legislative dues/contribution to MPOAC	Annual MPOAC contribution	2020, 2021
Legislative/ policy activities including travel and staff support	Travel, staff time reimbursement	As needed
Payment for office expenses not reimbursed by federal grants (PL, 5305d, TD)	Office expenses	As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

Budget Summary

The estimated budget for Task 8 in FY 2020/21 and FY 2021/22 is summarized in Tables 8A and 8B on the next page.

Table 8A: Task 8 Estimated Budget for FY 2020/21

Task 8						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
B. Consultant						
	MPOAC Dues	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
D. Direct Expenses						
	Office Supplies	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Professional Memberships & Dues	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
	Total:	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL BUDGET		\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500

Table 8B: Task 8 Estimated Budget for FY 2021/22

Task 8						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
B. Consultant						
	MPOAC Dues		\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
D. Direct Expenses						
	Office Supplies	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Professional Memberships & Dues	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
	Total:	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL BUDGET		\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500

SUMMARY BUDGET TABLES

FISCAL YEAR 2020/2021 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE

FY 2020/21 FUNDING SOURCES												
TASK	ELEMENT	Planning Funds (PL)		Local	FTA Section 5305(d)		TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2020/21 FTA 5305(d)		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match						
1	Admin (Less 1B)	\$ 313,463	\$ 56,643	\$ -	\$ 11,155	\$ 2,789	\$ 4,411	\$ -	\$ 324,618	\$ 4,411	\$ -	\$ 329,029
1B	CFMPOA*	\$ 5,000	\$ 904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000
2	Data/Safety	\$ 22,599	\$ 4,084	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ 22,599
3	LRP	\$ 41,717	\$ 7,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,717	\$ -	\$ -	\$ 41,717
4	SRP	\$ 28,217	\$ 5,099	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ 28,217
5	Public Trans.	\$ 7,738	\$ 1,398	\$ -	\$ -	\$ -	\$ 22,327	\$ 69,800	\$ 7,738	\$ 22,327	\$ -	\$ 30,065
6	Public Inv.	\$ 47,063	\$ 8,504	\$ -	\$ 494	\$ 123	\$ -	\$ -	\$ 47,557	\$ -	\$ -	\$ 47,557
7	Special Proj.	\$ 221,229	\$ 39,976	\$ -	\$ 75,057	\$ 18,764	\$ -	\$ -	\$ 296,286	\$ -	\$ -	\$ 296,286
8	Local Funds	\$ -	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500
TOTAL:		\$ 687,026	\$ 124,146	\$ 3,500	\$ 86,706	\$ 21,676	\$ 26,738	\$ 69,800	\$ 773,733	\$ 26,738	\$ 3,500	\$ 803,970

*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO

**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match)

^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table

FY 2020/21 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^ SunTran
1	Admin	\$ 318,463	\$ 11,155	\$ -	\$ 4,411	\$ -	\$ 334,029	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 22,599	\$ -	\$ -	\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ -
3	LRP	\$ 41,717	\$ -	\$ -	\$ -	\$ -	\$ 41,717	\$ -	\$ 10,960	\$ -
4	SRP	\$ 28,217	\$ -	\$ -	\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ -
5	Public Trans.	\$ 7,738	\$ -	\$ -	\$ 22,327	\$ -	\$ 30,065	\$ -	\$ -	\$ 69,800
6	Public Inv.	\$ 47,063	\$ 494	\$ -	\$ -	\$ -	\$ 47,557	\$ -	\$ 4,030	\$ -
7	Special Proj.	\$ 221,229	\$ 75,057	\$ -	\$ -	\$ -	\$ 296,286	\$ -	\$ 261,595	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 687,026	\$ 86,706	\$ -	\$ 26,738	\$ 3,500	\$ 803,970	\$ 5,000	\$ 277,085	\$ 69,800

*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task

^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO

FISCAL YEAR 2021/2022 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE

FY 2021/22 FUNDING SOURCES												
TASK	ELEMENT	Planning Funds (PL)		Local	FTA Section 5305(d)		TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2019/20 FTA 5305(d)		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match						
1	Admin (Less 1B)	\$ 318,953	\$ 57,635	\$ -	\$ 55,174	\$ 13,794	\$ 3,838	\$ -	\$ 374,127	\$ 3,838	\$ -	\$ 377,965
1B	CFMPOA*	\$ 5,000	\$ 904						\$ 5,000		\$ -	\$ 5,000
2	Data/Safety	\$ 11,533	\$ 2,084	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,533	\$ -	\$ -	\$ 11,533
3	LRP	\$ 40,122	\$ 7,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,122	\$ -	\$ -	\$ 40,122
4	SRP	\$ 30,360	\$ 5,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,360	\$ -	\$ -	\$ 30,360
5	Public Trans.	\$ 12,345	\$ 2,231	\$ -	\$ -	\$ -	\$ 22,900	\$ 50,000	\$ 12,345	\$ 22,900	\$ -	\$ 35,245
6	Public Inv.	\$ 45,239	\$ 8,175	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,239	\$ -	\$ -	\$ 45,239
7	Special Proj.	\$ 31,420	\$ 5,678	\$ -	\$ 19,215	\$ 4,804	\$ -	\$ -	\$ 50,635	\$ -	\$ -	\$ 50,635
8	Local Funds	\$ -	\$ -	\$ 3,500	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 3,500	\$ 3,500
TOTAL:		\$ 494,973	\$ 89,442	\$ 3,500	\$ 74,389	\$ 18,598	\$ 26,738	\$ 50,000	\$ 569,362	\$ 26,738	\$ 3,500	\$ 599,600

*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO

**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match)

^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table

FY 2021/22 AGENCY PARTICIPATION											
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^ SunTran	
1	Admin	\$ 323,953	\$ 55,174	\$ -	\$ 3,838	\$ -	\$ 382,965	\$ 5,000	\$ -	\$ -	
2	Data/Safety	\$ 11,533	\$ -	\$ -	\$ -	\$ -	\$ 11,533	\$ -	\$ -	\$ -	
3	LRP	\$ 40,122	\$ -	\$ -	\$ -	\$ -	\$ 40,122	\$ -	\$ -	\$ -	
4	SRP	\$ 30,360	\$ -	\$ -	\$ -	\$ -	\$ 30,360	\$ -	\$ -	\$ -	
5	Public Trans.	\$ 12,345	\$ -	\$ -	\$ 22,900	\$ -	\$ 35,245	\$ -	\$ -	\$ 50,000	
6	Public Inv.	\$ 45,239	\$ -	\$ -	\$ -	\$ -	\$ 45,239	\$ -	\$ 4,020	\$ -	
7	Special Proj.	\$ 31,420	\$ 19,215	\$ -	\$ -	\$ -	\$ 50,635	\$ -	\$ 35,518	\$ -	
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ 500	\$ -	
TOTAL:		\$ 494,973	\$ 74,389	\$ -	\$ 26,738	\$ 3,500	\$ 599,600	\$ 5,000	\$ 40,038	\$ 50,000	

*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task

^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO

ESTIMATED BUDGET DETAIL FISCAL YEAR (FY) 2020/2021

JULY 1, 2020 - JUNE 30, 2021 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 20/21	TD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 413,621	\$ 1,250	\$ 22,327	\$ -	\$ 437,198
Subtotal:	\$ 413,621	\$ 1,250	\$ 22,327	\$ -	\$ 437,198
B. Consultant Services					
Consultant Services	\$ 206,034	\$ 75,551	\$ -	\$ 500	\$ 282,085
Subtotal:	\$ 206,034	\$ 75,551	\$ -	\$ 500	\$ 282,085
C. Travel					
Travel	\$ 9,864	\$ 1,573	\$ 1,069	\$ 500	\$ 13,006
Subtotal:	\$ 9,864	\$ 1,573	\$ 1,069	\$ 500	\$ 13,006
D. Direct Expenses					
Postage & Freight	\$ 332	\$ 42	\$ 16	\$ -	\$ 390
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 338	\$ 104	\$ -	\$ 2,600
Advertising - Legal	\$ 1,660	\$ 208	\$ 716	\$ -	\$ 2,584
Insurance Premiums	\$ 1,362	\$ -	\$ -	\$ -	\$ 1,362
Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 468	\$ 180	\$ 500	\$ 4,883
Operating - Computer Software	\$ 5,686	\$ 712	\$ 274	\$ -	\$ 6,672
Dues & Memberships	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 2,905	\$ 364	\$ 140	\$ -	\$ 3,409
Subtotal:	\$ 18,253	\$ 2,184	\$ 1,450	\$ 2,500	\$ 24,387
E. Indirect Expenses					
Marion County Cost Allocation	\$ 39,254	\$ 6,148	\$ 1,892	\$ -	\$ 47,294
SubTotal:	\$ 39,254	\$ 6,148	\$ 1,892	\$ -	\$ 47,294
Revenues	\$ 687,026	\$ 86,706	\$ 26,738	\$ 3,500	\$ 803,970
Expenditures	\$ 687,026	\$ 86,706	\$ 26,738	\$ 3,500	\$ 803,970
Total Remaining	\$ -	\$ -	\$ -	\$ -	\$ -

ESTIMATED BUDGET DETAIL FISCAL YEAR (FY) 2021/2022

JULY 1, 2021 - JUNE 30, 2022 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 21/22	TD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 446,061	\$ 1,360	\$ 22,900	\$ -	\$ 470,321
Subtotal:	\$ 446,061	\$ 1,360	\$ 22,900	\$ -	\$ 470,321
B. Consultant Services					
Consultant Services	\$ 25,323	\$ 19,215	\$ -	\$ 500	\$ 45,038
Subtotal:	\$ 25,323	\$ 19,215	\$ -	\$ 500	\$ 45,038
C. Travel					
Travel	\$ 1,592	\$ 9,149	\$ 1,069	\$ 500	\$ 12,310
Subtotal:	\$ 1,592	\$ 9,149	\$ 1,069	\$ 500	\$ 12,310
D. Direct Expenses					
Postage & Freight	\$ 332	\$ 48	\$ 16	\$ -	\$ 396
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 313	\$ 104	\$ -	\$ 2,575
Advertising - Legal	\$ 1,660	\$ 240	\$ 80	\$ -	\$ 1,980
	\$ -	\$ -	\$ -	\$ -	\$ -
Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 467	\$ 180	\$ 500	\$ 4,882
Operating - Computer Software	\$ -	\$ 728	\$ 280	\$ -	\$ 6,818
Dues & Memberships	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 1,245	\$ 408	\$ 45	\$ -	\$ 1,698
SubTotal:	\$ 17,171	\$ 2,256	\$ 725	\$ 2,500	\$ 22,652
E. Indirect Expenses					
Marion County - Cost Allocation	\$ 6,642	\$ 42,409	\$ 2,044	\$ -	\$ 51,095
SubTotal:	\$ 6,642	\$ 42,409	\$ 2,044	\$ -	\$ 51,095
Revenues	\$ 494,973	\$ 74,389	\$ 26,738	\$ 3,500	\$ 599,600
Expenditures	\$ 494,973	\$ 74,389	\$ 26,738	\$ 3,500	\$ 599,600
Total Remaining	\$ -	\$ -	\$ -	\$ -	\$ -

APPENDIX A: UPWP STATEMENTS AND ASSURANCES

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Ocala/Marion County TPO hereby 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 any 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 (b) 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 hereby 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 the U.S.D.O.T.



Name: Jeff Gold
Title: TPO Chairman

4/28/20

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Ocala/Marion County TPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Ocala/Marion County TPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state 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 Federal 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 Ocala/Marion County TPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) 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 and not more than \$100,000 for each failure.


Name: Jeff Gold
Title: TPO Chairman

4-28-20
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Ocala/Marion County TPO 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 TPO, 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 TPO, in a non-discriminatory environment.

The Ocala/Marion County TPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex 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



Name: Jeff Gold
Title: TPO Chairman



Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
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TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Ocala/Marion County TPO assures the Florida Department of Transportation (FDOT) 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, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Ocala/Marion County TPO further assures FDOT that it will undertake the following 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 *Appendices A and E* 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.


Name: Jeff Gold
Title: TPO Chairman

4-28-20
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
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APPENDICES A and E

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 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.

FLORIDA DEPARTMENT OF TRANSPORTATION
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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) 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 subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

APPENDIX B: GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

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

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

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

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

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

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

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

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

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

APPENDIX C: STAFF SERVICES AGREEMENT AND COST ALLOCATION

STAFF SERVICES AGREEMENT

THIS STAFF SERVICES AGREEMENT is made and entered into this 21 day of January, 2020 between the Ocala/Marion County Transportation Planning Organization, created and operating pursuant to Section 339.175, Florida Statutes (hereinafter called the "TPO"), and the Marion County Board of County Commissioners, a political subdivision of the State of Florida (hereinafter called the "COUNTY").

WITNESSETH:

WHEREAS, 23 U.S.C. 134 and Section 339.175, Florida Statutes provides for the designation of a metropolitan planning organization for each urbanized area of the state; and

WHEREAS, pursuant to Section 339.175(4), F.S., the Governor, by letter dated the 13th day of February 2014, approved the apportionment and boundary plan submitted by the TPO; and

WHEREAS, the TPO, pursuant to the power conferred upon it by Section 339.175(6)(g), Florida Statutes, and Section 5.00 of the Interlocal Agreement between Marion county, the City of Ocala, the City of Belleview, and the City of Dunnellon, and the Florida Department of Transportation, (FDOT), dated May 18, 2004, as amended, may enter into agreements with local agencies to utilize the staff resources of such agencies or for the performance of certain services by such agencies; and

WHEREAS, pursuant to Section 339.175(2)(b), Florida Statutes, the TPO is an independent governmental entity separate and distinct form the COUNTY; and

WHEREAS, the TPO is desirous of obtaining certain services from the COUNTY to assist with the TPO functions of managing the continuing, cooperative and comprehensive transportation planning process as mandated by State and Federal law; and

WHEREAS, it is deemed by the parties to be appropriate and necessary that the duties and obligation of the TPO and the COUNTY in relation to the staffing of the TPO be defined and fixed by formal agreement.

NOW, THEREFORE, in consideration the mutual covenants, premises, and representations herein, the parties agree as follows:

1. **Purpose.** For the reasons recited in the preamble, which are hereby adopted as part thereof, this Staff Services agreement (Agreement) is to provide for professional services to carry out the term of the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement, dated September 19, 2017 between the TPO and the FDOT and to provide personnel for the administration of the TPO.
2. **Scope of Services.** It is agreed by the COUNTY that it shall support the TPO with the staff necessary for professional, technical, administrative, and clerical services, office and other space, and other incidental items as may be required and necessary to manage the business and affairs of the TPO and to carry on the transportation planning and programming process specified by the Transportation Planning Joint Participation Agreement; provided, it is understood and agreed that, unless otherwise provided for, the performance of such service and functions shall be limited to those specified and allocated in the TPO's federally approved two-year Unified Planning Work Program (UPWP) budget and all approved budgets and management reports under Federal or State grant contracts with the TPO. The UPWP shall be prepared by the TPO support Staff in cooperation

with all related State and Federal agencies and TPO committees in accordance with the rules and regulations governing the TPO and shall be subject to the approval of the TPO Governing Board before submittal to State or Federal Agencies.

3. **Cost Allocation.** The TPO shall be responsible for all direct and indirect costs of services provided by the COUNTY. A Cost Allocation Plan will be maintained and updated to identify the costs to the TPO for the use of COUNTY facilities, resources and staff services during each fiscal year. A cost allocation rate will be monitored by the Budget Office of the Clerk of the Circuit Court to specifically reflect the TPO organizational needs and staff size, including occupation of office space at the Marion County Growth Services Building.

4. **TPO Director.** The TPO Director shall be selected by the TPO Governing Board. Pursuant to Section 339.715(6)(g) Florida Statutes, the TPO Director shall report directly to the TPO Governing Board for all matters relating to the administration and operation of the TPO. **The County Administrator shall serve as a resource to assist the TPO Director in the execution of the TPO's operations and priorities.** The TPO Director shall be responsible for the development of an appropriate organizational structure to carry out the responsibilities set forth in this Agreement, development of procedures to monitor and coordinate the planning process, as well as the overall administration of TPO programs. Addition of new personnel shall be subject to approval of the TPO Governing Board. The TPO chairman and his/her designee shall be responsible for the annual performance evaluation of the TPO Director using the standard COUNTY performance evaluation process.

5. **TPO Personnel.** The TPO Director shall be responsible for full oversight and supervision of TPO support staff. Subject to TPO Governing Board approval and within the existing COUNTY's Job Classifications Plan, the TPO Director responsibilities include adding or deleting staff or staff positions, adjusting responsibilities and salaries, and to recommend through the COUNTY HR department when to hire, terminate, discipline or suspend personnel in accordance with the rules and procedures established in the COUNTY's Employee Handbook. TPO support staff, as COUNTY employees, shall abide by the COUNTY's Employee Handbook. When the TPO Governing Board approves TPO personnel changes, all records shall be submitted to the COUNTY for documentation purposes only and no further action shall be necessary by the COUNTY.

5.1 The TPO Director shall be responsible for submitting all the necessary information to establish job descriptions and pay grades within the COUNTY's Job Classification Plan for TPO positions. Each pay grade will define a minimum, mid-point and a maximum for the position. The TPO Director shall be responsible for coordinating with Marion County Human Resources to determine the salary for new hires up to 75% of the paygrade range in accordance with the rules and procedures established in the COUNTY's Employee Handbook.

7. **Legal Representation.** The TPO shall utilize the services of the COUNTY's attorney as needed. The TPO may employ special legal counsel for specific needs when it is deemed necessary.

9. **Financial Administration**

9.1 The records and accounts of the TPO including receipts, expenditures and deposits shall be administered by the TPO support staff with final processing of such by the COUNTY. The COUNTY shall include TPO revenues and expenditures in the COUNTY budget, and will authorize the Marion County Clerk of the Circuit Court

without further action by the COUNTY to pay expenses from the appropriated funds subject to reimbursement, subject to meeting all appropriate State and Federal Regulations. .

- 9.2 Contracts and bids for the purchase of materials and services shall be in accordance with COUNTY procedures for the same purposes. The TPO shall follow the County Procurement process for all contracts and bids. The TPO Director and TPO Governing Board shall review and approve all Requests for Proposals (RFP) and subsequent contracts. Subject to meeting all appropriate State and Federal Regulations, when the TPO Governing Board approves a contract or bid, all records shall be submitted to the COUNTY for documentation purposes only and no further action shall be necessary by the COUNTY.

10. **Asset Management.** All equipment and supplies purchased by the TPO with federal funding are the property of the TPO. The TPO will maintain a property inventory per federal regulations [C.F.R.200.313(d)], and update at least once every two years. Any disposition of TPO property with assistance or support by the COUNTY must be approved by the TPO and in accordance with federal regulation outlined in 2 C.F.R.200.313(3).

11. **Training.** Pursuant to Section 339.715(6)(h) Florida Statutes, the TPO shall provide training opportunities and training funds specifically for local elected officials and others who serve on the TPO Governing Board. These training opportunities may be conducted by the TPO or through statewide and federal training programs and initiative that are specifically designed to meet the needs of TPO Governing Board members.

12. **Travel.** All travel by TPO personnel and Governing Board members shall be approved by the TPO Director. All travel by the TPO Director shall be approved by the TPO Board. All travel expenses shall be paid consistent with the provisions of Section 112.061, Florida Statutes. The TPO shall pay all Class "C" travel expenses, as defined in Section 112.061, in accordance with the policies established in the UPWP. The COUNTY shall have no function or responsibility with respect to the approval of travel of any TPO staff or Governing Board members.

12.1 Each year the TPO Governing Board shall follow the per diem rates outlined in the TPO Travel Policy as part of the annual UPWP process.

13. **Reimbursement to Marion County.** The TPO hereby agrees that it shall reimburse the COUNTY for all services rendered under this Agreement as specified in the UPWP budget and all approved budgets under Federal or State grant contracts. The determination of eligible costs shall be in accordance with 23 CFR Section 420, Federal Management Circular (FMC) 74-4, as appropriate.

14. **Local Share.** The COUNTY will provide cash for the required match for Federal funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

15. **Invoices and Progress Reports.** The TPO shall provide to the FDOT or appropriate Federal agencies progress reports and an invoice for reimbursement for all Federal grants with FHWA and FTA. The progress reports and invoices shall be in sufficient detail for audit purposes.

16. **Payment.** Payment to the COUNTY of any and all monies by the TPO is contingent upon the TPO first receiving the funds for the work tasks from the FDOT, FHWA, or FTA.

17. **Information and Reports.** The TPO will provide all required information and reports and will permit access to its books, records, accounts, and other sources of information, and its facilities as may be determined by FDOT, FHWA, or FTA to be pertinent to ascertain compliance with such regulations, orders and instructions. The TPO shall adhere to Chapter 119 Florida Statutes regarding public records. Where any information required of the TPO is in the exclusive possession of another who fails or refuses to furnish this information, the TPO shall certify to FDOT, FHWA, or FTA as appropriate, and shall set forth what efforts it has made to obtain the information.

18. **Amendment of Agreement.** The COUNTY and the TPO may, upon initiation of either party, amend this Agreement to cure any ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this Agreement subject to formal approval by resolution of each party.

19. **Effective Date and Term.** This Agreement shall become effective on January 28, 2020 upon approval by the TPO and the Marion County Board of County Commission and remain in effect for a period of five years. At that time, the TPO shall review this Agreement to determine if any changes are warranted.

20. **Termination.** Either party may terminate this Agreement by providing written notice of intent to terminate to the other party at least ninety (90) days prior to the then current fiscal year; provided, that financial commitments made prior to termination are effective and binding for their full term and amount regardless of termination. The effective date of any termination shall be the end of the then current fiscal year, unless both parties agree to an alternative date of termination.

IN WITNESS WHEREOF, the undersigned parties have caused this Staff Services Agreement to be duly executed in their behalf this 21 day of January, 2020.

MARION COUNTY BOARD OF
COUNTY COMMISSIONERS

By: Kathy Bryant
Kathy Bryant, Chairman

OCALA / MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION

By: Jeff Gold
Jeff Gold, TPO Chair

ATTEST: David R. Ellspermann
David R. Ellspermann,
Marion County Clerk of the
Circuit Court

ATTEST: John Beut
TPO Director

Approved as to form and legality

Mathew G. Minter
Mathew G. Minter, County Attorney

Marion County Office of Fiscal Review

DEPARTMENT	TOTAL \$ ALLOCATED	ALLOCATED UNITS	TPO VALUE	TPO PERCENT	TPO ALLOCATION BASIS
CAFR	198,968.00	407,878,729.55	630,416	0.15456%	308 BUDGET
ATTORNEY	679,202.00	91.00	0.50	0.54945%	3,732 STAFF EFFORT (Percent of Time, Est at 100 hours meetings and prep)
ATTORNEY General	52,216.00	1,581.22	5	0.31621%	165 FTE COUNT
ADMINISTRATION	1,305,123.00	1,581.22	5	0.31621%	4,127 FTE COUNT
IT TECH	1,794,403.00	2,024.00	8	0.39526%	7,093 # COMPUTERS
IT SUPPORT	1,290,784.00	634,998.74	511	0.08047%	1,039 WORK ORDERS (Avg of Storm Water per person * TPO F 1,101 FTE COUNT
HR	348,291.00	1,581.22	5	0.31621%	4,216 NEW HIRES
HR RECRUITMENT	183,812.00	218.00	5	2.29358%	260 # HOURS (avg per employee)
HR TRAINING	69,060.00	4,775.50	18	0.37692%	249 ENCUMBRANCES (Used Similar OPER Budget of 6310) 4,659
PROC PUR ORDERS	101,138.00	2,433.00	6	0.24661%	NUMBER OF (Sum of Transportation Prior)
PROC SOLICITATIONS	166,072.00	499.00	14	2.80561%	73 NUMBER CARDS
PROC PCARD ADMIN	12,259.00	336.00	2	0.59524%	1,145 TRANSACTIONS (Used Similar OPER Budget of 6310)
PROC P-CARD	190,270.00	21,437.00	129	0.60176%	891 CONTRACTS (Used Contracts of Water Resources)) 1,947 # INVOICES (USED SIMILAR OPER Budget of 6310)
PROC CONTRACTS	159,212.00	536.00	3	0.55970%	176 INTERACTIONS (Est based on new FTE)
PROC INVOICES	344,307.00	23,879.00	135	0.56535%	9,236 SQ FOOTAGE OCCUPIED (Estimated at 5% of office and common area
HEALTH CLINIC	231,793.00	6,591.00	5	0.07586%	697 FTE COUNT
FAC GRW SERV BLDG	184,725.00	38,400.00	1920	5.00000%	3,092 # ACCOUNTS PAYABLE (Used Similar OPER budget of 63110)
BCC RECORDS	220,360.00	1,581.22	5	0.31621%	949 FTE COUNT
FIN PAYABLES	688,020.00	30,489.00	137	0.44934%	55 ACT EXPEND
FIN PAYROLL	300,241.00	1,581.22	5	0.31621%	735 ACT EXPEND
FIN CAFR PREP	36,478.00	421,108,335.24	630,416	0.14970%	3,429 LINE ITEMS
INTERNAL AUDIT	370,285.00	317,653,097.07	630,416	0.19846%	147 FTE COUNT
BUDG PREP	340,985.00	3,878.00	39	1.00567%	1,555 # AMENDED ACCOUNTS (Oper Dept Averages)
BUDG POSITIONS	51,837.00	1,761.33	5	0.28388%	19 ACT EXPEND
BUDG AMND	57,367.00	738.00	20	2.71003%	
BUDG COST ALLOCA	12,500.00	421,108,335.24	630,416	0.14970%	

51,095

Marion County Board of County Commissioners
 Detail of Cost Allocation
 Rev- Fiscal Year 2020-21

Type of Central Service	TPO 2018-19	TPO 2019-20	TPO 2020-21
Independent Audit Fee		308	73
Clerk of the Circuit Court - Finance		4,096	1,864
Clerk of the Circuit Court - Internal Auditor		735	202
Clerk of the Circuit Court - Budget		5,150	8,780
BCC Records		697	958
Records Center		-	-
County Attorney		3,897	218
County Administration		4,127	6,208
Information Systems		8,132	16,476
Human Resources		5,577	3,143
Procurement		8,964	-
Human Resources - Clinic		176	230
Facilities Management		9,236	7,874
Public Safety Radio			-
MSTU / Assessments Office		-	-
Tax Collector (Assessment)			-
Property Appraiser (Assessment)			-
Total Costs Identified		\$ 51,095	\$ 46,026
Identified Costs not Allocated		-	-
Actual Budgeted Allocation		\$ 51,095	\$ 46,026

BR407	89%	40,963
BR408	7%	3,222
BR409	4%	1,841
		46,026

Resolution

No .

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO) ENDORSING THE AMENDED UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS 2020/21 - 2021/22

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 2020/21 - 2021/22 Unified Planning Work Program has been prepared consistent with Chapter 3 of the MPO Program Management Handbook.

WHEREAS, The 2020/21 - 2021/22 Unified Planning Work Program was approved by the Ocala/Marion County Transportation Planning Organization on April 28, 2020; and

WHEREAS, The Ocala/Marion County Transportation Planning Organization's 2020/21 - 2021/22 Unified Planning Work Program has been amended to change funding amounts of Federal Transit Administration Planning (5305d) funds in FY 2020/21 and FY 2021/22.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the Unified Planning Work Program for 2020/21 - 2021/22 and authorizes the TPO Director to execute all applications, invoices, revisions, amendments, un-encumbrances and de-obligations that may be necessary during the duration of the UPWP.

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 January, 2021.

By: _____
Michelle Stone, TPO Chair

Rob Balmes, TPO Director



TO: TPO Board Members

FROM: Rob Balmes, Director

RE: TPO Board Bylaws Amendment – Voting Quorum

In an effort to improve the transaction of TPO Board meeting agenda items requiring formal action, an amendment is proposed for Board member consideration. The proposed amendment involves a change to the transaction of business from a minimum of seven (7) to five (5) voting members.

The proposed amendment would allow for more flexibility in approving TPO Board agenda items in situations when less than a majority (7), but no less than five (5) members are present at a meeting. The TPO instituted a similar change to the Transportation Disadvantaged Local Coordinating Board (TDLCB) bylaws in January 2019, resulting in voting transactions of agenda items by less than a majority of members present (standard quorum). The following provides the specifics of the proposed revisions to the TPO Board Bylaws. Included with this memo are the current bylaws with proposed changes in tracked-changes mode.

CONDUCT OF MEETINGS

- (1) All TPO meetings will be open to the public
- (2) Roberts Rules of Order shall be used as a guideline to conduct all meetings.
- ~~(3) A majority of the whole number of voting members of the TPO shall constitute a quorum. No official action shall be taken without a quorum. No resolution or motion shall be adopted by the TPO except upon the affirmative vote of a majority of the members present.~~
- (3) A total of seven (7) of the twelve (12) voting members shall constitute a standard quorum.
- (4) For the transaction of business, if there are at least five (5) voting members present and the actions of particular items is necessary, those members may elect to make a motion and with a second continue to adopt publically advertised agenda resolutions and motions.

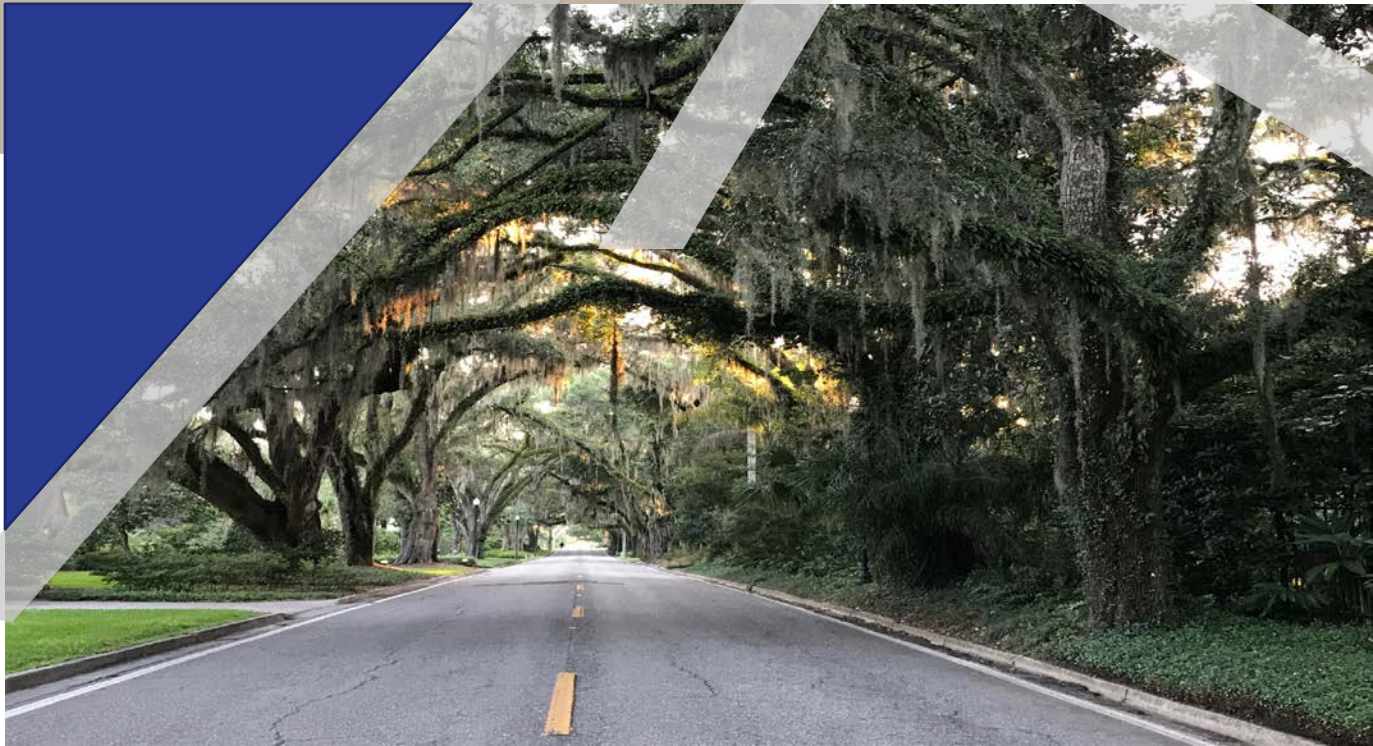
Should no standard quorum or at least five (5) voting members attend within fifteen (15) minutes after the hour appointed for the meeting of the TPO, the Chair or Vice-Chair may choose to adjourn the meeting or continue the meeting to discuss any agenda items that do not require a vote or are informational in nature. In that event of immediate adjournment, those members present may; by unanimous agreement, select another hour or day to meet. The names of the members present and their action at such meeting shall be recorded in the minutes.

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



Website: Ocalamariontpo.org

Bylaws of the Ocala Marion Transportation Planning Organization



Adopted: May 25, 2004

Revised: June 23, 2020

Proposed January 26, 2020



PREAMBLE

The Ocala/Marion County Transportation Planning Organization (TPO) was created in accordance with the 23 United States Code 134 and 49 United States Code 5303 and Section 339.175, Florida Statutes, and operates under the provisions of Section 163.01, Florida Statutes. The powers, privileges and authority of the TPO are specified in Section 339.175, Florida Statutes, and incorporated into the Interlocal Agreement for the Creation of the Ocala/Marion County Transportation Organization authorized under Section 163.01, Florida Statutes.

In compliance with the above referenced legislation, the following sets forth the Bylaws, Policies and Procedures which shall serve to guide the proper functioning of the transportation planning process for the TPO. The intent is to provide guidance for the operation of the TPO, to ensure the accomplishment of transportation planning tasks within a cooperative framework properly related to comprehensive planning on a continuing basis.

PURPOSE AND FUNCTIONS

- (1) Representatives of Marion County, the cities of Belleview, Dunnellon, and Ocala, the Florida Department of Transportation, and the United States Department of Transportation shall be involved in the transportation planning process by the establishment of a TPO. Its purpose shall be to provide effective leadership in the initiation and development of transportation plans, programs and strategies. As such, it shall set transportation policy for the designated planning area as identified in 2003 Apportionment Plan, provide guidance for the area's transportation planning process, and review, approve and adopt all plans and programs which are developed by the process. As the body directly responsible for the guidance of the transportation planning process, the TPO shall ensure that the recommendations made therein are consistent with the goals and standards of the Federal Government, the State, Marion County, and the municipalities within Marion County.
- (2) The functions of the TPO shall include, but not be limited to the following:
 - (a) Preparation of a Long Range Transportation Plan (LRTP) with at least a 20-year horizon;
 - (b) Development of a two-year Unified Planning Work Program (UPWP);
 - (c) Preparation of an annually updated Transportation Improvement Program (TIP) consisting of improvements recommended from the LRTP;
 - (d) Development and maintenance of a Congestion Management Process;
 - (e) Development and implementation of a Public Participation Plan (PPP);
 - (f) Development and publication of an Annual Report for public dissemination;
 - (g) Ensure the compatibility of state and local plans, programs, and projects with the LRTP and programs of the TPO;
 - (h) Ensure that all jurisdictional areas within the TPO planning area are included in the

- transportation planning process;
- (i) Perform other duties delegated by federal and state laws or rules and regulations;
 - (j) Ensure that all transportation modes are considered in the planning process;
 - (k) Ensure that the transportation needs of all persons, including the elderly and disabled are considered in the planning process;
 - (l) Establish a Citizen's Advisory Committee (CAC) in order to assure meaningful citizens involvement in the transportation planning process; and
 - (m) Establish a Technical Advisory Committee (TAC) to be responsible for the transportation portions of the transportation planning process.

MEMBERSHIP

- (1) The membership of the TPO is apportioned by the Governor of the State of Florida among the governmental entities which constitute the TPO, based on equitable population ratio and geographic factors. At least every five years the membership is reapportioned by the Governor. The governmental body of each governmental entity appoints the appropriate number of members to the TPO from eligible officials. The TPO consists of the following apportioned members:

Voting Representation

Marion County	5 seats
City of Ocala	5 seats
City of Belleview	1 seat
City of Dunnellon	1 seat

Total **12 seats**

Non-Voting Representation

FDOT District V Secretary

- (2) The Cities of Belleview, Dunnellon, and Ocala shall each appoint an alternate elected official to attend and vote at any TPO meeting at which the regular members in attendance do not comprise a quorum, provided that they meet the qualifications established in these Bylaws.
- (3) Non-voting advisors may be appointed by the TPO as deemed necessary.
- (3) Non-voting members shall sit with the same rights and privileges as other members, except that non-voting members shall not have the right to present resolutions, motions or second the same, or to vote upon any motions or resolutions of the TPO.

APPOINTMENT, QUALIFICATIONS AND TERMS OF OFFICE

- (1) All voting members shall be elected officials of the member jurisdiction.
- (2) TPO members shall serve four (4) year terms. Membership shall terminate upon the member leaving his/her elected or appointed office for any reason, or by a majority vote of the total membership of a county or city governing body represented by the member.
- (3) Vacancies shall be filled by the original appointing body. Members may be reappointed for one or more additional four year terms.
- (4) If any municipality or county fails to fill an assigned appointment to the TPO within sixty (60) days after notification by the Governor of its duty to appoint, that appointment shall be made by the Governor from the eligible representatives of said municipality or county.

OFFICERS AND DUTIES

- (1) At the last regular meeting the year, the TPO shall elect the following officers to serve for the following calendar year:
 - (a) Chair
 - (b) Vice-Chair
- (2) The Chair shall preside at all meetings.
- (3) The Chair shall sign all resolutions, contracts and agreements.
- (4) The Chair may call special and emergency meetings, public hearings and workshops at his/her discretion or by request of the TPO Director.
- (5) The Chair shall ensure that all actions of the TPO are followed in accordance with these Bylaws, the Interlocal Agreement for Creation of the Metropolitan Planning Organization, and all other applicable policies.
- (6) In the event of his/her absence or at his/her direction, the Vice-Chair shall assume the powers and duties of the Chair.
- (7) In the event of the permanent incapacitation of the Chair or Vice-Chair of the TPO, a new officer will be elected from the membership at the next scheduled meeting.

SUNSHINE LAW AND PUBLIC RECORDS LAW

- (1) The TPO Board and all proceedings shall be governed by the Florida Sunshine Law, Chapter 286, and Chapter 119, Florida Statutes.

REGULAR MEETINGS

- (1) Regular meetings of the TPO shall be held at least quarterly. At the last regular meeting of each year, the TPO will approve the following year's meeting schedule. Regular meeting dates and times may be changed by the Chair or Vice-Chair to accommodate special circumstances such as holidays.
- (2) Agendas and agenda packets will be provided to TPO members at least seven (7) days prior to the regularly scheduled meeting. Agendas will be sent to the Public Information Officers of the cities of Belleview, Dunnellon and Ocala, and Marion County at least seven (7) days prior to the regularly scheduled meeting. Agendas and agenda packets will be posted to the TPO's website and social media at least seven (7) days prior to the regularly scheduled meeting.

SPECIAL MEETINGS

- (1) A special meeting of the TPO may be called by the Chair. Each member of the TPO and Public Information Officers of the cities of Belleview, Dunnellon and Ocala, and Marion County will receive a notification of such special meeting stating the date, hour and place of the meeting and the purpose for which such meeting is called, and no other business shall be transacted at that meeting.
- (2) No less than five (5) days before such special meeting, the TPO shall give public notice of the date, hour and place of said meeting including a statement of the general subject matter to be considered, unless such notice is impossible under the circumstances. Agendas and agenda packets will be posted to the TPO's website and social media at least five (5) days prior to the special meeting.

EMERGENCY MEETINGS

- (1) An emergency meeting of the TPO may be called by the Chair when in his/her opinion, an emergency exists which requires immediate action by the TPO. When such a meeting is called, each TPO member will be notified, as will the Public Information Officers of the cities of Belleview, Dunnellon and Ocala, and Marion County, stating the date, hour and place of the meeting and the purpose for which it is called, and no other business shall be transacted at that meeting. At least a twenty-four (24) hour advance notice of such emergency meeting shall be given before the time the meeting is held. Agendas and agenda packets will be posted to the TPO's website and social media at least twenty-four (24) hours prior to the emergency meeting.
- (2) If after reasonable diligence, it becomes impossible to give notice to each member, such failure shall not affect the legality of the emergency meeting if a quorum is present. The minutes of each emergency meeting shall show the manner and method by which notice of such meeting was given to each member of the TPO and the media.

PUBLIC HEARINGS AND WORKSHOPS

- (1) Public hearings and workshops may be called by the TPO and may be scheduled before or after regular meetings at the same meeting place or may be scheduled at other times and places provided:
 - (a) The TPO shall give public notice of the date, hour and place of the hearing or workshop including a statement of the general subject matter to be considered no less than seven (7) days (or as required by Federal and State regulations) before the event; and
 - (b) No formal business, for which notice has not been given, shall be transacted at such public hearings or workshops.

MEETING AGENDA

- (1) There shall be an official agenda for every meeting of the TPO, which shall determine the order of business conducted at the meeting.
- (2) The TPO shall not take action upon any matter, proposal, or item of business not listed on the official agenda, unless two-thirds (2/3) of the entire TPO shall have first consented to the presentation thereof for consideration and action; however, the Chair may add new business to the agenda under other business or reports.
- (3) No agenda item listed on the agenda for public hearing or vote thereon may be deferred until a later time unless two-thirds (2/3) of the voting members present shall vote in favor of such deferral.
- (4) Matters may be placed on the agenda by any TPO, TAC, or CAC member, County Administrator, City Manager, or City Clerk, or by the TPO staff. Matters within the scope of jurisdiction of the TPO may also be placed on the agenda by any citizen with the concurrence of the Chair.
- (5) The agenda shall be prepared by the TPO staff.
- (6) This rule is not applicable to special or emergency meetings.

RESOLUTIONS AND MOTIONS

- (1) All actions of the TPO shall be by resolution or motion as follows:
 - (a) Action by resolution shall be required for:
 1. Adoption of budgets; approval of transportation plans
 2. Adoption of policy directives;
 3. Adoption of rules or procedures; establishment of or changes in internal organizational structure; and

4. Any other matters deemed by the TPO to be of sufficient importance to warrant adoption by formal resolution.
 - (b) All official and formal resolutions of the TPO shall be recorded in the minutes and kept in the TPO's permanent files;
 - (c) Action by motion shall be for approval of purely administrative matters including directives or authorizations to the Chair, committees, or the technical staff; and
 - (d) All official and formal motions of the TPO shall be recorded in the minutes and kept in the TPO's permanent files.
- (2) A copy of each resolution shall be furnished to the TPO members no later than seven (7) calendar days before a vote may be called on the resolution; however, this provision shall be deemed waived unless asserted by a voting member before the TPO takes action on the resolution in question.

CONDUCT OF MEETINGS

- (1) All TPO meetings will be open to the public.
- (2) Roberts Rules of Order shall be used as a guideline to conduct all meetings.
- ~~(3) A majority of the whole number of voting members of the TPO shall constitute a quorum. No official action shall be taken without a quorum. No resolution or motion shall be adopted by the TPO except upon the affirmative vote of a majority of the members present.~~
- (3) A total of seven (7) of the twelve (12) voting members shall constitute a standard quorum.
- (4) For the transaction of business, if there are at least five (5) voting members present and the actions of particular items is necessary, those members may elect to make a motion and with a second, continue to adopt publically advertised agenda resolutions and motions.
- (4)(5) Should no standard quorum or at least five (5) voting members attend within fifteen (15) minutes after the hour appointed for the meeting of the TPO, the Chair or Vice-Chair may choose to adjourn the meeting or continue the meeting to discuss any agenda items that do not require a vote or are informational in nature. In that event of immediate adjournment, those members present may; by unanimous agreement, select another hour or day to meet. The names of the members present and their action at such meeting shall be recorded in the minutes.
- (5)(6) All meetings of the TPO shall be conducted in accordance with the following:
 - (a) The Chair shall preside at all meetings at which he/she is present;
 - (b) In the absence of the Chair, the Vice-Chair shall preside;
 - (c) The Chair shall state every question coming before the TPO and announce the decision of the TPO on all matters coming before it;

- (d) A majority vote of the members present shall govern and conclusively determine all questions of order not otherwise covered;
- (e) The Chair shall call the TPO to order at the hour appointed for the meeting;
- (f) In the absence of the Chair and Vice-Chair, the TPO staff representative shall determine whether a quorum is present and in that event shall call for election of a temporary Chair. Upon the arrival of the Chair, or Vice-Chair, the temporary Chair shall relinquish the Chair upon conclusion of the business immediately before the TPO;
- (g) Any TPO member who intends to be absent for any TPO meeting shall notify the TPO staff of the intended absence as soon as he or she conveniently can;
- (h) The vote upon any resolution, motion or other matter may be a voice vote, unless the Chair or any member requests that a roll call vote be taken;
- (i) Upon every roll call vote the staff representative shall call the roll, tabulate the votes, and announce the results;
- (j) The minutes of prior meetings may be approved by a majority of the members present and upon approval shall become the official minutes;
- (k) Unless a reading of the minutes of a meeting is requested by a majority of the TPO, the minutes shall not be read for approval provided the TPO staff delivers a copy thereof to each TPO member at least seven (7) calendar days prior to the meeting along with the meeting packet;
- (l) With the concurrence of the Chair any citizen shall be entitled to be placed on the official agenda of a regular meeting of the TPO and be heard concerning any matter within the scope of the jurisdiction of the TPO;
- (m) Each person, other than TPO staff members, who addresses the TPO shall give the following information for the minutes:
 - 1. Name;
 - 2. Address;
 - 3. The identity of any other persons the person is representing;
 - 4. Whether or not he or she is being compensated by the person or persons for whom he speaks; and
 - 5. Whether he or she or any member of his or her immediate family has a personal financial interest in the pending matter, other than that set forth in (4) above.
- (n) Unless further time is granted by the TPO, each person shall limit his or her address to two (2) minutes; and
- (o) All remarks shall be addressed to the TPO as a body and not to any member thereof. No person, other than TPO members, and the person having the floor, shall be permitted to enter into any discussion, either directly or through a member, without permission of the presiding officer. No question shall be asked a governing board member except through the presiding officer.

SUBCOMMITTEES

- (1) TPO subcommittees may be designated by the TPO as necessary to investigate and report on specific subject areas of interest to the TPO. These subcommittees may include but are not limited to:
 - (a) Administrative matters; and
 - (b) Bylaws.

AMENDMENTS

- (1) These bylaws may be amended by an affirmative vote of two-thirds (2/3) of the voting members or their designated alternate, provided the proposed amendment has been sent to every board member at least seven (7) calendar days before being voted on.

Ocala/Marion Transportation Planning Organization



TPO Chair



Attest: TPO Director

Ocala/Marion Transportation Planning Organization Legal Review



Matthew G. Minter, Attorney for TPO



TO: TPO Board Members

FROM: Anton Schauerte, TPO Transportation Planner

RE: Amendment of FY 2020/21 to 2024/25 Transportation Improvement Program (TIP)

Per the request of the Florida Department of Transportation (FDOT), the following projects are being amended to the fiscal year (FY) 2020/2021 to 2024/2025 Transportation Improvement Program (TIP). This project may be found on the following attached pages of the TIP document.

Minor Amendments (Outlined in further detail in the following FDOT memo, directly following the 4 project pages):

FM# 436361-1: Marion County / Ocala ITS Operational Support

- \$2,457,154.00 reduction in FY 2020/2021
- This project will be broken up into 2 projects
- This project will no longer fund ITS Operational Support for both the City of Ocala and Marion County. Instead, it will only fund ITS Operation Support for Marion County

FM# 436361-2: Marion County / Ocala ITS Operational Support

- This is a new project that will be added to the FY 2020/21 to -2024/25 TIP
- This project will include funding of \$110,000.00 for ITS Operational Support (only for the City of Ocala) in FY 2020/2021

Administrative Modifications:

FM# 431401-1: Marion-Section 5303, Ocala Marion TPO Planning Studies

- \$21,766 (\$10,838 of Local funds plus \$10,838 of State funds) of FY 2020/2021 funds will be converted to toll credit revenues (non-cash)

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

FM# 440797-1: Marion-Section 5303, Ocala Marion TPO Planning Studies

- \$18,598 (\$9,299 of Local funds plus \$9,299 of State funds) of FY 2021/2022 funds will be converted to toll credit revenues (non-cash)

TPO staff is requesting your review and approval. If you have any questions regarding the proposed TIP amendments or modifications, please contact me at 438-2635 or at anton.schauerte@marioncountyfl.org

Cooperative and comprehensive planning for our transportation needs

Marion County • City of Belleview • City of Dunnellon • City of Ocala

2710 E. Silver Springs Blvd. • Ocala, Florida 34470
Telephone: (352) 438 - 2630 • www.ocalamariontpo.org

Project Description: ITS Operational Support - Marion County

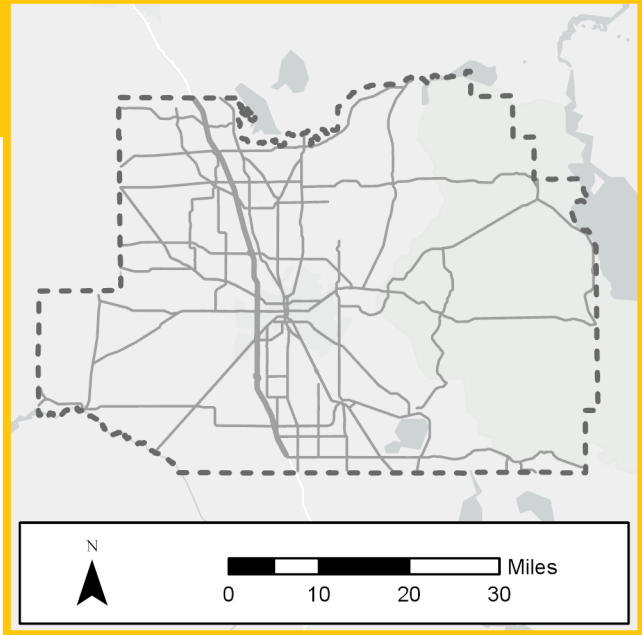
Project Type: ITS Communication System

FM Number: 4363611*

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$160,000

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total		\$160,000	\$0	\$0	\$0	\$0	\$160,000

* Amended January 26, 2020

Project Description: ITS Operational Support - City of Ocala

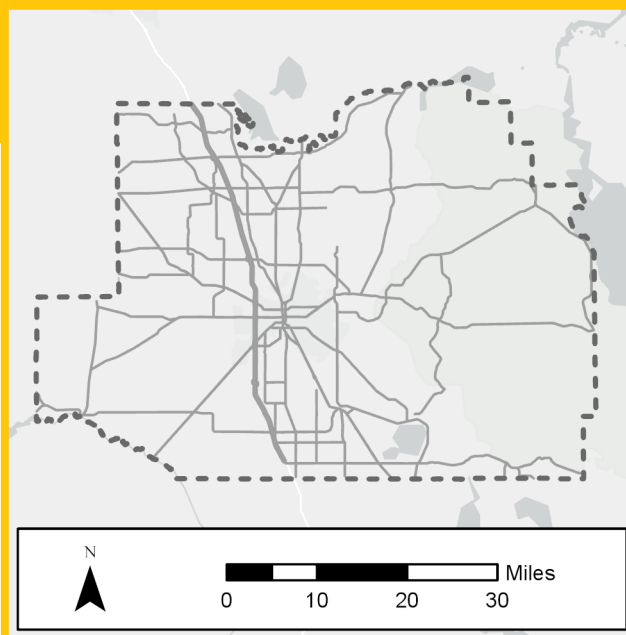
Project Type: ITS Communication System

FM Number: 4363612*

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$110,000

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$110,000	\$0	\$0	\$0	\$0	\$110,000
Total		\$110,000	\$0	\$0	\$0	\$0	\$110,000

* Amended January 26, 2020

Project Description: Marion-Section 5303, Ocala Marion TPO Planning Studies

Project Type: TPO Studies

FM Number: 4314011

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$508,130

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$594,836

Additional Information:

Ocala Marion TPO Planning Studies, Section 5303.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	\$86,706	\$0	\$0	\$0	\$0	\$86,706
PLN	LF*	\$0	\$0	\$0	\$0	\$0	\$0
PLN	DPTO*	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$86,706	\$0	\$0	\$0	\$0	\$86,706

*FDOT and Local Funds modified as a soft match through toll revenue credit

Project Description: Ocala Marion TPO Planning Studies

Project Type: TPO Studies

FM Number: 4407971

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$543,803

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	\$0	\$74,389	\$74,389	\$74,389	\$226,752	\$449,919
PLN	LF*	\$0	\$0	\$9,299	\$9,299	\$28,344	\$46,942
PLN	DPT0*	\$0	\$0	\$9,299	\$9,299	\$28,344	\$46,942
Total		\$0	\$74,389	\$92,987	\$92,987	\$283,440	\$543,803

*FDOT and Local Funds modified as a soft match through toll revenue credit



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

December 14, 2020

Robert Balmes
TPO Director
Ocala Marion Transportation Planning Organization
2710 E. Silver Springs Blvd
Ocala, FL 34470

Dear Mr. Balmes:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation (FDOT) requests the following changes to be made to Ocala Marion TPO’s Adopted Fiscal Years 2020/2021 – 2024/2025 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department’s Adopted Work Program. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

MARION COUNTY

FM#436361-1 ITS OPERATIONAL SUPPORT- MARION COUNTY

Current TIP Status:

Project is in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Phase	Original Funding Type	Original Amount	Fiscal Year
Preliminary Engineering	SL	\$1,000,000	2021
OPS	SL	\$600,000	2021
CAP	SL	\$508,577	2021
MNT	SL	\$508,577	2021
	TOTAL	\$2,617,154	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	SL	\$10,000	2021
Preliminary Engineering	SL	\$150,000	2021
	TOTAL	\$160,000	

Difference: Project funding in Fiscal Year 2020/2021 has changed.

Explanation: The goal of this design build project is to provide capital and operations improvements for Intelligent Transportation Systems (ITS) technology in Marion County. It will establish a more robust and stable network to support the existing signal system. The scope includes the following: Fiber Communication from the Marion County Office of the Engineer to the Landfill, modernizing the wireless



Transportation Improvement Program FY 2020/21 – FY 2024/25

Adopted:

- July 6, 2020

Amended:

- September 22, 2020
- January 26, 2021

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

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

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

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

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

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

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

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 26th day of January 2021.

By: _____
Michelle Stone, Chair

Attest: _____
Robert Balmes, TPO Director



SW Broadway St

MOY MEDA

Board Members

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

TPO Staff

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

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INTRODUCTION

PURPOSE

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

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



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

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

TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and

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

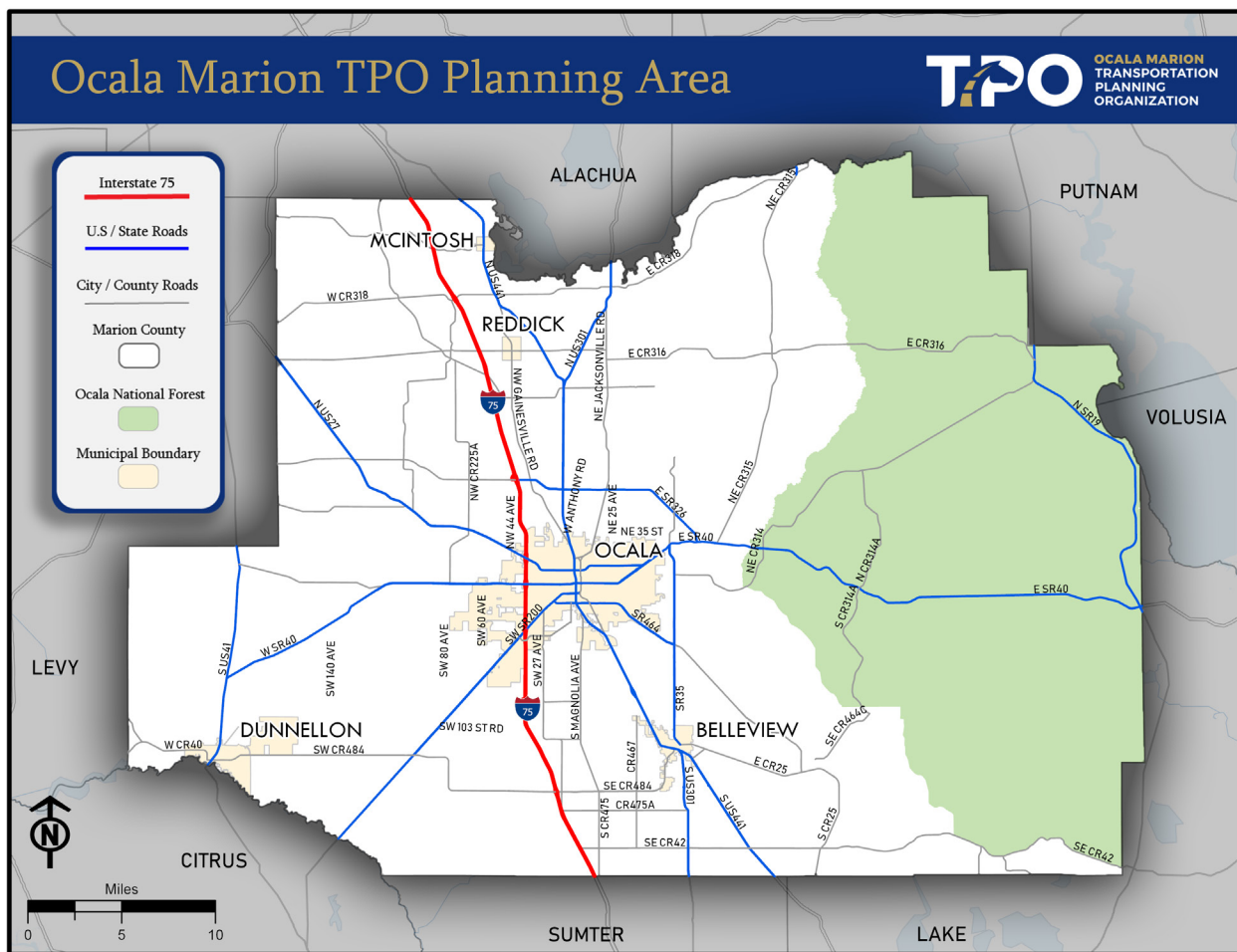


Figure 1: Map of TPO Planning Area

DEVELOPMENT OF THE TIP

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

TPO Boards and Committees

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

The TPO also submits its draft TIP to the TPO Board for review and to receive additional feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is presented to the TPO Board for adoption in May or June of each year. TPO staff presented the draft TIP to the TAC and CAC on May 12th and June 9th, the TPO Board on May 26th and June 23rd, the Dunnellon City Council on June 8th and the Belleview City Commission on June 16th.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's [Public Involvement Plan \(PIP\)](#). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC, TPO Board, Dunnellon City Council and Belleview City Commission meetings. The TAC and CAC meetings were held virtually and therefore were accessible to those with internet access. The TPO Board, Dunnellon and Belleview meetings were held in-person, with the added capability to participate virtually. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter, LinkedIn) and sending e-blast notifications. Beginning on May 19th, a legal notice of the draft version of the TIP was placed in the Ocala Star Banner for 30 days. The public comment period for the TIP began on May 19th and concluded on June 23rd. A copy of the notice can be found in Appendix E and a list of public comments, including the TPO's response to each comment, can be found in Appendix F. On May 19th, the TPO sent the Draft TIP for review and comment to the following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

CERTIFICATION

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

CONSISTENCY WITH OTHER PLANS

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

2040 Long Range Transportation Plan (LRTP)

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

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety,

provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies.

Strategic Intermodal System (SIS) Policy Plan

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

Freight Mobility and Trade Plan (FMTP)

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

Transportation Asset Management Plan (TAMP)

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

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

Congestion Management Plan (CMP)

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

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

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

Transit Development Plan (TDP)

The Transit Development Plan (TDP) represents

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

TIP REVISIONS

When the TIP and the FDOT Work Program became adopted in July 2020, there were cases in which some projects were not yet authorized. These projects, in addition to funding changes within other projects, “roll forward” automatically into the Work Program. These changes have been listed in Appendix J.

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

Administrative Modifications

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

Minor Amendments

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

Major Amendments

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

TRANSPORTATION DISADVANTAGED

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

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

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

EFFICIENT TRANSPORTATION DECISION MAKING

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

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

Figure 2: Transportation Disadvantaged Funding

PERFORMANCE MANAGEMENT

PERFORMANCE-BASED PLANNING

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

#1- Safety

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

#2- Infrastructure Condition

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

#3- Congestion Reduction

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



#4- System Reliability

To improve the efficiency of the surface transportation system

#5- Freight Movement and Economic Vitality

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

#6- Environmental Sustainability

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

#7- Reduced Project Delivery Delays

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

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

PERFORMANCE MEASURES & TARGETS

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

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

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



Safety



**Bridge and
Pavement
Condition**



**System
Performance**



**Transit Asset
Management**



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

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

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

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

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

Figure 3: Performance Measure Targets and Results - Safety



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

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

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

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

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

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

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	56%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	40.2%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
Bridge Deck Area Measures			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	78.5%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

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



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

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

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

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

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

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

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

Figure 5: Performance Measure Targets and Results - System Performance



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

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

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

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

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

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

FINANCIAL PLAN

The financial plan is determined during the development of the LRTP, as part of its Cost Feasible Plan. Once all projects have been determined as “needs”, the LRTP steering committee prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The cost feasible plan in the LRTP then becomes a prioritized project list. This list, known as the List of Priority Projects (LOPP), is then sent to FDOT annually, to be included in the next work program for funding. FDOT will decide which projects from the prioritized list or List of Prioritized Projects (LOPP) that can be reasonably funded with its cost/funding projections. The LOPP can be found in Figure 10 on page 23.

The 2020/21-2024/25 TIP is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran, and Marion Transit. A summary of funds by funding source is included in Figure 8 ([23 CFR. 450.326(a) and Subsection 339.175(8), F. S.]).

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

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

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

Figure 7: List of Funding Categories and Associated Funding Sources

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

Funding Category	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ACFP	\$0	\$9,125,700	\$0	\$49,995	\$0	\$9,175,695
ACID	\$565,000	\$0	\$0	\$0	\$0	\$565,000
ACNP	\$0	\$32,312,804	\$0	\$0	\$0	\$32,312,804
ACSA	\$2,672,962	\$0	\$0	\$0	\$0	\$2,672,962
ACSL	\$19,747	\$0	\$0	\$0	\$0	\$19,747
ACSN	\$1,030,761	\$0	\$0	\$0	\$0	\$1,030,761
ACSS	\$1,353,218	\$407,200	\$4,102,536	\$786,286	\$0	\$6,649,240
CIGP	\$0	\$0	\$0	\$0	\$8,522,752	\$8,522,752
D	\$7,119,759	\$4,747,870	\$4,760,342	\$4,723,193	\$4,736,430	\$26,087,594
DDR	\$7,173,399	\$2,492,098	\$3,415,615	\$33,919,182	\$15,415,217	\$62,415,511
DIH	\$196,472	\$96,043	\$116,860	\$61,105	\$125,840	\$596,320
DPTO	\$834,982	\$723,851	\$769,342	\$807,344	\$832,375	\$3,967,894
DRA	\$0	\$0	\$25,348,332	\$0	\$0	\$25,348,332
DS	\$5,562,364	\$0	\$0	\$0	\$857,999	\$6,420,363
DU	\$1,008,079	\$1,041,831	\$1,090,203	\$1,140,993	\$1,346,686	\$5,627,792
DWS	\$0	\$2,170,339	\$0	\$0	\$0	\$2,170,339
FAA	\$0	\$1,800,000	\$5,850,000	\$0	\$0	\$7,650,000
FTA	\$2,325,554	\$2,395,321	\$2,467,181	\$2,541,196	\$2,617,431	\$12,346,683
LF	\$2,478,544	\$13,366,512	\$2,631,951	\$3,059,247	\$11,276,568	\$32,812,822
NHRE	\$0	\$0	\$5,522,605	\$0	\$0	\$5,522,605
PL	\$687,026	\$494,973	\$494,973	\$494,973	\$494,973	\$2,666,918
RHP	\$33,077	\$0	\$0	\$0	\$0	\$33,077
SA	\$12,696,779	\$0	\$20,695,207	\$0	\$0	\$33,391,986
SL	\$3,523,356	\$4,069,077	\$5,344,067	\$9,169,646	\$9,485,714	\$31,591,860
SN	\$1,077,160	\$3,105,650	\$236,113	\$2,794,946	\$0	\$7,213,869
TALL	\$0	\$772,678	\$0	\$24,932	\$253,001	\$1,050,611
TALN	\$0	\$252,377	\$0	\$252,270	\$0	\$504,647
TALT	\$826,584	\$1,923,087	\$0	\$2,224,590	\$0	\$4,974,261
TRIP	\$0	\$0	\$0	\$0	\$4,696,516	\$4,696,516
TRWR	\$0	\$0	\$0	\$0	\$3,407,729	\$3,407,729
Total	\$51,184,823	\$81,297,411	\$82,845,327	\$62,049,898	\$64,069,231	\$341,446,690

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

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

Funding Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Federal	\$27,819,303	\$57,700,698	\$45,802,885	\$19,479,827	\$14,197,805	\$165,000,518
State	\$20,886,976	\$10,230,201	\$34,410,491	\$39,510,824	\$38,594,858	\$143,633,350
Local	\$2,478,544	\$13,366,512	\$2,631,951	\$3,059,247	\$11,276,568	\$32,812,822
Total	\$51,184,823	\$81,297,411	\$82,845,327	\$62,049,898	\$64,069,231	\$341,446,690

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

PROJECT SELECTION PROCESS

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

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

RANKING CRITERIA

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



1. Multimodal:

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

2. Performance Measure:

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

3. Project Development:

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

4. Funding Availability:

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

5. Local Revenue/Funding Source:

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

6. Local Partnership:

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

The Top 20 List of Priority Projects (LOPP) is shown in Figure 10 below. The following projects are identified in both the LOPP and TIP (referenced in the “Additional Information” section of the respective project page). Projects displayed show New Rank - FM Number (Page in TIP)

- | | |
|----------------------------|-----------------------|
| #1 - 435209-1 (p. 34) | #12 - 433652-1 (p.52) |
| #3 - 433651-1 (p.50) | #14 - 436755-1 (p.67) |
| #6/18 - 435484-1/2 (p. 63) | #15 - 238648-1 (p.40) |
| #8 - 433660-1 (p.42) | #16 - 410674-2 (p.49) |
| #11 - 433661-1 (p.43) | |

FY 2026 List of Priority Projects (LOPP)							
New Rank	Previous Rank	FM Number	Project Name	From	To	Description	Phase
1	1	435209-1	NW 49th Street Interchange		-	- New Interchange	ROW
2	2	-	SW 49th Avenue Phase 1	SW 66th St	SW 42nd St	Capacity project	CST
3	8	433651-1, 2, &3	CR 484/I-75 Interchange Operational Improvements	SW 20th Ave	CR 475A	Operations and Capacity Improvements	CST
4	16	-	SW 49th Avenue	CR 484	Marion Oaks Trail	Capacity project	CST
5	17	-	Emerald Road Extension	SE 92nd Loop	Emerald Road	New 2 Lane Road	CST
6	12	435484-1	Pruitt Trail	SR 200	Trailhead	Heart of Florida	CST
7	4	-	SW 44th Avenue	SR 200	SW 20th Street	New 4 Lane Capacity Project	CST
8	5	433660-1	US 441 Intersection Op Improvement II	SR 464	SR 464	Add dedicated turn lanes and pedestrian improvements	CST
9	7	431935-1	SR 40 Downtown Operational Improvement	US 441	NE 8th Ave	Pedestrian and Traffic Operation Improvements	ROW
10	11	238651-1	SR 200	CR 484	Citrus County Line	Adding 2 Lanes	CST
11	9	433661-1	SR 40/US 441 Intersection Operational Improvement	NW 2nd St	SW Broadway St	Add Dedicated Turn Lanes, Pedestrian Improvements, & Enhanced Illumination	CST
12	10	433652-1	SR 40/I-75 Interchange Operational Imprvemnts	SW 40th Ave	SW 27th Ave	Operations Improvement at I-75 Interchange & SW 27th Ave Intersection	CST
13	14	-	Countywide ITS Operations & Maintenance		-	- Operation & Maintenance	CST
14	21	436755-1	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	Local Trail Project	ROW
15	18	238648-1	US 41	SW 111th Pl Ln	SR 40	Add 2 Lanes	CST
16	19	410674-2	SR 40 East (End of 4 Lanes to E. of 314)	End of 4 Lanes	East of 314	Add 2 Lanes, and 2 Bridge Structures	CST
17	13	-	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Heart of Florida	DES
18	12	435484-2	Pruitt Trail	Trailhead	Bridges Road	Heart of Florida	DES
19	15		SW 49th Avenue	CR 484	Marion Oaks Manor	Add 2 Lanes	DES
20	6	-	CR 484 - Pennsylvania Ave Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	Pedestrian Bridge over Rainbow Springs and Multi-Modal Improvements along CR 484	DES

Figure 10: List of Top 20 Priority Projects

PROJECTS



This section of the TIP consists of a map of projects throughout Marion County and five smaller scale maps, two lists that indicate projects and their associated page number, a list of project phase acronyms and 63 individual project pages. Only projects tied to a location are shown in the Marion County map and Maps A-E.

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

Project Table of Contents:

Marion County Map	25
Map A	26
Map B	27
Map C	28
Map D	29
Map E	30
List of Projects by Project Type	31
Project Phase Acronyms	32
List of Projects	33-103

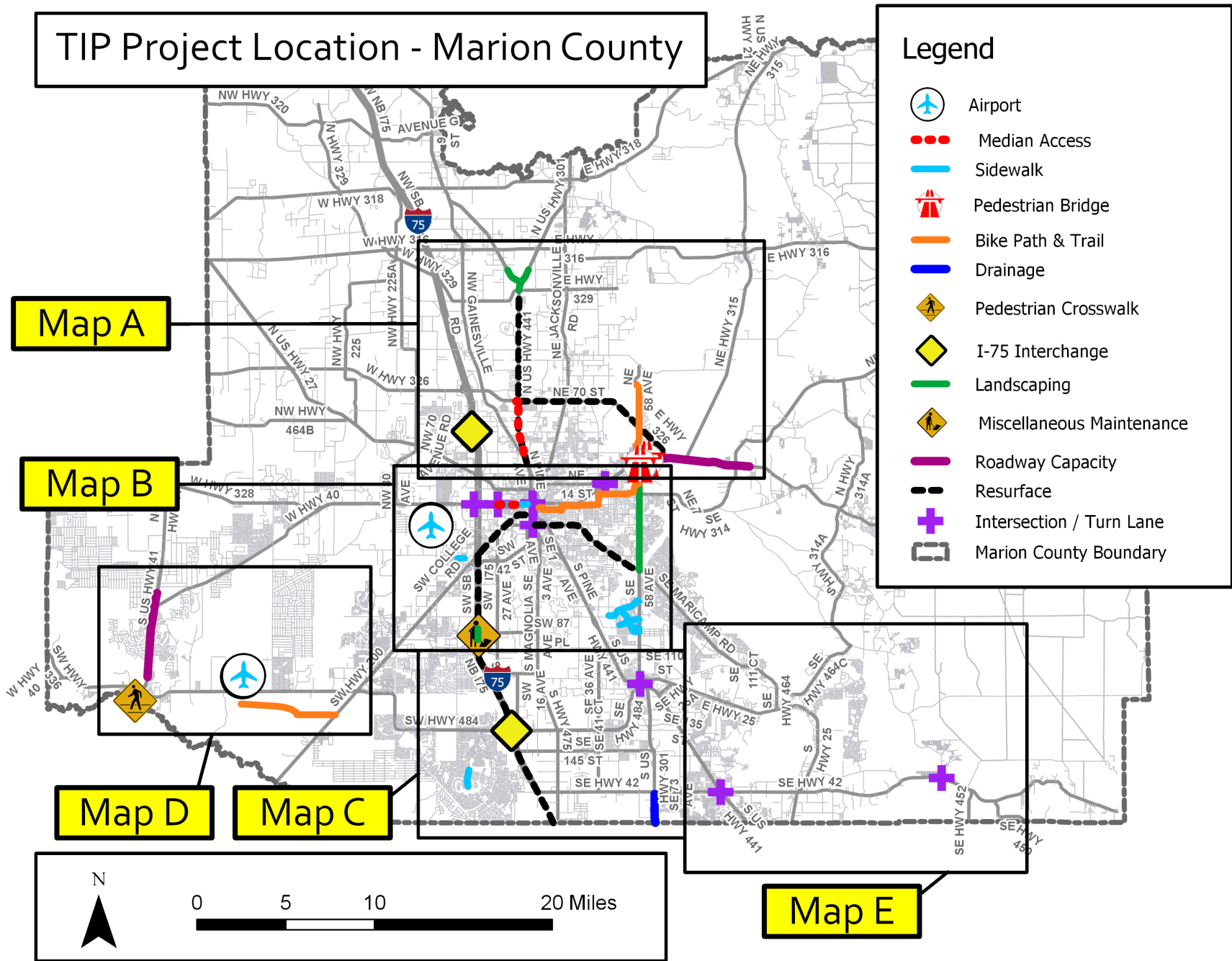


Figure 11: TIP Project Location Map - Marion County

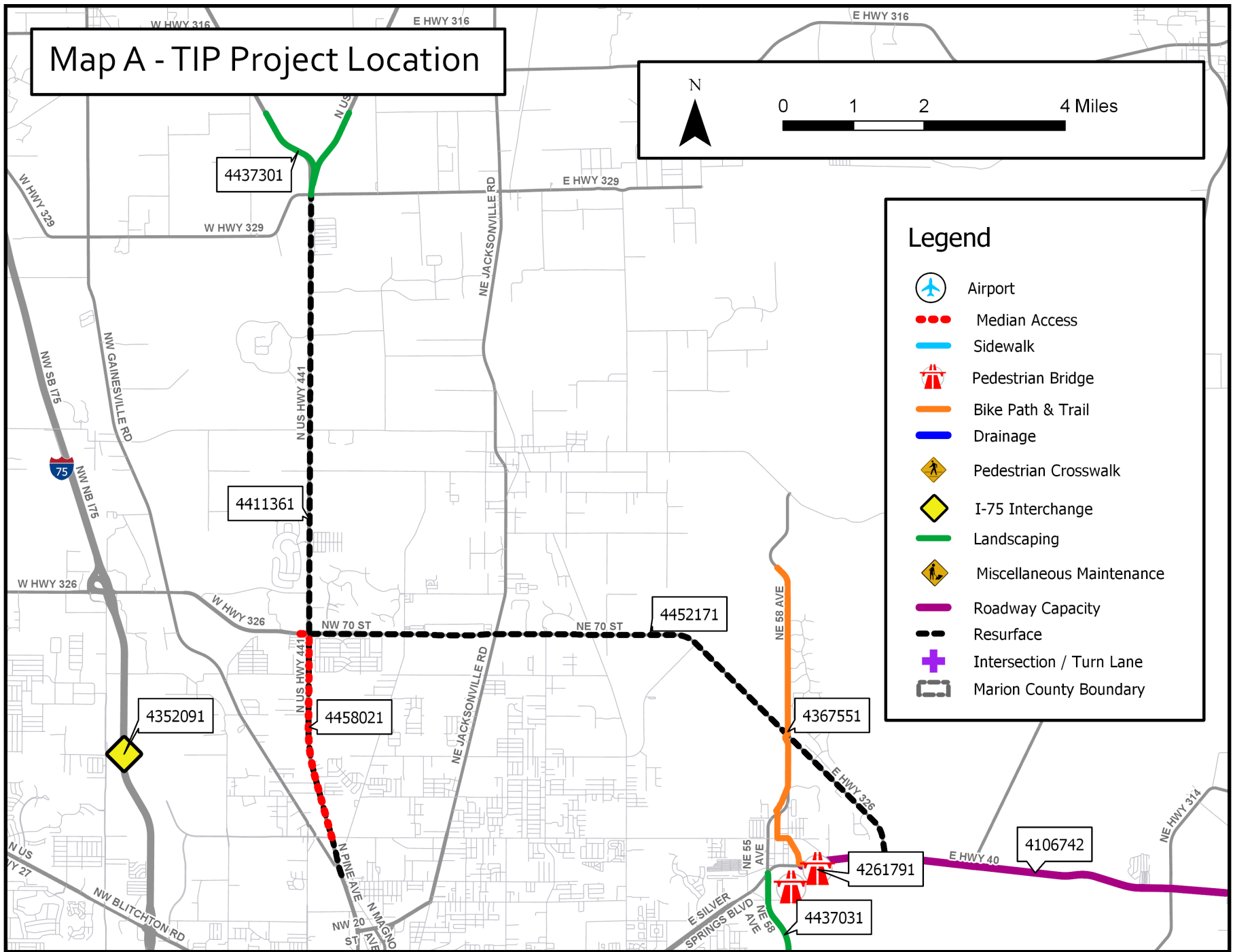


Figure 12: TIP Project Location - Map A

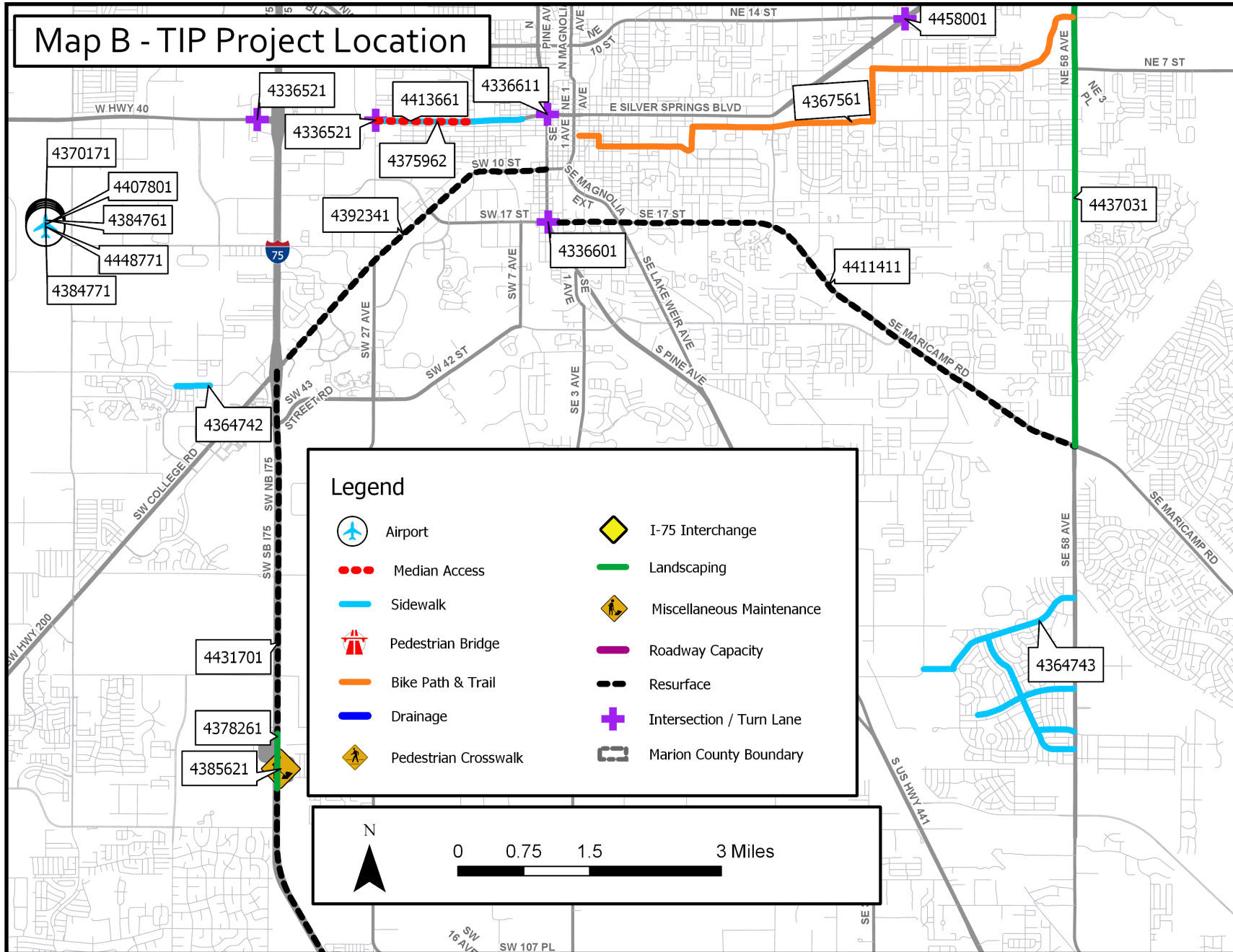


Figure 13: TIP Project Location - Map B

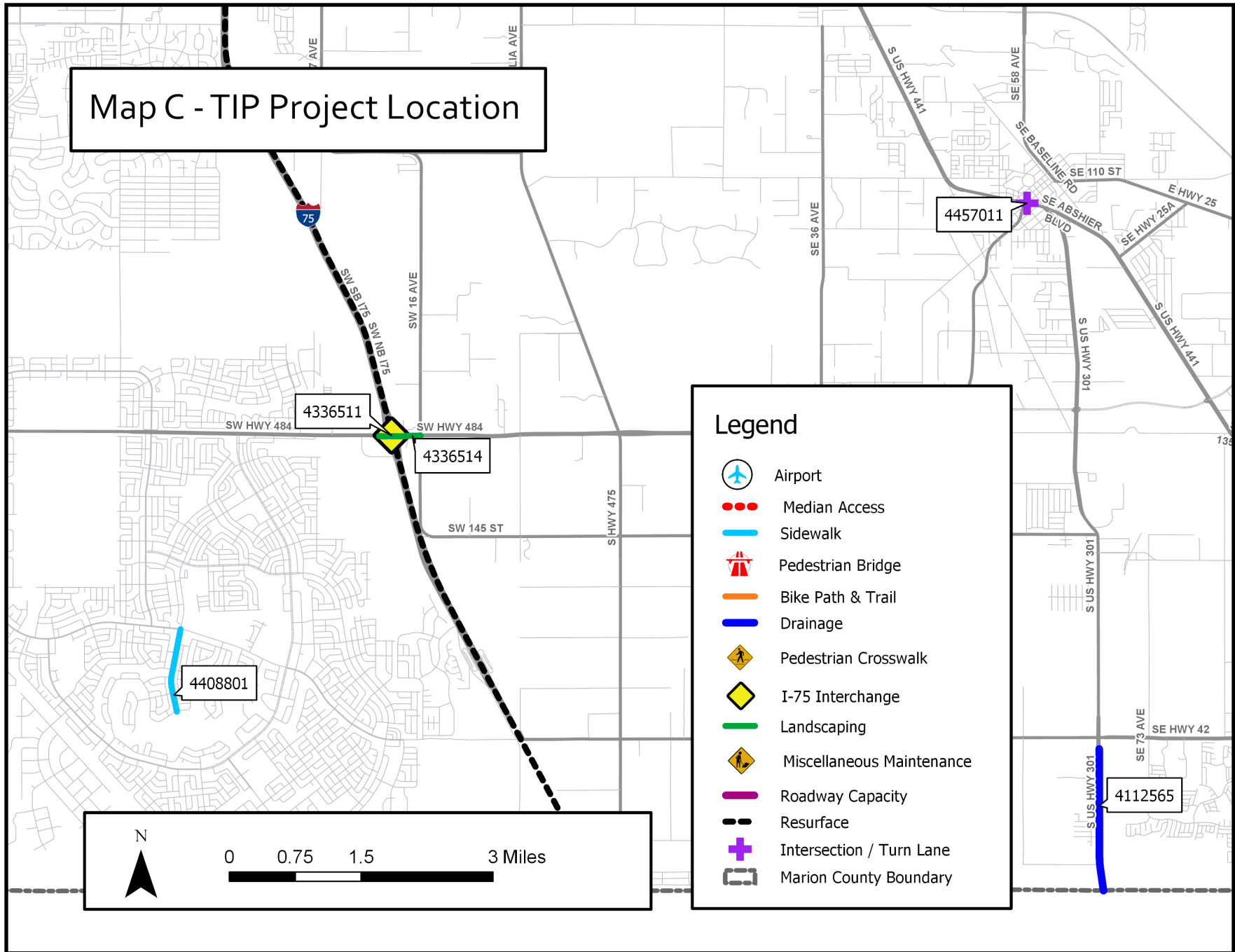


Figure 14: TIP Project Location - Map C

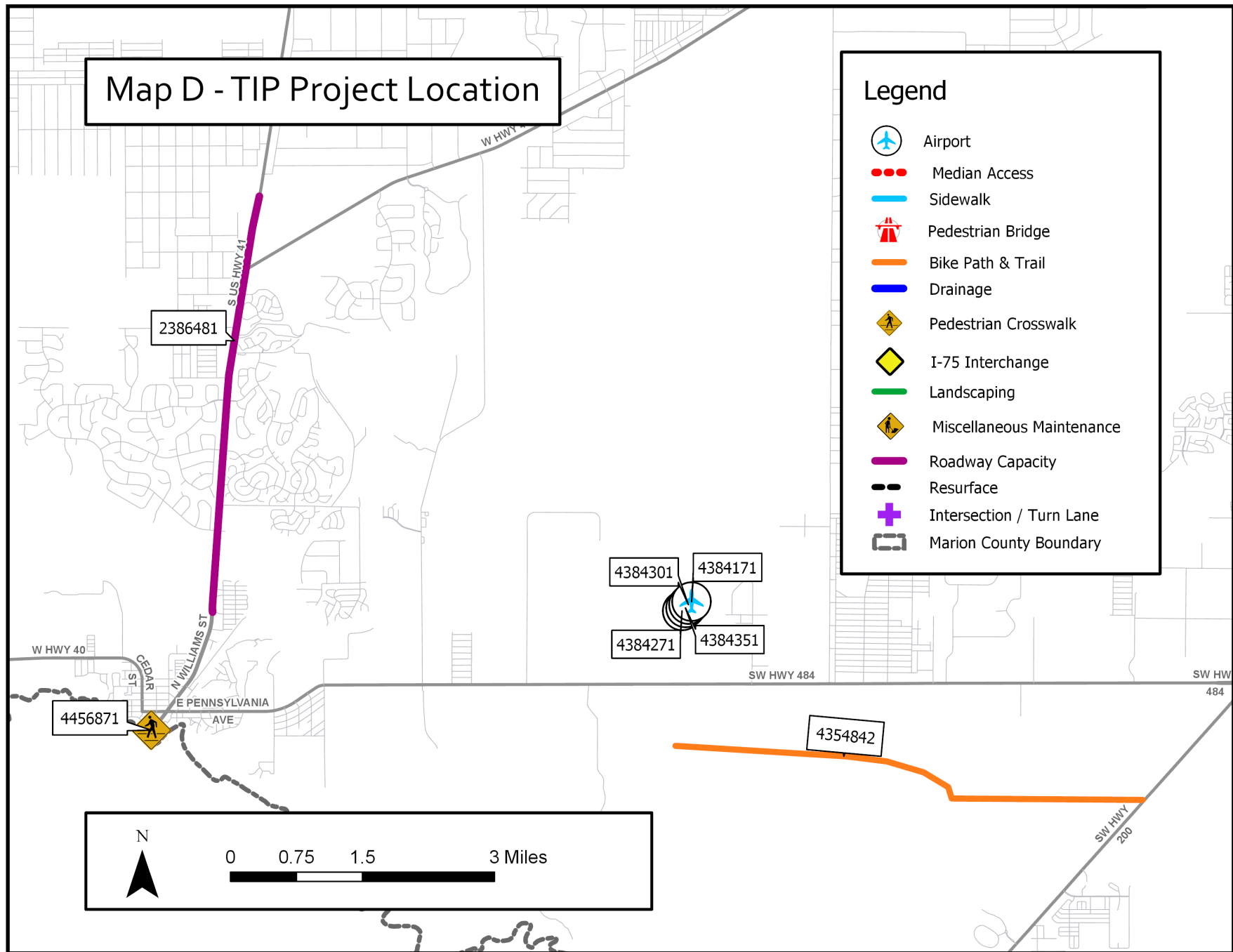


Figure 15: TIP Project Location - Map D

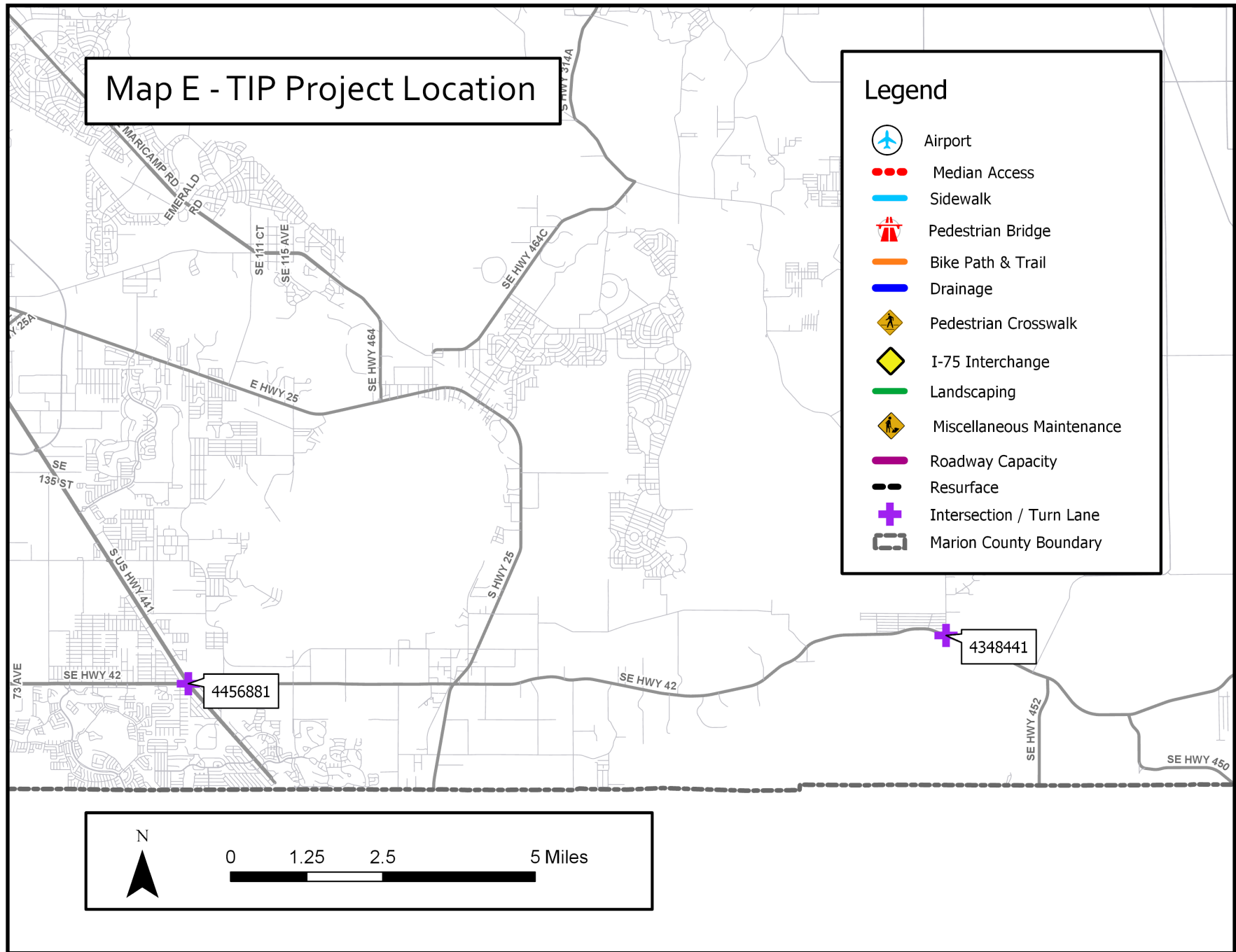


Figure 16: TIP Project Location - Map E



Projects by Type

Interstate Projects.....	33		
4352091.....	34	4367561.....	68
4378261.....	35	4375962.....	69
4385621.....	36	4408801.....	70
4431701.....	37	4456871.....	71
4453211.....	38		
US Route Projects.....	39	Airport Projects.....	72
2386481.....	40	4370171.....	73
4112565.....	41	4384171.....	74
4336601.....	42	4384271.....	75
4336611.....	43	4384301.....	76
4411361.....	44	4384351.....	77
4437301.....	45	4384761.....	78
4456881.....	46	4384771.....	79
4457011.....	47	4407801.....	80
		4448771.....	81
State & Local Road Projects.....	48	Transit/Funding/Grants.....	82
4106742.....	49	4271882.....	83
4336511.....	50	4314011.....	84
4336514.....	51	4333041.....	85
4336521.....	52	4333121.....	86
4348441.....	53	4393313.....	87
4392341.....	54	4393314.....	88
4411411.....	55	4393315.....	89
4413661.....	56	4407971.....	90
4437031.....	57	4424551.....	91
4452171.....	58	4424601.....	92
4458001.....	59		
4458021.....	60	Routine Maintenance.....	93
		4136153.....	94
Bicycle Trails & Sidewalk Projects.....	61	4181071.....	95
4261791.....	62	4233912.....	96
4354842.....	63	4291781.....	97
4363751.....	64	4291821.....	98
4364742.....	65	4363611.....	99
4364743.....	66	4363612.....	100
4367551.....	67	4466911.....	101
		4467911.....	102
		4469101.....	103

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

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

Figure 17: Project Phase Acronyms

Interstate- 75 Projects



Project Description:

I-75 (SR 93) at NW 49th St. from end of NW 49th St. to end of NW 35th St.

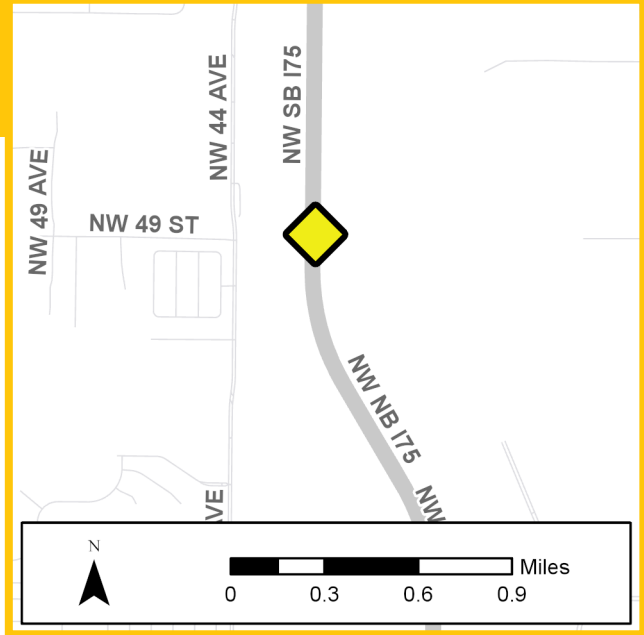
Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

L RTP # (pg. #): Goal 3: Objective 3 (2-9)



Prior Cost < 2020/21:

\$3,921,477

Future Cost > 2024/25:

\$0

Total Project Cost

\$63,138,866

Additional Information:

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue. The project is currently in the PD&E phase. (Priority Project #1)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	LF	\$0	\$10,200,000	\$0	\$0	\$0	\$10,200,000
CST	SL	\$0	\$0	\$0	\$0	\$9,440,914	\$9,440,914
CST	LF	\$0	\$0	\$0	\$0	\$8,419,861	\$8,419,861
CST	CIGP	\$0	\$0	\$0	\$0	\$8,522,752	\$8,522,752
CST	DDR	\$0	\$0	\$0	\$0	\$14,415,217	\$14,415,217
CST	DIH	\$0	\$0	\$0	\$0	\$114,400	\$114,400
CST	TRIP	\$0	\$0	\$0	\$0	\$4,696,516	\$4,696,516
CST	TRWR	\$0	\$0	\$0	\$0	\$3,407,729	\$3,407,729
Total		\$0	\$10,200,000	\$0	\$0	\$49,017,389	\$59,217,389

Project Description: I-75 Marion County Rest Areas Landscaping

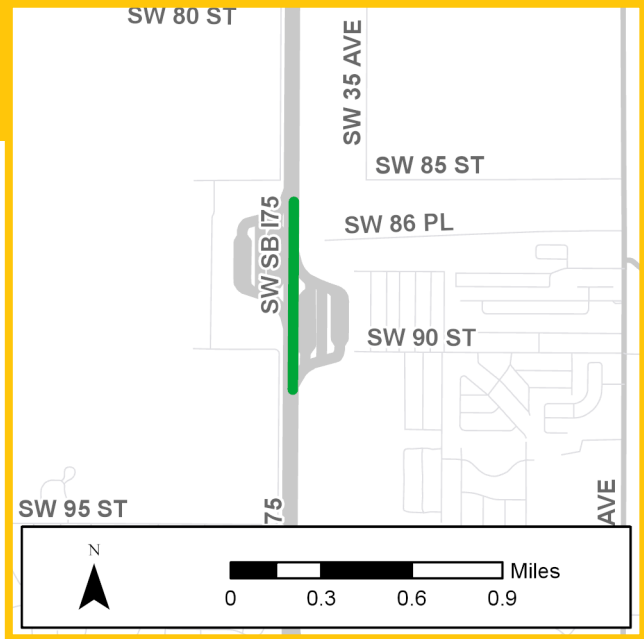
Project Type: Landscaping

FM Number: 4378261

Lead Agency: FDOT

Length: 0.6 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$869,439

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	\$0	\$0	\$0	\$0	\$11,440	\$11,440
CST	DS	\$0	\$0	\$0	\$0	\$857,999	\$857,999
Total		\$0	\$0	\$0	\$0	\$869,439	\$869,439

Project Description: I-75 (SR 93) Rest Area
Marion County from N. of SR 484 to S. of SR 200

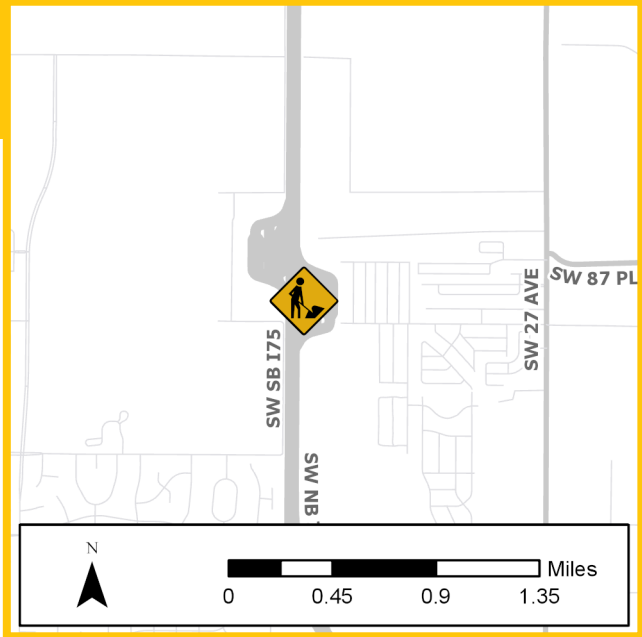
Project Type: Miscellaneous Maintenance

FM Number: 4385621

Lead Agency: FDOT

Length: 0.6 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$2,775,190

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$28,177,572

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	\$0	\$0	\$54,050	\$0	\$0	\$54,050
CST	DRA	\$0	\$0	\$25,348,332	\$0	\$0	\$25,348,332
Total		\$0	\$0	\$25,402,382	\$0	\$0	\$25,402,382

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

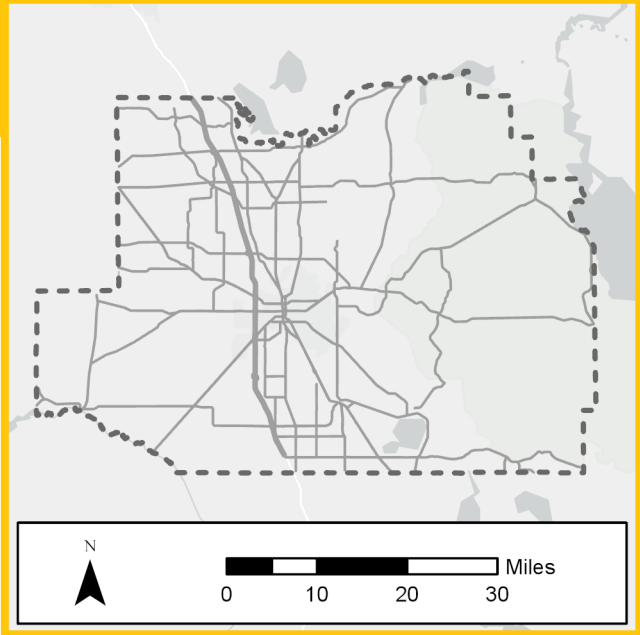
Project Type: Weigh Station

FM Number: 4453211

Lead Agency: FDOT

Length: 1.1 miles

L RTP # (pg. #): Goal 6: Objective 2 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$2,170,339

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DWS	\$0	\$2,170,339	\$0	\$0	\$0	\$2,170,339
Total		\$0	\$2,170,339	\$0	\$0	\$0	\$2,170,339

US Route Projects



Project Description: SR 45 (US 41) from SW 110th St. to North of SR 40

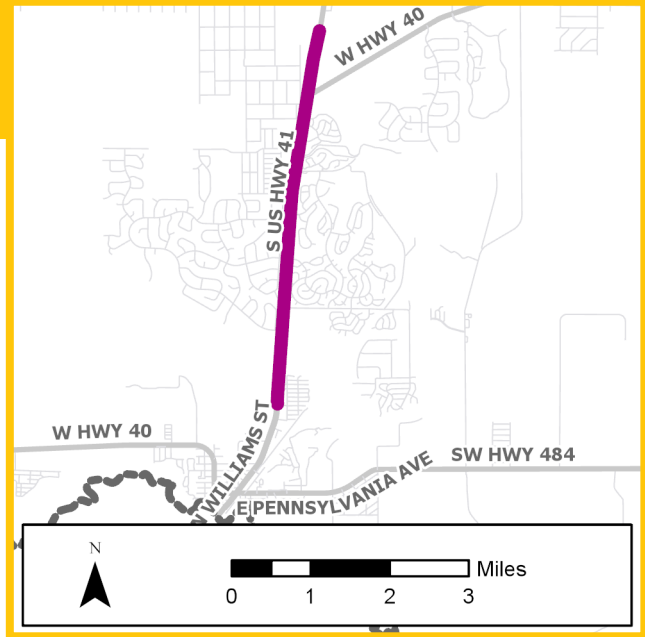
Project Type: Roadway Capacity

FM Number: 2386481

Lead Agency: FDOT

Length: 4.8 miles

L RTP # (pg. #): Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$27,464,790

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$71,271,622

Additional Information:

Capacity expansion project to widen US 41 from two to four lanes, which includes a grassed median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings. The project is currently funded for construction in FY 2024. (Priority Project #15)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	\$0	\$0	\$0	\$55,550	\$0	\$55,550
CST	SL	\$0	\$0	\$0	\$8,909,646	\$0	\$8,909,646
CST	SN	\$0	\$0	\$0	\$2,794,946	\$0	\$2,794,946
CST	DDR	\$0	\$0	\$0	\$31,546,690	\$0	\$31,546,690
PE	ACSN	\$110,826	\$0	\$0	\$0	\$0	\$110,826
PE	SL	\$42,912	\$0	\$0	\$0	\$0	\$42,912
PE	SN	\$346,262	\$0	\$0	\$0	\$0	\$346,262
Total		\$500,000	\$0	\$0	\$43,306,832	\$0	\$43,806,832

Project Description: SR 35 (US 301) Dallas Pond Redesign

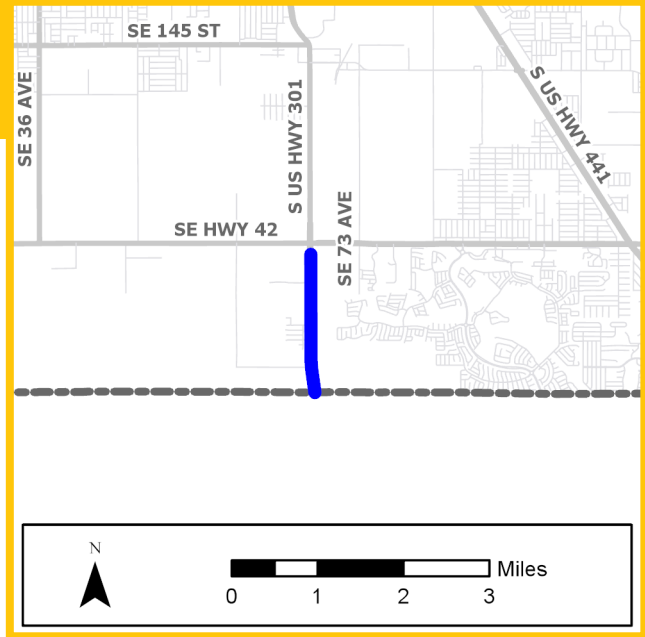
Project Type: Drainage

FM Number: 4112565

Lead Agency: FDOT

Length: 1.6 miles

L RTP # (pg. #): Goal 5: Objective 1 (2-10)



**Prior Cost
< 2020/21:**

\$425,229

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$892,144

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$150,000	\$52,000	\$14,000	\$0	\$0	\$216,000
ROW	DIH	\$17,000	\$16,000	\$0	\$0	\$0	\$33,000
ROW	DS	\$23,000	\$0	\$0	\$0	\$0	\$23,000
CST	DDR	\$0	\$185,402	\$0	\$0	\$0	\$185,402
CST	DIH	\$0	\$9,513	\$0	\$0	\$0	\$9,513
Total		\$190,000	\$262,915	\$14,000	\$0	\$0	\$466,915

Project Description: US 441 @ SR 464

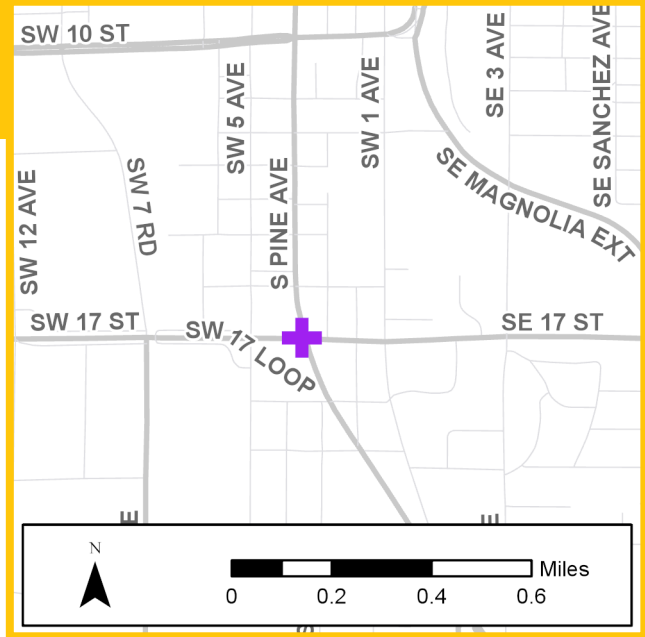
Project Type: Intersection / Turn Lane

FM Number: 4336601

Lead Agency: FDOT

Length: 0.5 miles

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$1,249,934

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,644,934

Additional Information:

Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane. (Priority Project #8)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$210,000	\$130,000	\$30,000	\$0	\$0	\$370,000
ROW	DIH	\$15,000	\$10,000	\$0	\$0	\$0	\$25,000
Total		\$225,000	\$140,000	\$30,000	\$0	\$0	\$395,000

Project Description: US 441 from SR 40 to SR 40A (SW Broadway)

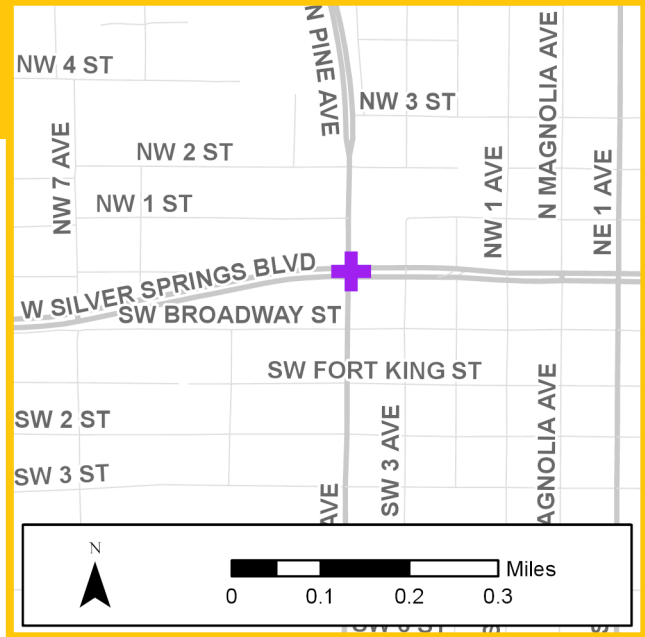
Project Type: Intersection / Turn Lane

FM Number: 4336611

Lead Agency: FDOT

Length: 0.5 miles

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



Prior Cost < 2020/21:

\$1,159,697

Future Cost > 2024/25:

\$0

Total Project Cost

\$5,968,094

Additional Information:

Extend northbound left-turn queue south to Broadway Street to increase storage capacity. (Priority Project #11)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$63,000	\$0	\$0	\$0	\$0	\$63,000
ROW	DDR	\$1,650,000	\$175,000	\$50,000	\$21,000	\$0	\$1,896,000
ROW	DIH	\$17,000	\$16,000	\$0	\$0	\$0	\$33,000
CST	SL	\$0	\$1,810,252	\$0	\$0	\$0	\$1,810,252
CST	LF	\$0	\$613,853	\$0	\$0	\$0	\$613,853
CST	DDR	\$0	\$373,591	\$18,701	\$0	\$0	\$392,292
Total		\$1,730,000	\$2,988,696	\$68,701	\$21,000	\$0	\$4,808,397

Project Description:

SR25/SR200/US301/US441 from CR 25A to US 301/US441 Interchange

Project Type:

Resurface

FM Number:

4411361

Lead Agency:

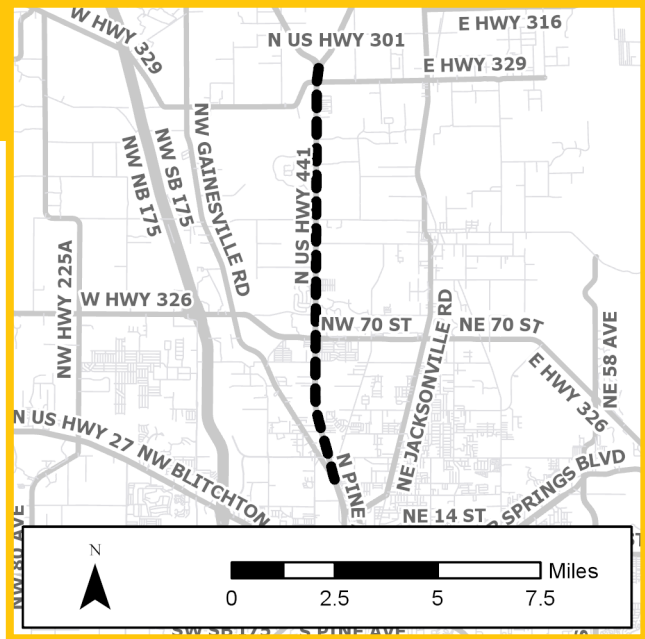
FDOT

Length:

10.2 miles

L RTP # (pg. #):

Goal 6: Objective 3 (2-11)



Prior Cost < 2020/21:

\$1,799,734

Future Cost > 2024/25:

\$0

Total Project Cost

\$21,395,079

Additional Information:

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$1,359,202	\$0	\$0	\$0	\$0	\$1,359,202
CST	SA	\$12,696,779	\$0	\$0	\$0	\$0	\$12,696,779
CST	DS	\$5,539,364	\$0	\$0	\$0	\$0	\$5,539,364
Total		\$19,595,345	\$0	\$0	\$0	\$0	\$19,595,345

Project Description:

US 301 / US 441 Split (The Y)
Just South of Split to North of Split

Project Type:

Landscaping

FM Number:

4437301

Lead Agency:

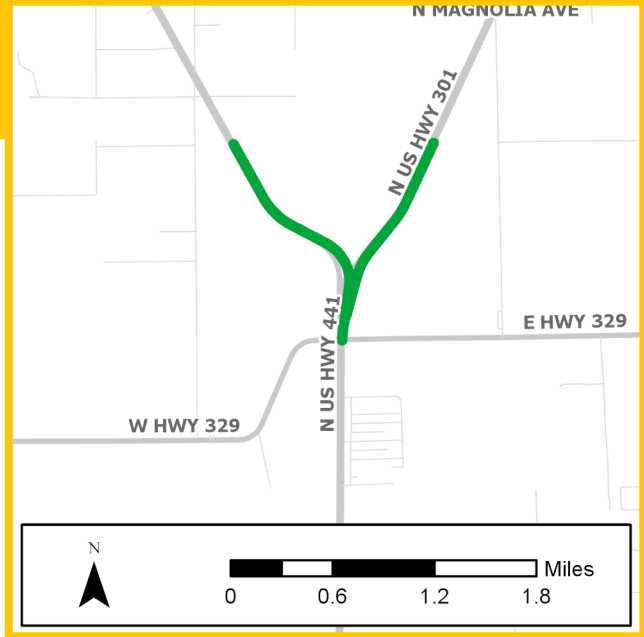
FDOT

Length:

2.6 miles

L RTP # (pg. #):

Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$626,635

Additional Information:

Landscaping between the two roads within the Split area.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	\$0	\$616,105	\$0	\$0	\$0	\$616,105
CST	DIH	\$0	\$10,530	\$0	\$0	\$0	\$10,530
Total		\$0	\$626,635	\$0	\$0	\$0	\$626,635

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

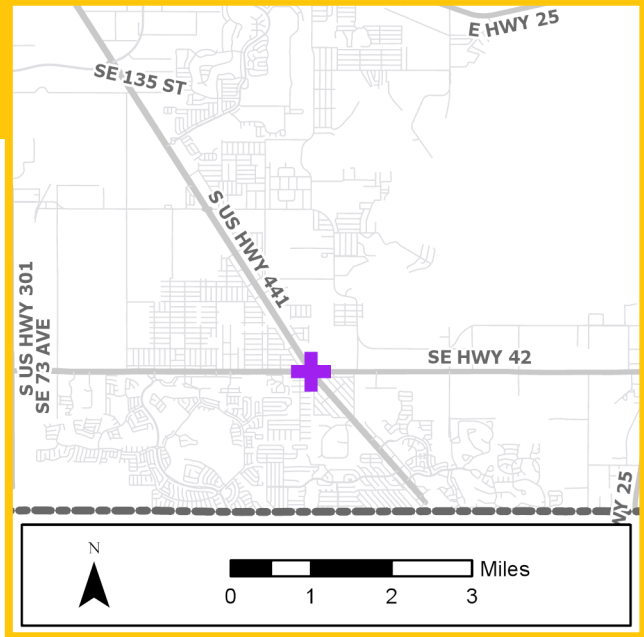
Project Type: Intersection / Turn Lane

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$455,499

Additional Information:

Traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$155,000	\$0	\$0	\$0	\$0	\$155,000
CST	ACSS	\$0	\$0	\$300,499	\$0	\$0	\$300,499
Total		\$155,000	\$0	\$300,499	\$0	\$0	\$455,499

Project Description:

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

Project Type:

Intersection / Turn Lane

FM Number:

4457011

Lead Agency:

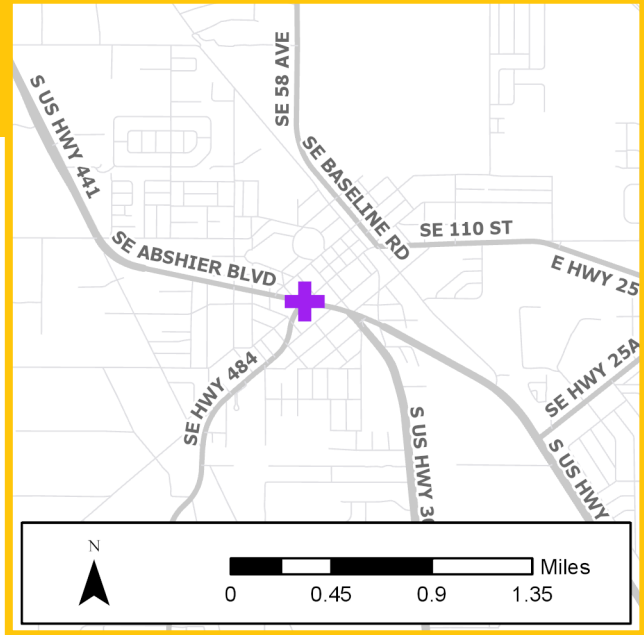
FDOT

Length:

0.2 miles

L RTP # (pg. #):

Goal 6: Objective 1, 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,618,537

Additional Information:

Construct a traffic separator and conduct traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$410,000	\$0	\$0	\$0	\$0	\$410,000
CST	ACSS	\$0	\$0	\$1,208,537	\$0	\$0	\$1,208,537
Total		\$410,000	\$0	\$1,208,537	\$0	\$0	\$1,618,537

State & Local Road Projects



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

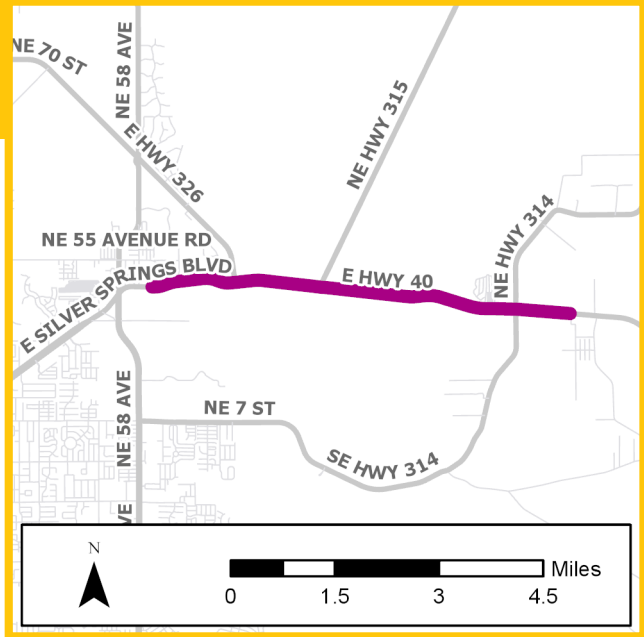
Project Type: Roadway Capacity

FM Number: 4106742

Lead Agency: FDOT

Length: 6.1 miles

L RTP # (pg. #): Goal 2: Objective 2 (2-9)



**Prior Cost
< 2020/21:**

\$12,328,612

**Future Cost
> 2024/25:**

\$160,316,895

**Total
Project Cost**

\$178,232,776

Additional Information:

Widen and reconstruct SR 40, which will include two 12-foot-wide lanes in each direction, separated by a 40-foot-wide grassed median. A 12-foot-wide multi-use trail will run along the north side of SR 40 from NE 60th Court to Ray Wayside Park. The Ocklawaha River Bridge will also be replaced with two low-profile bridges. Wildlife crossings are provided throughout the project. This project is scheduled to begin construction in 2029. (Priority Project #16)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSA	\$2,577,781	\$0	\$0	\$0	\$0	\$2,577,781
ROW	ACSN	\$269,935	\$0	\$0	\$0	\$0	\$269,935
ROW	SL	\$428,876	\$0	\$0	\$0	\$0	\$428,876
ROW	SN	\$202,974	\$2,107,703	\$0	\$0	\$0	\$2,310,677
Total		\$3,479,566	\$2,107,703	\$0	\$0	\$0	\$5,587,269

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

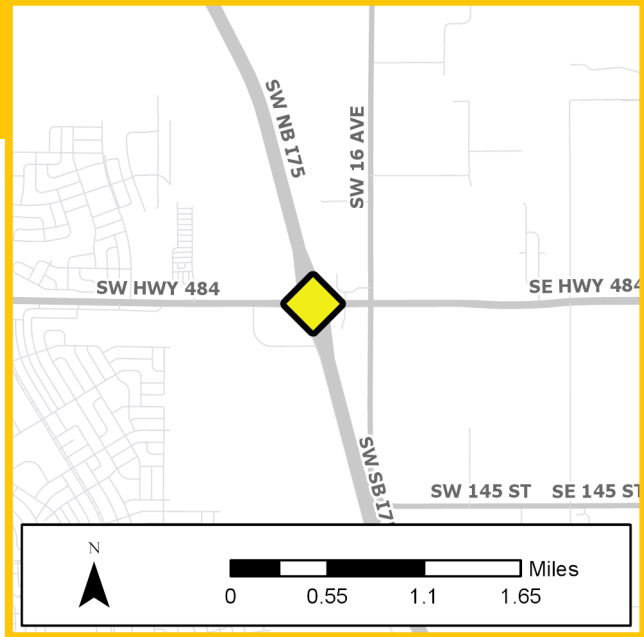
Project Type: Interchange

FM Number: 4336511

Lead Agency: FDOT

Length: 0.9 miles

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



Prior Cost < 2020/21:

\$6,006,887

Future Cost > 2024/25:

\$0

Total Project Cost

\$17,453,874

Additional Information:

Improve safety and traffic flow by adding turn lanes and turn lane extensions at CR 484/I-75 interchange and CR 484/CR475A intersection, reconstructing the westbound through lanes and modifying the existing I-75 bridge to accommodate the widening. Additionally, bicycle and pedestrian connectivity will be improved within the project limits. (Priority Project #3)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSN	\$650,000	\$0	\$0	\$0	\$0	\$650,000
ROW	SL	\$50,000	\$323,396	\$0	\$0	\$0	\$373,396
ROW	SN	\$527,924	\$310,079	\$68,558	\$0	\$0	\$906,561
CST	ACFP	\$0	\$9,125,700	\$0	\$49,995	\$0	\$9,175,695
CST	SL	\$0	\$318,799	\$0	\$0	\$0	\$318,799
CST	LF	\$0	\$22,536	\$0	\$0	\$0	\$22,536
Total		\$1,227,924	\$10,100,510	\$68,558	\$49,995	\$0	\$11,446,987

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

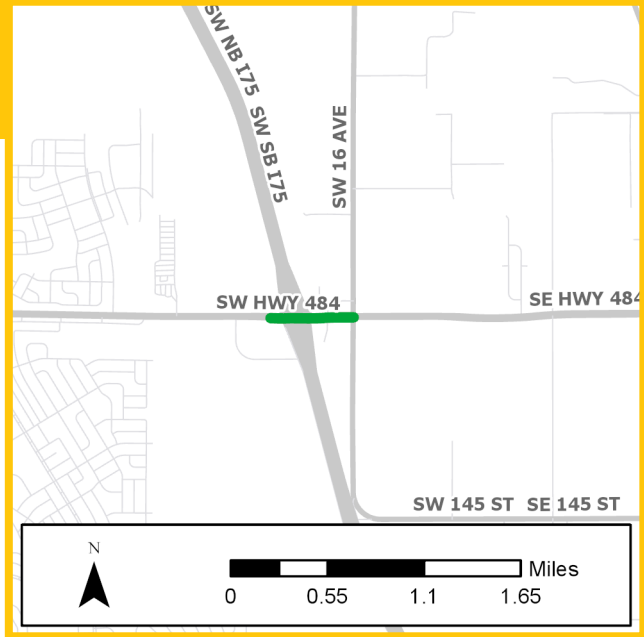
Project Type: Landscaping

FM Number: 4336514

Lead Agency: FDOT

Length: 0.5 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$227,555

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SN	\$0	\$60,000	\$0	\$0	\$0	\$60,000
CST	SN	\$0	\$0	\$167,555	\$0	\$0	\$167,555
Total		\$0	\$60,000	\$167,555	\$0	\$0	\$227,555

Project Description:

SR 40 Intersections at SW 40th Avenue and SW 27th Avenue

Project Type:

Intersection / Turn Lane

FM Number:

4336521

Lead Agency:

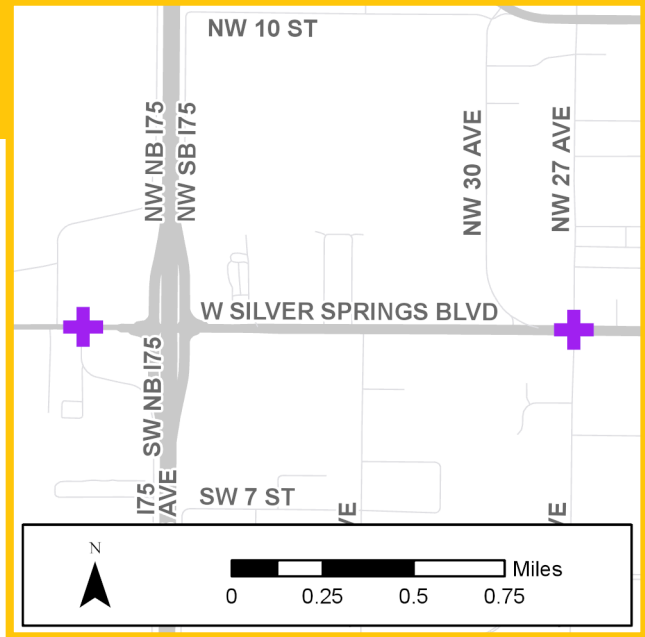
FDOT

Length:

0.8 miles

L RTP # (pg. #):

Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$1,989,729

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$5,419,204

Additional Information:

Improve traffic operations by extending the existing left turn lanes along both directions of the SR 40/I-75 intersection, providing dual left-turn lanes and a right-turn lane for NS and SB I-75 exit ramps, creating dual left-turn lanes to all approaches to the SR 40/SW 27th Ave. intersection and an exclusive right-turn lane for EB SR 40 onto SB SW 27th Avenue. (Priority Project #12)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	SL	\$1,340,000	\$1,084,675	\$600,000	\$260,000	\$44,800	\$3,329,475
ROW	DIH	\$34,000	\$34,000	\$32,000	\$0	\$0	\$100,000
Total		\$1,374,000	\$1,118,675	\$632,000	\$260,000	\$44,800	\$3,429,475

Project Description: CR 42 at SE 182nd

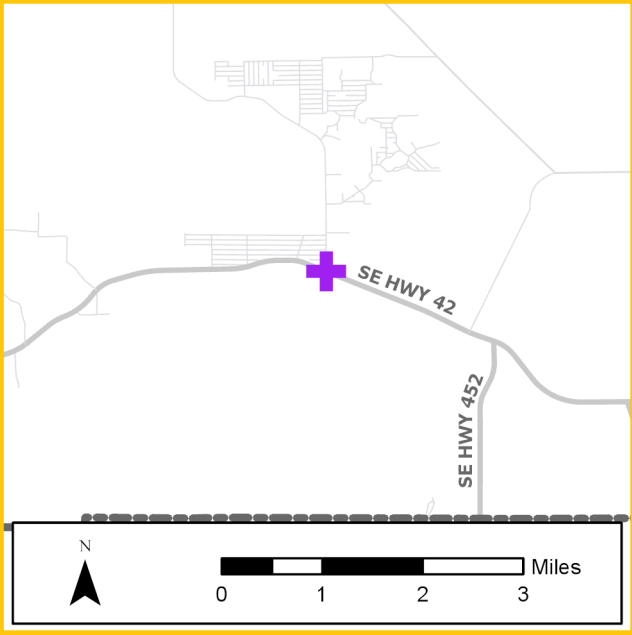
Project Type: Intersection / Turn Lane

FM Number: 4348441

Lead Agency: FDOT

Length: 0.4 miles

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**
\$46,012

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

**Total
Project Cost**
\$453,212

Additional Information:

Construct eastbound left-turn lane on CR 42.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	\$0	\$407,200	\$0	\$0	\$0	\$407,200
Total		\$0	\$407,200	\$0	\$0	\$0	\$407,200

Project Description: SR 200 from I-75 to SW 12th Avenue

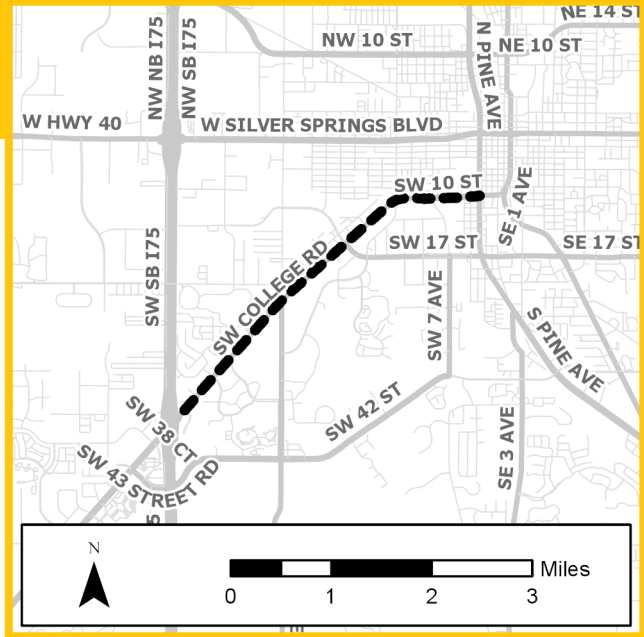
Project Type: Resurface

FM Number: 4392341

Lead Agency: FDOT

Length: 3.8 miles

L RTP # (pg. #): Goal 6: Objective 2,3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$8,034,933

Additional Information:

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
PE	DIH	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	SA	\$0	\$0	\$6,205,569	\$0	\$0	\$6,205,569
CST	SL	\$0	\$0	\$793,149	\$0	\$0	\$793,149
CST	DDR	\$0	\$0	\$16,215	\$0	\$0	\$16,215
CST	DIH	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total		\$1,010,000	\$0	\$7,024,933	\$0	\$0	\$8,034,933

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

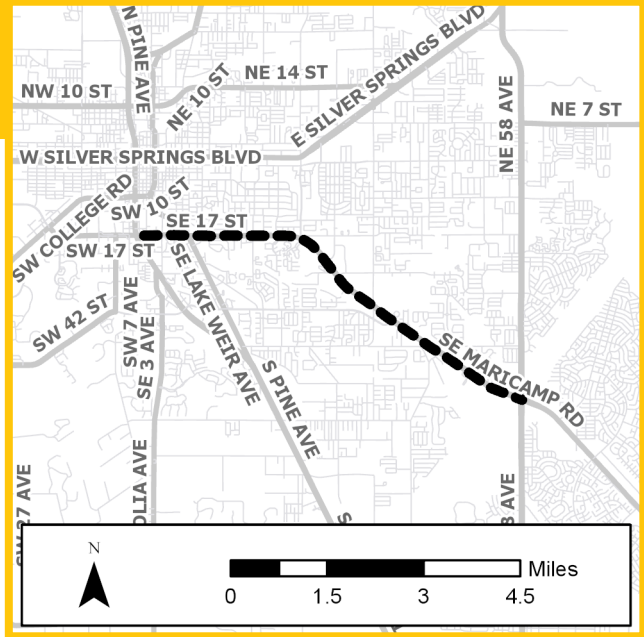
Project Type: Resurface

FM Number: 4411411

Lead Agency: FDOT

Length: 6.8 miles

L RTP # (pg. #): Goal 6: Objective 2,3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$18,016,873

Additional Information:

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,452,000	\$0	\$0	\$0	\$0	\$1,452,000
PE	DIH	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	SA	\$0	\$0	\$14,489,638	\$0	\$0	\$14,489,638
CST	SL	\$0	\$0	\$2,065,235	\$0	\$0	\$2,065,235
Total		\$1,462,000	\$0	\$16,554,873	\$0	\$0	\$18,016,873

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

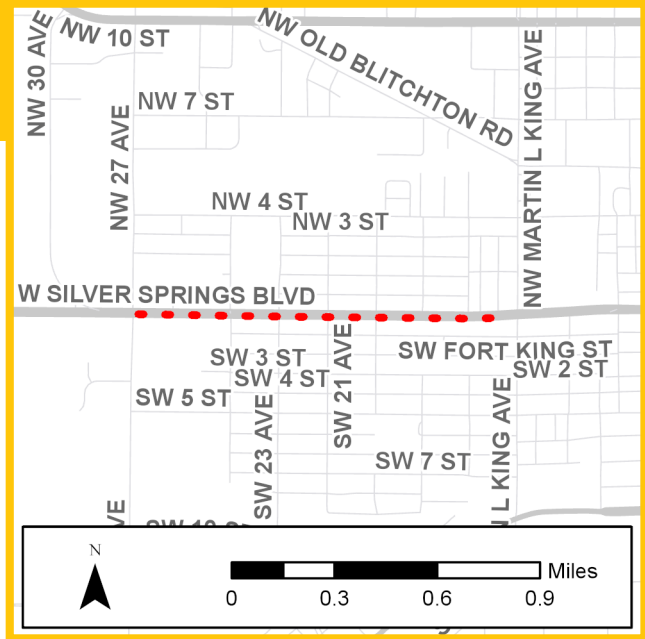
Project Type: Median Access

FM Number: 4413661

Lead Agency: FDOT

Length: 0.8 miles

L RTP # (pg. #): Goal 6: Objective 1, 2 (2-11)



**Prior Cost
< 2020/21:**

\$462,448

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,005,666

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	\$543,218	\$0	\$0	\$0	\$0	\$543,218
Total		\$543,218	\$0	\$0	\$0	\$0	\$543,218

Project Description:

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

Project Type:

Landscaping

FM Number:

4437031

Lead Agency:

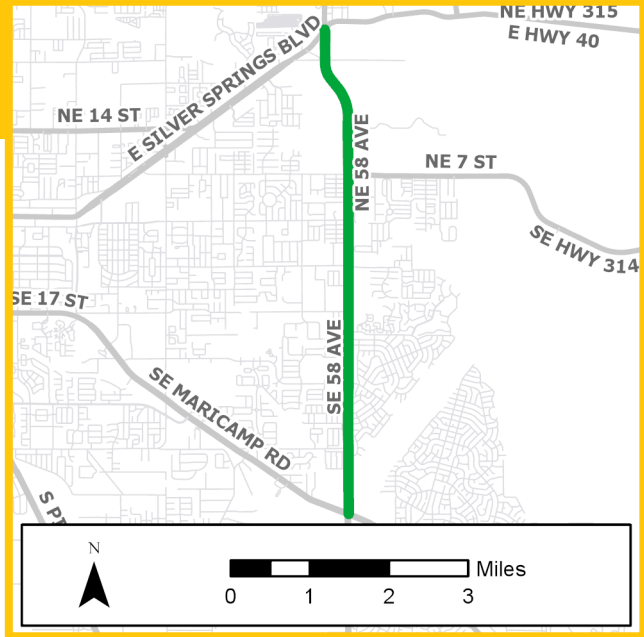
FDOT

Length:

6.2 miles

L RTP # (pg. #):

Goal 5: Objective 3 (2-10)
Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$623,871

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	\$550,399	\$0	\$0	\$0	\$0	\$550,399
CST	DIH	\$73,472	\$0	\$0	\$0	\$0	\$73,472
Total		\$623,871	\$0	\$0	\$0	\$0	\$623,871

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

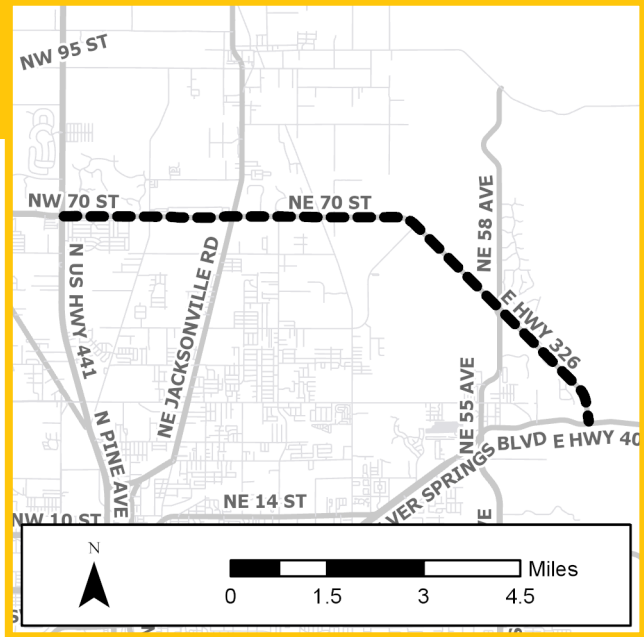
Project Type: Resurface

FM Number: 4452171

Lead Agency: FDOT

Length: 9.7 miles

L RTP # (pg. #): Goal 6: Objective 2,3 (2-11)



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

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

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

Additional Information:

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$662,000	\$0	\$0	\$0	\$0	\$662,000
PE	DIH	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	NHRE	\$0	\$0	\$5,522,605	\$0	\$0	\$5,522,605
CST	SL	\$0	\$0	\$973,741	\$0	\$0	\$973,741
CST	DDR	\$0	\$0	\$2,366,699	\$0	\$0	\$2,366,699
CST	DIH	\$0	\$0	\$10,810	\$0	\$0	\$10,810
Total		\$672,000	\$0	\$8,873,855	\$0	\$0	\$9,545,855

Project Description: E. SR 40 @ SR 492

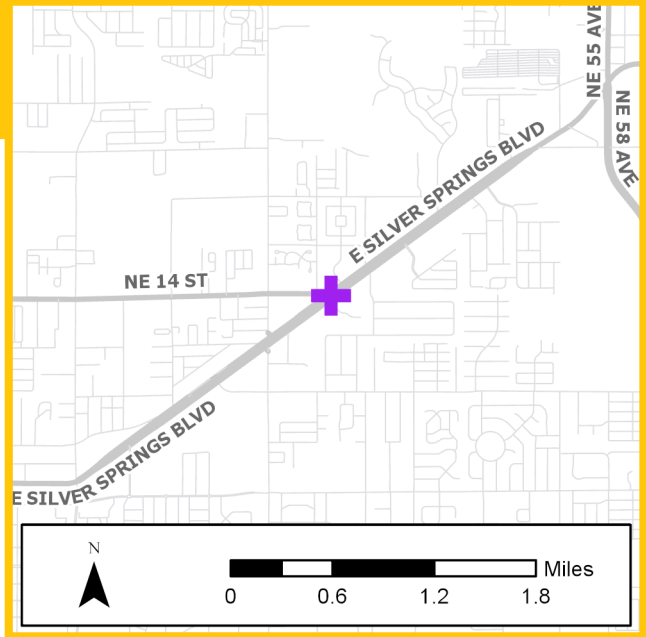
Project Type: Intersection / Turn Lane

FM Number: 4458001

Lead Agency: FDOT

Length: 0.1 miles

L RTP # (pg. #): Goal 3: Objective 2, 5 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$996,286

Additional Information:

Replace traffic signals and install pedestrian signals and crosswalks.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$210,000	\$0	\$0	\$0	\$0	\$210,000
CST	ACSS	\$0	\$0	\$0	\$786,286	\$0	\$786,286
Total		\$210,000	\$0	\$0	\$786,286	\$0	\$996,286

Project Description: SR 25 from NW 35th Street to SR 326

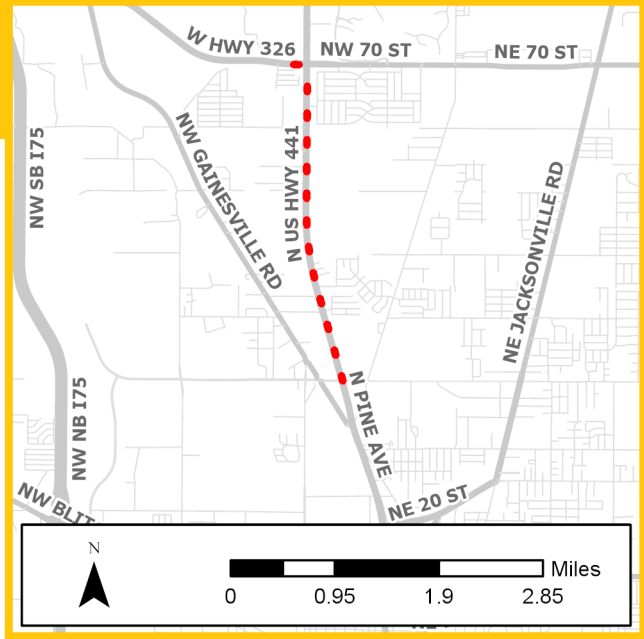
Project Type: Median Access

FM Number: 4458021

Lead Agency: FDOT

Length: 3.0 miles

L RTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 1 (2-11)



Prior Cost
< 2020/21:

\$0

Future Cost
> 2024/25:

\$0

Total
Project Cost

\$2,604,273

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$440,000	\$0	\$0	\$0	\$0	\$440,000
CST	ACSS	\$0	\$0	\$2,164,273	\$0	\$0	\$2,164,273
Total		\$440,000	\$0	\$2,164,273	\$0	\$0	\$2,604,273

Bicycle & Pedestrian Projects



Project Description: Silver Springs State Park Pedestrian Bridges

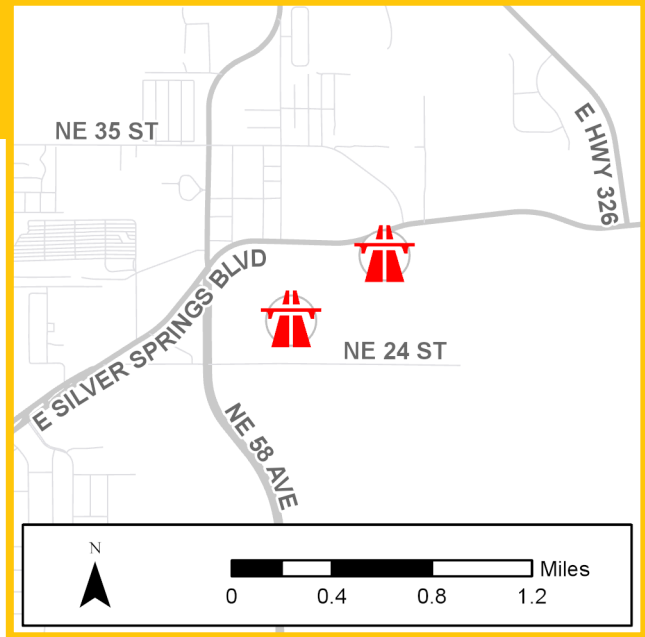
Project Type: Pedestrian Bridge

FM Number: 4261791

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 1: Objective 2 (2-8)



Prior Cost < 2020/21:

\$1,446,412

Future Cost > 2024/25:

\$0

Total Project Cost

\$4,105,251

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	TALL	\$0	\$0	\$0	\$24,932	\$0	\$24,932
CST	TALN	\$0	\$0	\$0	\$252,270	\$0	\$252,270
CST	TALT	\$0	\$0	\$0	\$2,224,590	\$0	\$2,224,590
CST	DDR	\$0	\$0	\$0	\$151,492	\$0	\$151,492
CST	DIH	\$0	\$0	\$0	\$5,555	\$0	\$5,555
Total		\$0	\$0	\$0	\$2,658,839	\$0	\$2,658,839

Project Description: Pruitt Trail from SR 200 to Pruitt Trailhead

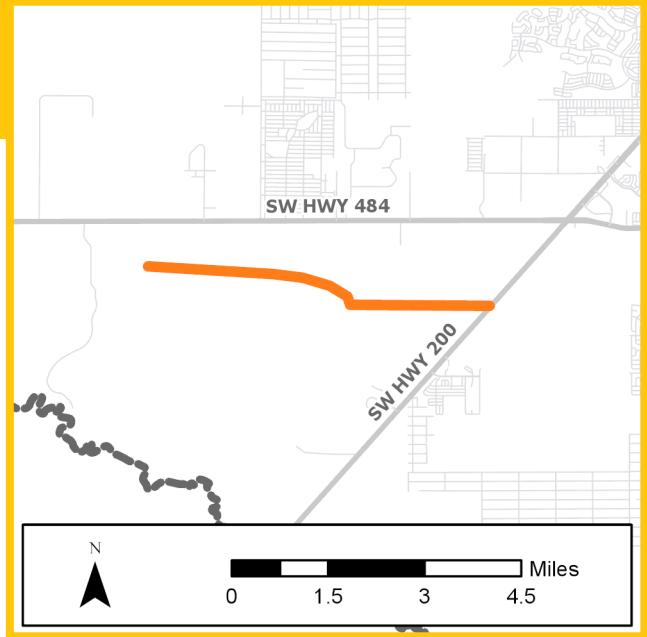
Project Type: Bike Path & Trail

FM Number: 4354842

Lead Agency: Marion County

Length: 5.5 miles

L RTP # (pg. #): Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$2,158,000

Additional Information:

This project has recently been separated into two sections. This particular section will construct a 12-foot-wide multi-modal path from SR 200 to the Pruitt Trailhead just south of CR 484. (Priority Project #18)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$0	\$499,319	\$0	\$0	\$0	\$499,319
CST	SN	\$0	\$627,868	\$0	\$0	\$0	\$627,868
CST	TALL	\$0	\$296,279	\$0	\$0	\$0	\$296,279
CST	TALN	\$0	\$252,377	\$0	\$0	\$0	\$252,377
CST	TALT	\$0	\$482,157	\$0	\$0	\$0	\$482,157
Total		\$0	\$2,158,000	\$0	\$0	\$0	\$2,158,000

Project Description: Citywide Sidewalk Improvements

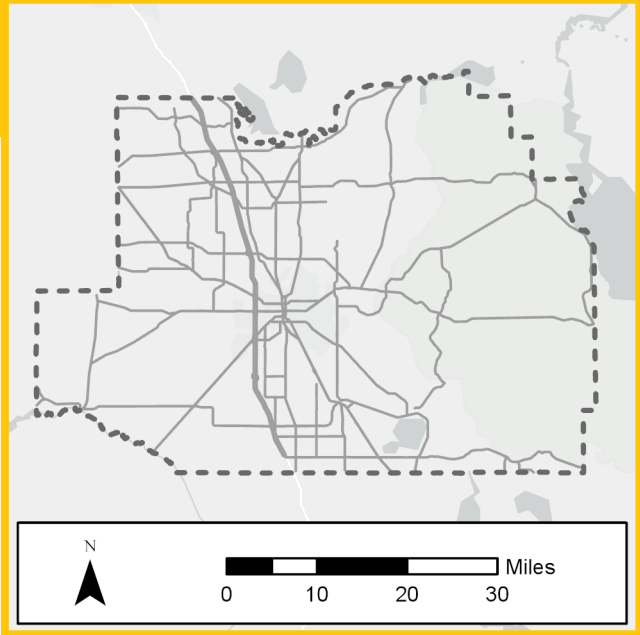
Project Type: Sidewalk

FM Number: 4363751

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$973,878

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSA	\$95,181	\$0	\$0	\$0	\$0	\$95,181
CST	ACSL	\$19,747	\$0	\$0	\$0	\$0	\$19,747
CST	SL	\$32,366	\$0	\$0	\$0	\$0	\$32,366
CST	TALT	\$826,584	\$0	\$0	\$0	\$0	\$826,584
Total		\$973,878	\$0	\$0	\$0	\$0	\$973,878

Project Description: Saddlewood Elementary Sidewalk Improvements

Project Type: Sidewalk

FM Number: 4364742

Lead Agency: Marion County

Length: 0.3 miles

L RTP # (pg. #): Goal 1, Objective 2 (2-8)
Goal 3, Objective 1 (2-9)



Prior Cost
< 2020/21:

\$0

Future Cost
> 2024/25:

\$0

Total Project Cost

\$317,096

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$0	\$4,455	\$0	\$0	\$0	\$4,455
CST	TALL	\$0	\$285,794	\$0	\$0	\$0	\$285,794
CST	TALT	\$0	\$26,847	\$0	\$0	\$0	\$26,847
Total		\$0	\$317,096	\$0	\$0	\$0	\$317,096

Project Description: Legacy Elementary School Sidewalks

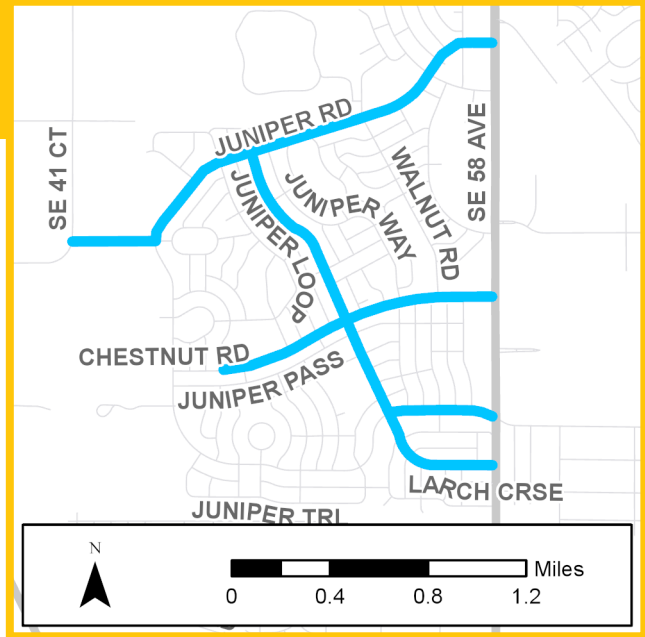
Project Type: Sidewalk

FM Number: 4364743

Lead Agency: Marion County

Length: 5.7 miles

L RTP # (pg. #): Goal 1: Objective 2 (2-8)
Goal 3: Objective 1 (2-9)



Prior Cost
< 2020/21:

\$0

Future Cost
> 2024/25:

\$0

Total
Project Cost

\$1,441,659

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$0	\$28,181	\$0	\$0	\$0	\$28,181
CST	TALT	\$0	\$1,413,478	\$0	\$0	\$0	\$1,413,478
Total		\$0	\$1,441,659	\$0	\$0	\$0	\$1,441,659

Project Description:

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

Project Type:

Bike Path & Trail

FM Number:

4367551

Lead Agency:

Marion County

Length:

4.8 miles

L RTP # (pg. #):

Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$155,000

Additional Information:

Construct approximately five miles of a 12-foot wide multi-use trail to provide direct multimodal access to Indian Lake State Park. (Priority Project #14)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	\$0	\$155,000	\$0	\$0	\$0	\$155,000
Total		\$0	\$155,000	\$0	\$0	\$0	\$155,000

Project Description:

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

Project Type:

Bike Path & Trail

FM Number:

4367561

Lead Agency:

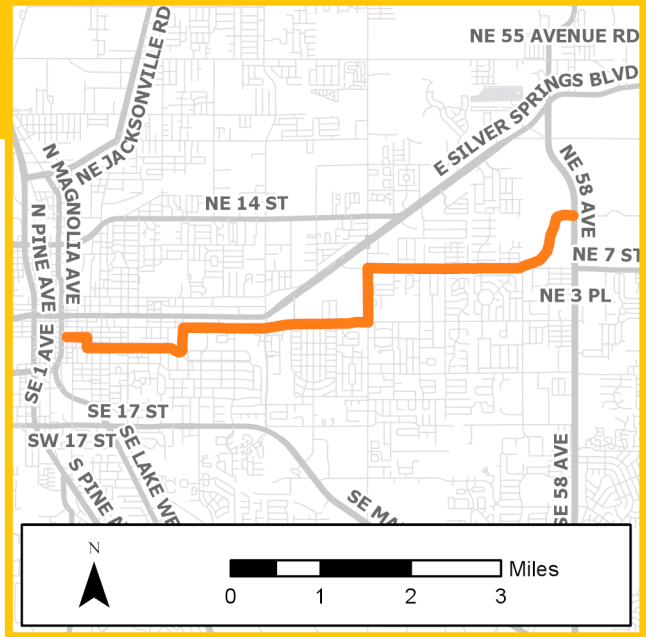
City of Ocala

Length:

7.0 miles

L RTP # (pg. #):

Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$253,001

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	\$0	\$0	\$0	\$0	\$253,001	\$253,001
Total		\$0	\$0	\$0	\$0	\$253,001	\$253,001

Project Description:

SR 40/Silver Springs Blvd. from NW 27th Ave. to SW 7th Ave.

Project Type:

Sidewalk

FM Number:

4375962

Lead Agency:

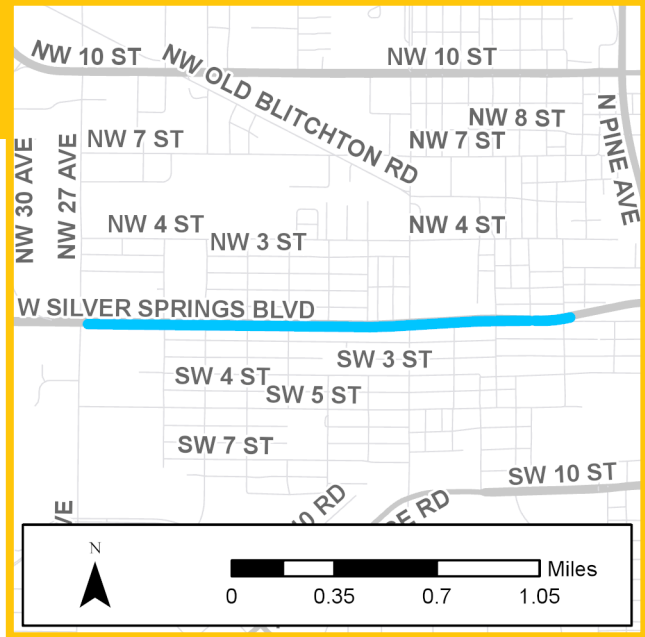
FDOT

Length:

1.6 miles

L RTP # (pg. #):

Goal 1: Objective 2-4 (2-8)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,367,942

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$436,000	\$0	\$0	\$0	\$0	\$436,000
PE	DIH	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	SL	\$0	\$0	\$911,942	\$0	\$0	\$911,942
CST	DIH	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total		\$446,000	\$0	\$921,942	\$0	\$0	\$1,367,942

Project Description:

Marion Oaks-Sunrise/
Horizon-Marion Oaks Manor
to Marion Oaks Golf Way

Project Type:

Sidewalk

FM Number:

4408801

Lead Agency:

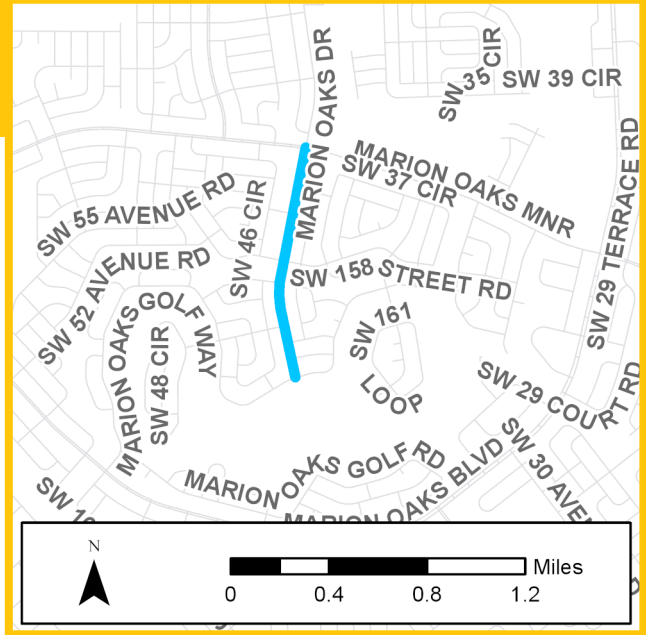
Marion County

Length:

1.0 miles

L RTP # (pg. #):

Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$36,210

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	\$0	\$35,605	\$0	\$0	\$0	\$35,605
PE	TALT	\$0	\$605	\$0	\$0	\$0	\$605
Total		\$0	\$36,210	\$0	\$0	\$0	\$36,210

Project Description:

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

Project Type:

Pedestrian Crosswalk

FM Number:

4456871

Lead Agency:

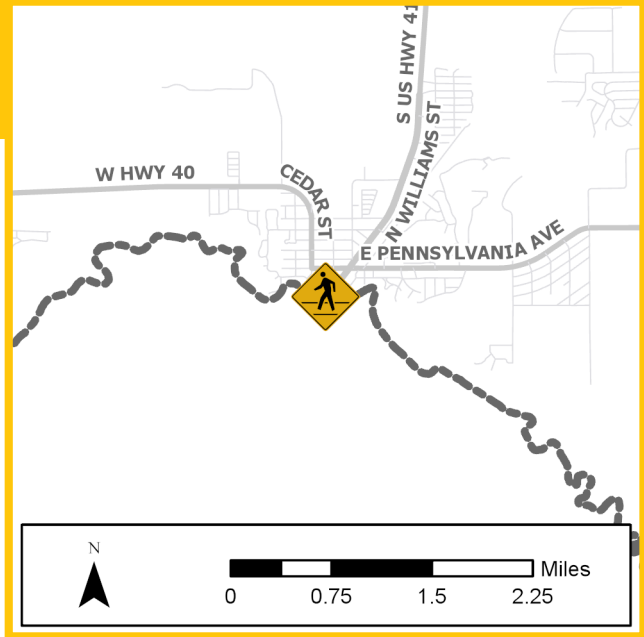
FDOT

Length:

0.1 miles

L RTP # (pg. #):

Goal 1: Objective 2, 3 (2-8)
Goal 3: Objective 1, 2, 5 (2-9)



**Prior Cost
< 2020/21:**

\$5,000

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$594,227

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$160,000	\$0	\$0	\$0	\$0	\$160,000
CST	ACSS	\$0	\$0	\$429,227	\$0	\$0	\$429,227
Total		\$160,000	\$0	\$429,227	\$0	\$0	\$589,227



Airport Projects

Project Description:

Marion-Ocala International Airport Drainage Improvements

Project Type:

Airport

FM Number:

4370171

Lead Agency:

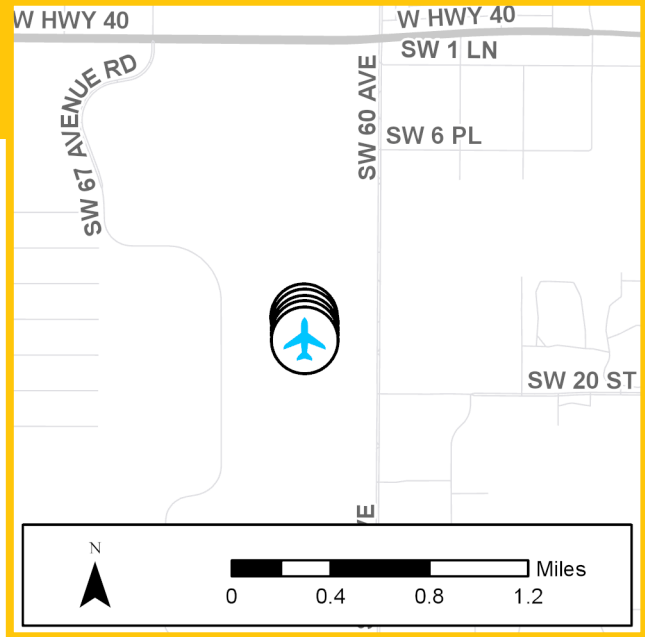
City of Ocala

Length:

N/A

L RTP # (pg. #):

Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$1,098,602

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,548,602

Additional Information:

Drainage improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$90,000	\$0	\$0	\$0	\$0	\$90,000
CAP	DDR	\$360,000	\$0	\$0	\$0	\$0	\$360,000
Total		\$450,000	\$0	\$0	\$0	\$0	\$450,000

Project Description: Marion-Marion CO Airport Runway Improvements

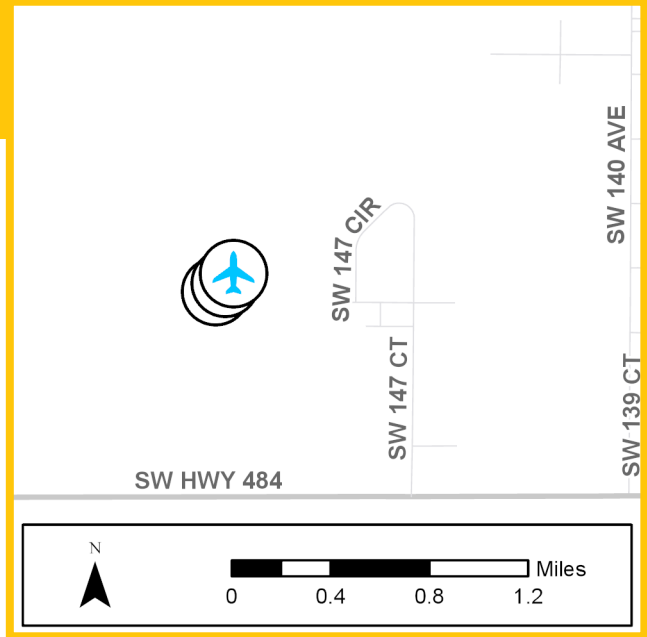
Project Type: Airport

FM Number: 4384171

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$182,000

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$36,400	\$0	\$0	\$0	\$0	\$36,400
CAP	DPTO	\$145,600	\$0	\$0	\$0	\$0	\$145,600
Total		\$182,000	\$0	\$0	\$0	\$0	\$182,000

Project Description: Marion Airfield Pavement Improvements

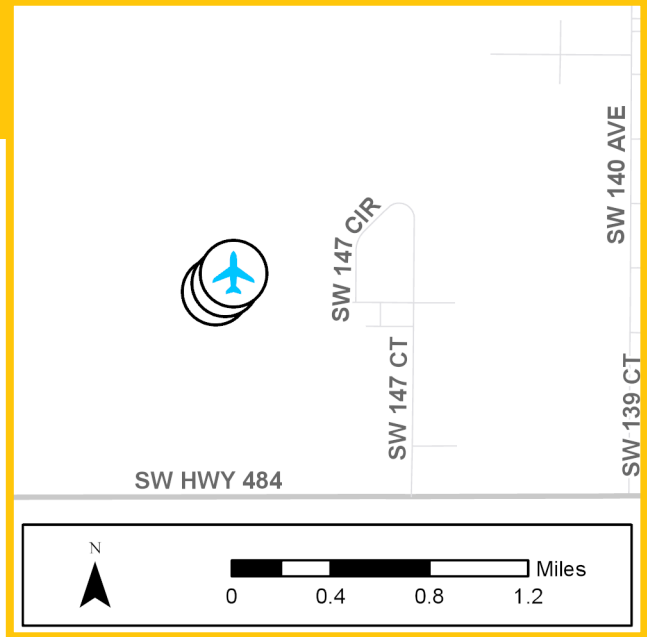
Project Type: Airport

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,625,000

Additional Information:

Airfield pavement improvement.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$0	\$0	\$75,000	\$250,000	\$0	\$325,000
CAP	DDR	\$0	\$0	\$300,000	\$1,000,000	\$0	\$1,300,000
Total		\$0	\$0	\$375,000	\$1,250,000	\$0	\$1,625,000

Project Description: Marion-Marion CO Airport Hangar

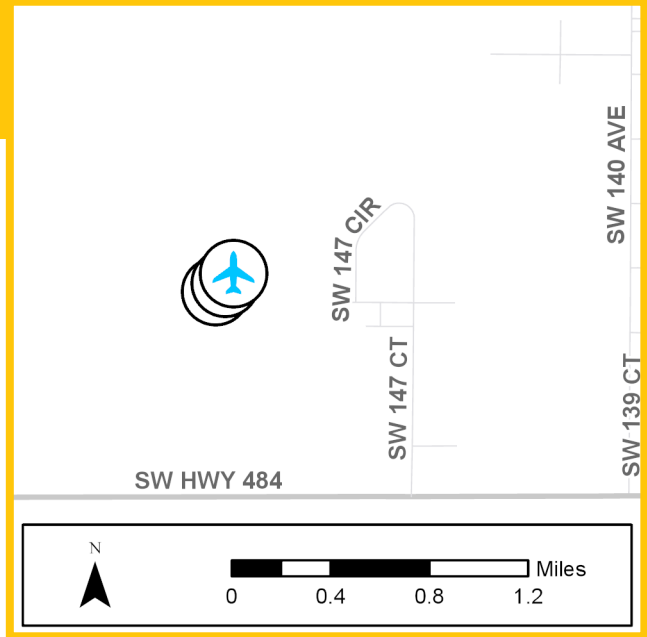
Project Type: Airport

FM Number: 4384301

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$450,000

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,250,000

Additional Information:

Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$160,000	\$0	\$0	\$0	\$0	\$160,000
CAP	DDR	\$640,000	\$0	\$0	\$0	\$0	\$640,000
Total		\$800,000	\$0	\$0	\$0	\$0	\$800,000

Project Description: Marion-Marion CO Airport Runway Rehabilitation

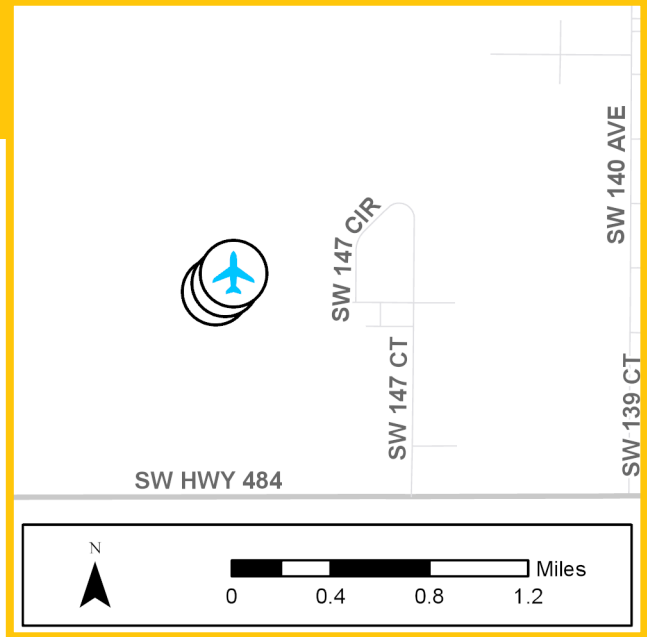
Project Type: Airport

FM Number: 4384351

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,000,000

Additional Information:

Runway rehabilitation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$0	\$200,000	\$0	\$0	\$0	\$200,000
CAP	DDR	\$0	\$800,000	\$0	\$0	\$0	\$800,000
Total		\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000

Project Description: Marion-Ocala Intl. Airfield Improvements

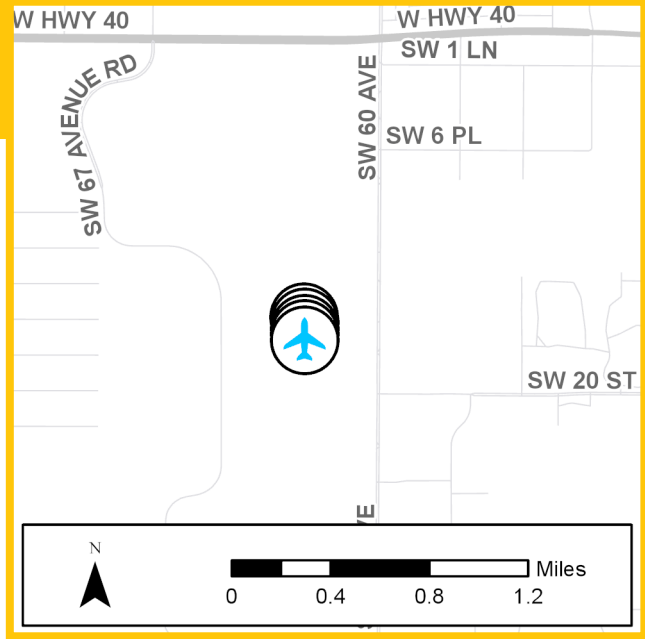
Project Type: Airport

FM Number: 4384761

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



Prior Cost
< 2020/21:

\$0

Future Cost
> 2024/25:

\$0

Total Project Cost

\$2,000,000

Additional Information:

Airfield improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FAA	\$0	\$1,800,000	\$0	\$0	\$0	\$1,800,000
CAP	LF	\$0	\$40,000	\$0	\$0	\$0	\$40,000
CAP	DDR	\$0	\$160,000	\$0	\$0	\$0	\$160,000
Total		\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

Project Description: Marion-Ocala Intl. Taxiway Improvements

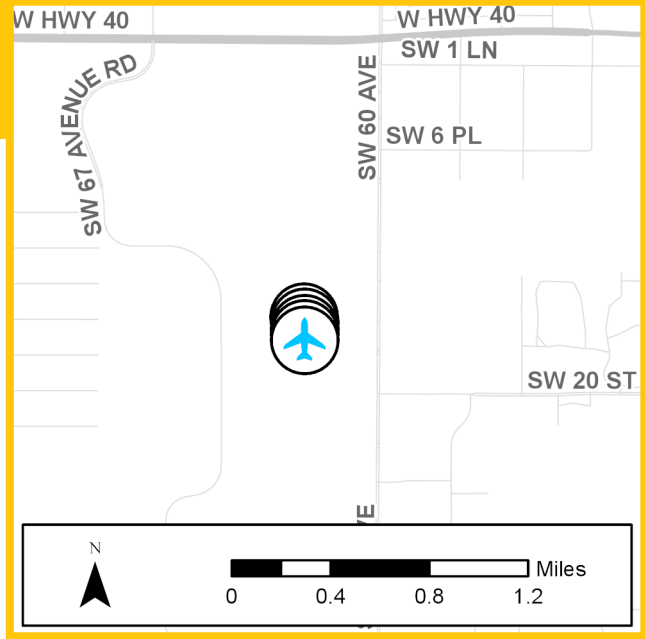
Project Type: Airport

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$6,500,000

Additional Information:

Taxiway improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FAA	\$0	\$0	\$5,850,000	\$0	\$0	\$5,850,000
CAP	LF	\$0	\$0	\$130,000	\$0	\$0	\$130,000
CAP	DDR	\$0	\$0	\$520,000	\$0	\$0	\$520,000
Total		\$0	\$0	\$6,500,000	\$0	\$0	\$6,500,000

Project Description: Marion-Ocala Intl. Airfield Pavement Rehabilitation

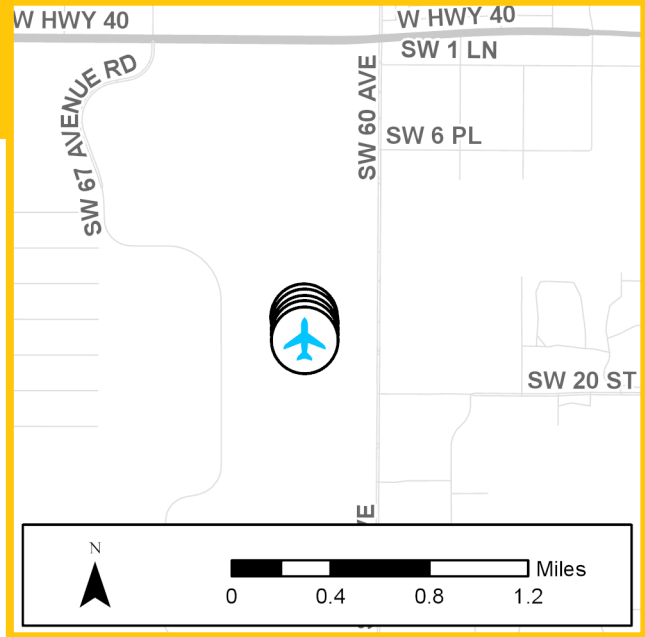
Project Type: Airport

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,625,000

Additional Information:

Airfield pavement improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$0	\$0	\$25,000	\$300,000	\$0	\$325,000
CAP	DDR	\$0	\$0	\$100,000	\$1,200,000	\$0	\$1,300,000
Total		\$0	\$0	\$125,000	\$1,500,000	\$0	\$1,625,000

Project Description:

Marion-Ocala Intl. Hangar

Project Type:

Airport

FM Number:

4448771

Lead Agency:

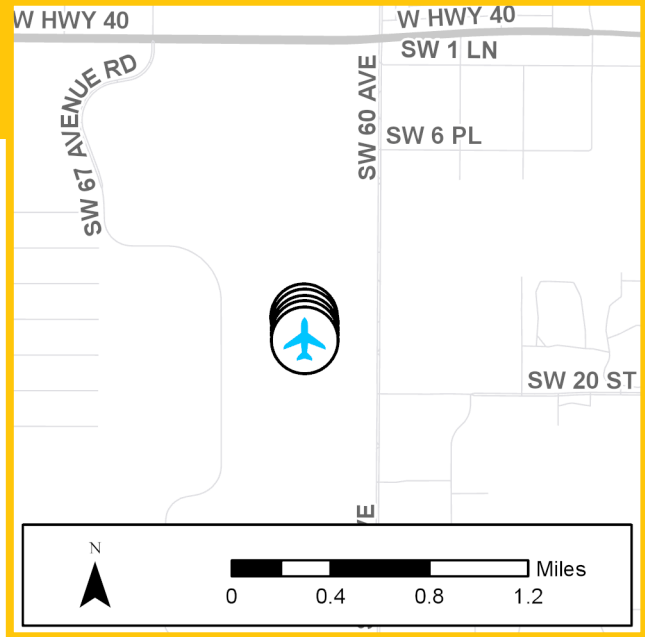
No Lead Agency

Length:

N/A

L RTP # (pg. #):

Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,250,000

Additional Information:

Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$0	\$0	\$0	\$0	\$250,000	\$250,000
CAP	DDR	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total		\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000

Transit / Funding / Grants



Project Description:

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

Project Type:

Capital for Fixed Route

FM Number:

4271882

Lead Agency:

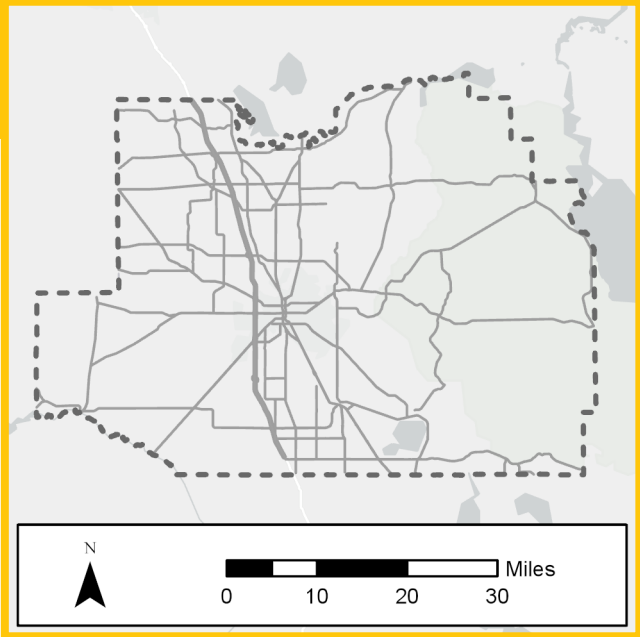
City of Ocala

Length:

N/A

L RTP # (pg. #):

Goal 1 (2-8)



**Prior Cost
< 2020/21:**

\$14,676,277

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$30,109,671

Additional Information:

Capital Fixed Route FTA Section 5307-2009.

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

Project Description: Marion-Section 5303, Ocala Marion TPO Planning Studies

Project Type: TPO Studies

FM Number: 4314011

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$508,130

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$594,836

Additional Information:

Ocala Marion TPO Planning Studies, Section 5303.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	\$86,706	\$0	\$0	\$0	\$0	\$86,706
PLN	LF*	\$0	\$0	\$0	\$0	\$0	\$0
PLN	DPTO*	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$86,706	\$0	\$0	\$0	\$0	\$86,706

*FDOT and Local Funds modified as a soft match through toll revenue credit

Project Description: Marion-Block Grant Operating Assit for Fixed Route Service

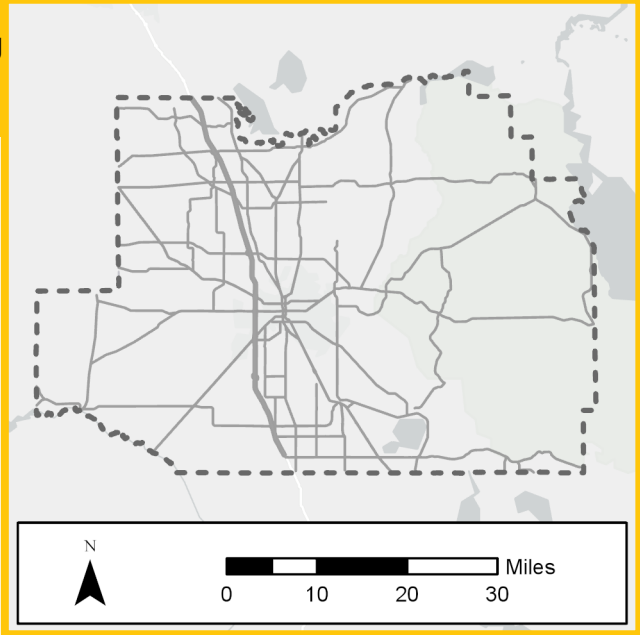
Project Type: Operating for Fixed Route

FM Number: 4333041

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 1 (2-8)



**Prior Cost
< 2020/21:**

\$3,528,695

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$6,355,161

Additional Information:

Block Grant Operating Assistance for Fixed Route Service.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	LF	\$689,382	\$723,851	\$0	\$0	\$0	\$1,413,233
OPS	DPT0	\$689,382	\$723,851	\$0	\$0	\$0	\$1,413,233
Total		\$1,378,764	\$1,447,702	\$0	\$0	\$0	\$2,826,466

Project Description: Marion-Section 5311 Rural Transportation

Project Type: Operate/Admin. Assistance

FM Number: 4333121

Lead Agency: Marion Transit

Length: N/A

L RTP # (pg. #): Goal 1 (2-8)



**Prior Cost
< 2020/21:**

\$4,757,214

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$8,534,844

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	\$921,373	\$967,442	\$0	\$0	\$0	\$1,888,815
OPS	LF	\$921,373	\$967,442	\$0	\$0	\$0	\$1,888,815
Total		\$1,842,746	\$1,934,884	\$0	\$0	\$0	\$3,777,630

Project Description: Ocala/Marion Urban Area FY 2020/2021-2021/2022 UPWP

Project Type: Transportation Planning

FM Number: 4393313

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,181,999

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$687,026	\$494,973	\$0	\$0	\$0	\$1,181,999
Total		\$687,026	\$494,973	\$0	\$0	\$0	\$1,181,999

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

Project Type: Transportation Planning

FM Number: 4393314

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$989,946

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$0	\$0	\$494,973	\$494,973	\$0	\$989,946
Total		\$0	\$0	\$494,973	\$494,973	\$0	\$989,946

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

Project Type: Transportation Planning

FM Number: 4393315

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$494,973

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$0	\$0	\$0	\$0	\$494,973	\$494,973
Total		\$0	\$0	\$0	\$0	\$494,973	\$494,973

Project Description: Ocala Marion TPO Planning Studies

Project Type: TPO Studies

FM Number: 4407971

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$543,803

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	\$0	\$74,389	\$74,389	\$74,389	\$226,752	\$449,919
PLN	LF*	\$0	\$0	\$9,299	\$9,299	\$28,344	\$46,942
PLN	DPT0*	\$0	\$0	\$9,299	\$9,299	\$28,344	\$46,942
Total		\$0	\$74,389	\$92,987	\$92,987	\$283,440	\$543,803

*FDOT and Local Funds modified as a soft match through toll revenue credit

Project Description: Marion-SunTran Block Grant Operating Assistance

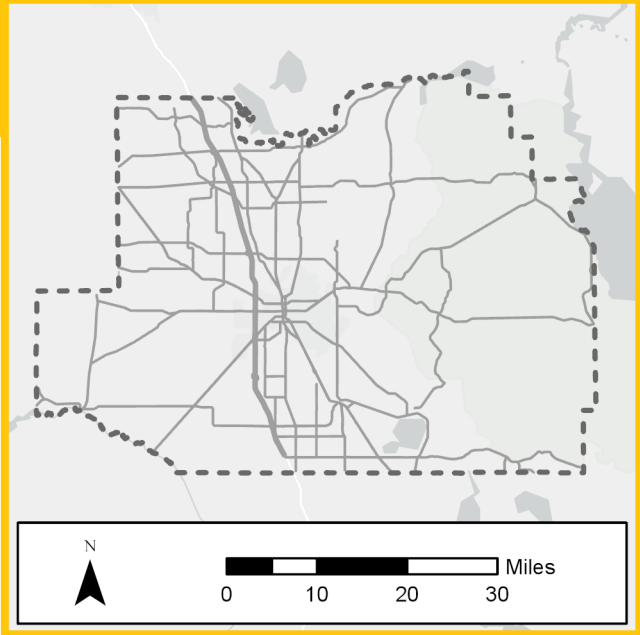
Project Type: Operating for Fixed Route

FM Number: 4424551

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal: 1 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$4,724,238

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	LF	\$0	\$0	\$760,043	\$798,045	\$804,031	\$2,362,119
OPS	DPT0	\$0	\$0	\$760,043	\$798,045	\$804,031	\$2,362,119
Total		\$0	\$0	\$1,520,086	\$1,596,090	\$1,608,062	\$4,724,238

Project Description:

Marion-Marion Senior Services Section 5311 Rural Transportation

Project Type:

Operate/Admin. Assistance

FM Number:

4424601

Lead Agency:

Marion Transit

Length:

N/A

L RTP # (pg. #):

Goal 1 (2-8)



Prior Cost < 2020/21:

\$0

Future Cost > 2024/25:

\$0

Total Project Cost

\$6,404,704

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	\$0	\$0	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
OPS	LF	\$0	\$0	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
Total		\$0	\$0	\$2,031,628	\$2,133,208	\$2,239,868	\$6,404,704

Routine Maintenance



Project Description: Lighting Agreements

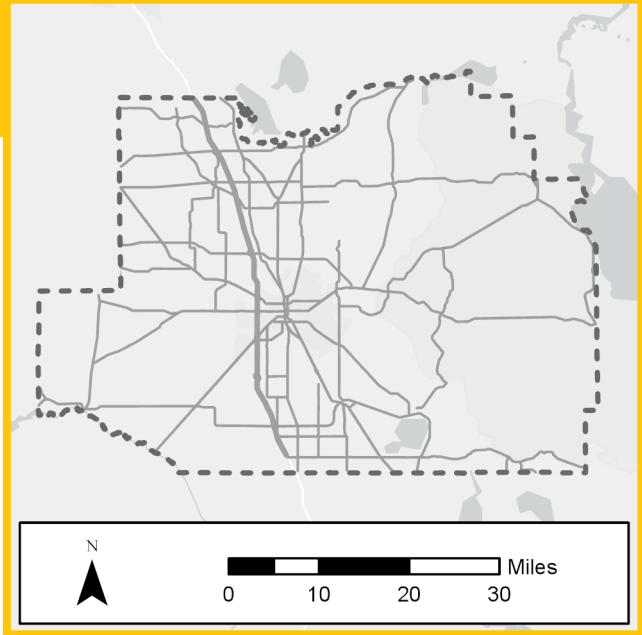
Project Type: Lighting

FM Number: 4136153

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$4,604,594

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$6,748,323

Additional Information:

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

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

Project Description: Marion Primary In-House

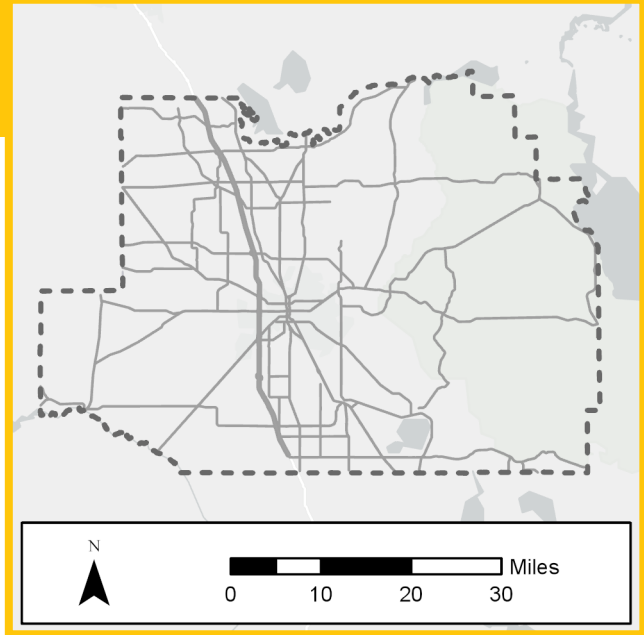
Project Type: Routine Maintenance

FM Number: 4181071

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$35,459,872

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$44,519,737

Additional Information:

Annual recurring funds for routine general maintenance of state roadways.

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

Project Description: Asphalt Resurfacing
Various Locations

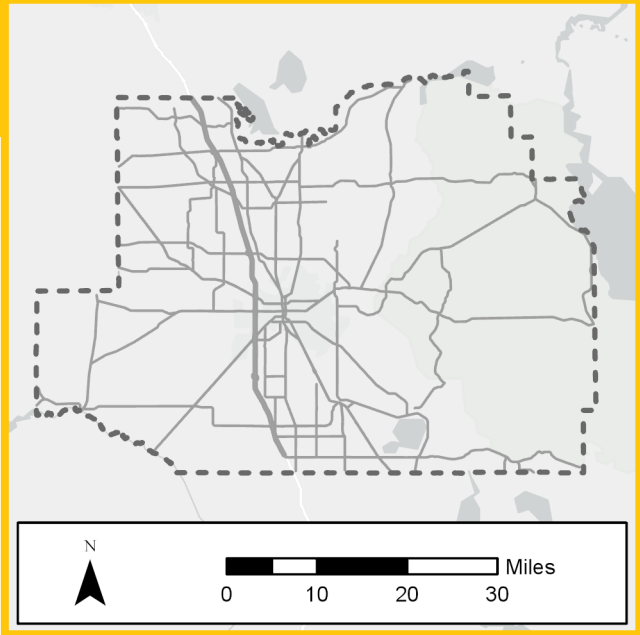
Project Type: Routine Maintenance

FM Number: 4233912

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



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

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

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

Additional Information:

Annual recurring funds for asphalt resurfacing on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total		\$250,000	\$0	\$0	\$0	\$0	\$250,000

Project Description: Unpaved Shoulder Repair

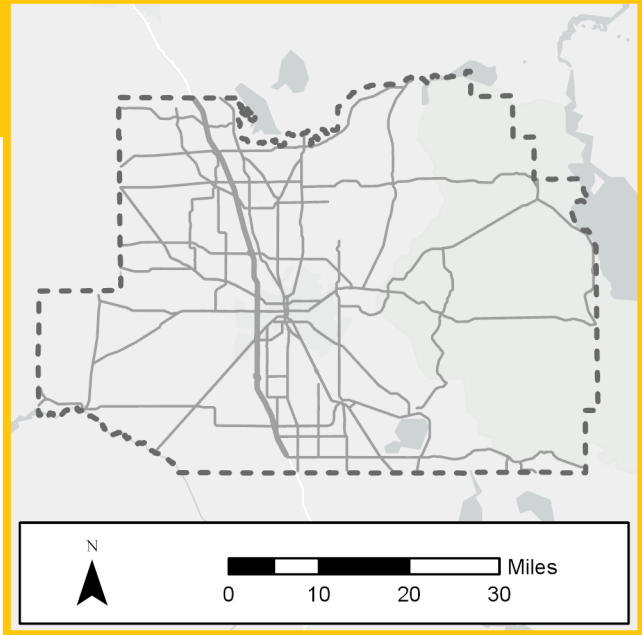
Project Type: Routine Maintenance

FM Number: 4291781

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 2,3 (2-11)



**Prior Cost
< 2020/21:**

\$1,411,063

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,631,063

Additional Information:

Unpaved shoulder repair for state corridors.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Total		\$220,000	\$0	\$0	\$0	\$0	\$220,000

Project Description: Pavement Markings - Thermoplastic and RPM's

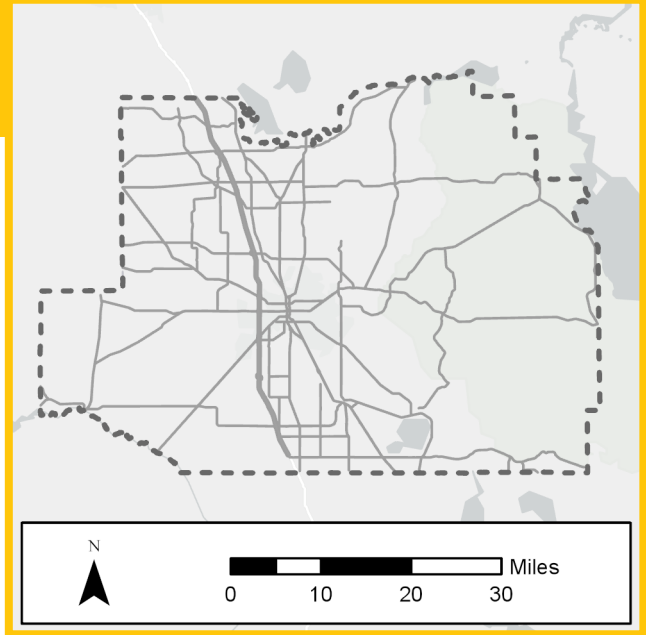
Project Type: Routine Maintenance

FM Number: 4291821

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 3 (2-11)



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

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

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

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$714,000	\$0	\$0	\$0	\$0	\$714,000
Total		\$714,000	\$0	\$0	\$0	\$0	\$714,000

Project Description: ITS Operational Support - Marion County

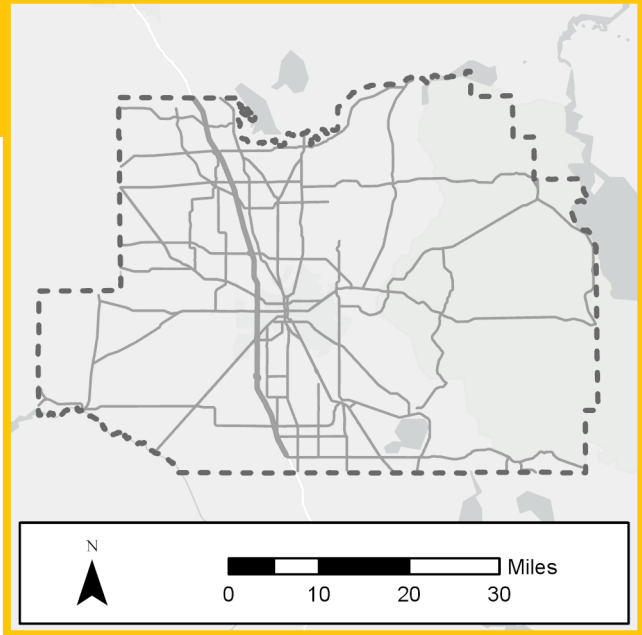
Project Type: ITS Communication System

FM Number: 4363611*

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$160,000

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total		\$160,000	\$0	\$0	\$0	\$0	\$160,000

* Amended January 26, 2020

Project Description: ITS Operational Support - City of Ocala

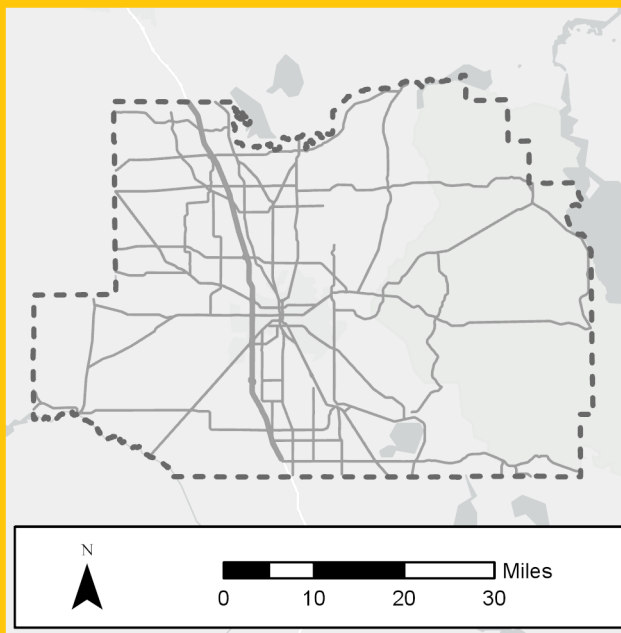
Project Type: ITS Communication System

FM Number: 4363612*

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$110,000

Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$110,000	\$0	\$0	\$0	\$0	\$110,000
Total		\$110,000	\$0	\$0	\$0	\$0	\$110,000

* Amended January 26, 2020

Project Description: Aesthetics Area Wide

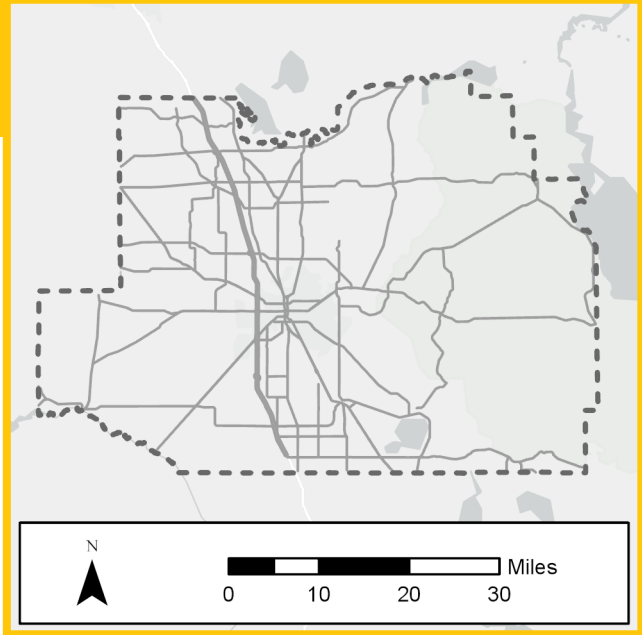
Project Type: Routine Maintenance

FM Number: 4466911

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 5: Objective 3 (2-10)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,200,000

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Total		\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000

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

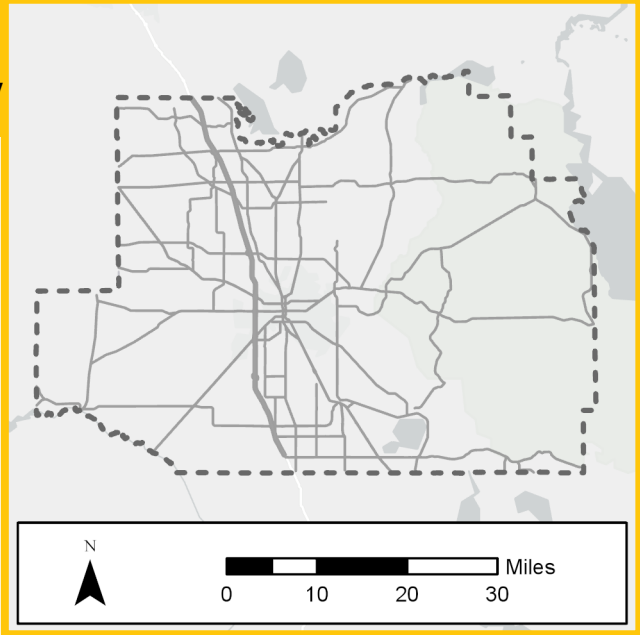
Project Type: Rail Safety Project

FM Number: 4467911

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$33,077

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	RHP	\$33,077	\$0	\$0	\$0	\$0	\$33,077
Total		\$33,077	\$0	\$0	\$0	\$0	\$33,077

Project Description: Asset Maintenance
Marion County

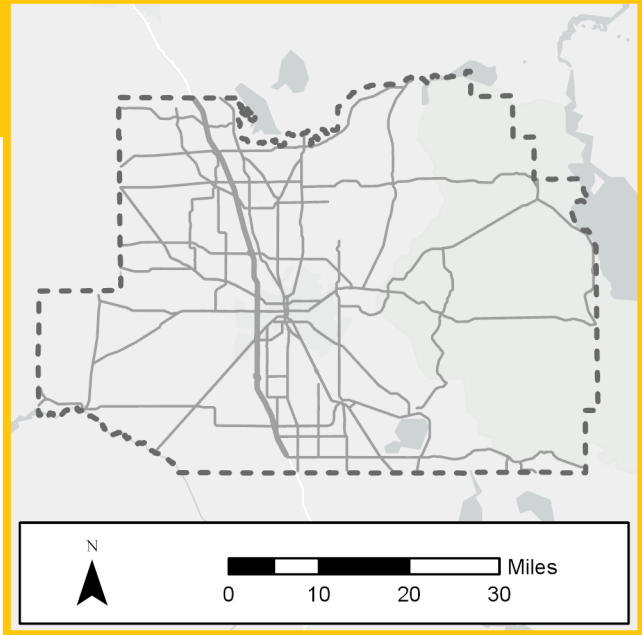
Project Type: Routine Maintenance

FM Number: 4469101

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 1-3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$12,500,000

Additional Information:

No additional information.

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

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APPENDIX B: LIST OF OBLIGATED PROJECTS

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ITEM NUMBER:238648 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000	PROJECT LENGTH: 4.146MI	LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND CODE	2019	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	20,000	
SN	-265	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	2,070,206	
SL	-122,147	
TOTAL 238648 1	1,967,794	
TOTAL 238648 1	1,967,794	

ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2019	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	20,000	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFSN	125,211	
SA	-527,425	
SL	63,033	
SN	2,633,059	
TOTAL 410674 2	2,313,878	
TOTAL 410674 2	2,313,878	

ITEM NUMBER:410674 3	PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
ROADWAY ID:36080000	PROJECT LENGTH: 6.140MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2019	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	10,000	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	394,187	
TOTAL 410674 3	404,187	
TOTAL 410674 3	404,187	

ITEM NUMBER:430643 1	PROJECT DESCRIPTION:I-75 (SR 93) N OF SR 500/US27 INTCHG TO ALACHUA CO LINE	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36210000	PROJECT LENGTH: 19.800MI	LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND CODE	2019	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	-95,741	
TOTAL 430643 1	-95,741	
TOTAL 430643 1	-95,741	

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ITEM NUMBER:430655 1	PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36008000	PROJECT LENGTH: 3.719MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	-13,310	
TOTAL 430655 1	-13,310	
TOTAL 430655 1	-13,310	

ITEM NUMBER:431797 1	PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000041	PROJECT LENGTH: 1.597MI	
		TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
EB	-78,755	
SA	70,006	
SL	2,818	
TOTAL 431797 1	-5,931	
TOTAL 431797 1	-5,931	

ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI	
		TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
EB	-33,972	
TOTAL 431798 1	-33,972	
TOTAL 431798 1	-33,972	

ITEM NUMBER:431798 2	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 20TH PLACE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000042	PROJECT LENGTH: .448MI	
		TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	21,148	
SL	8,982	
TOTAL 431798 2	30,130	
TOTAL 431798 2	30,130	

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

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

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	44,417
TOTAL 431798 4	44,417
TOTAL 431798 4	44,417

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

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

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-76,000
TALL	-5,722
TALT	9,298
TOTAL 431935 1	-72,424
TOTAL 431935 1	-72,424

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

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

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-3,132
SA	-203
SL	-68,404
TOTAL 432421 1	-71,739
TOTAL 432421 1	-71,739

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

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

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	25,810
SN	64,356
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSN	650,000
SL	565,289
SN	1,082,003
TOTAL 433651 1	2,387,458
TOTAL 433651 1	2,387,458

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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ITEM NUMBER:439331 1
 DISTRICT:05
 ROADWAY ID:

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

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

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

ITEM NUMBER:439331 2
 DISTRICT:05
 ROADWAY ID:

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

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

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

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

ITEM NUMBER:435517 1
 DISTRICT:05
 ROADWAY ID:

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

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

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

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

OCALA-MARION TPO

MISCELLANEOUS
=====

ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALL	264,445	
TALT	461,909	
TOTAL 426179 1	726,354	
TOTAL 426179 1	726,354	

ITEM NUMBER:430252 1	PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
SL	1,630,955	
TOTAL 430252 1	1,630,955	
TOTAL 430252 1	1,630,955	

ITEM NUMBER:439310 1	PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA		
TALL	-148,858	
TALT	-25,471	
TOTAL 439310 1	-174,329	
TOTAL 439310 1	-174,329	









ITEM NUMBER:440900 2	PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP	318,959	
TOTAL 440900 2	318,959	
TOTAL 440900 2	318,959	
TOTAL DIST: 05	2,501,939	
TOTAL MISCELLANEOUS	2,501,939	

GRAND TOTAL 17,626,675


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

National Highway System: Ocala, FL










U.S. Department of Transportation
Federal Highway Administration

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

 Census Urbanized Areas

 Department of Defense

 Water

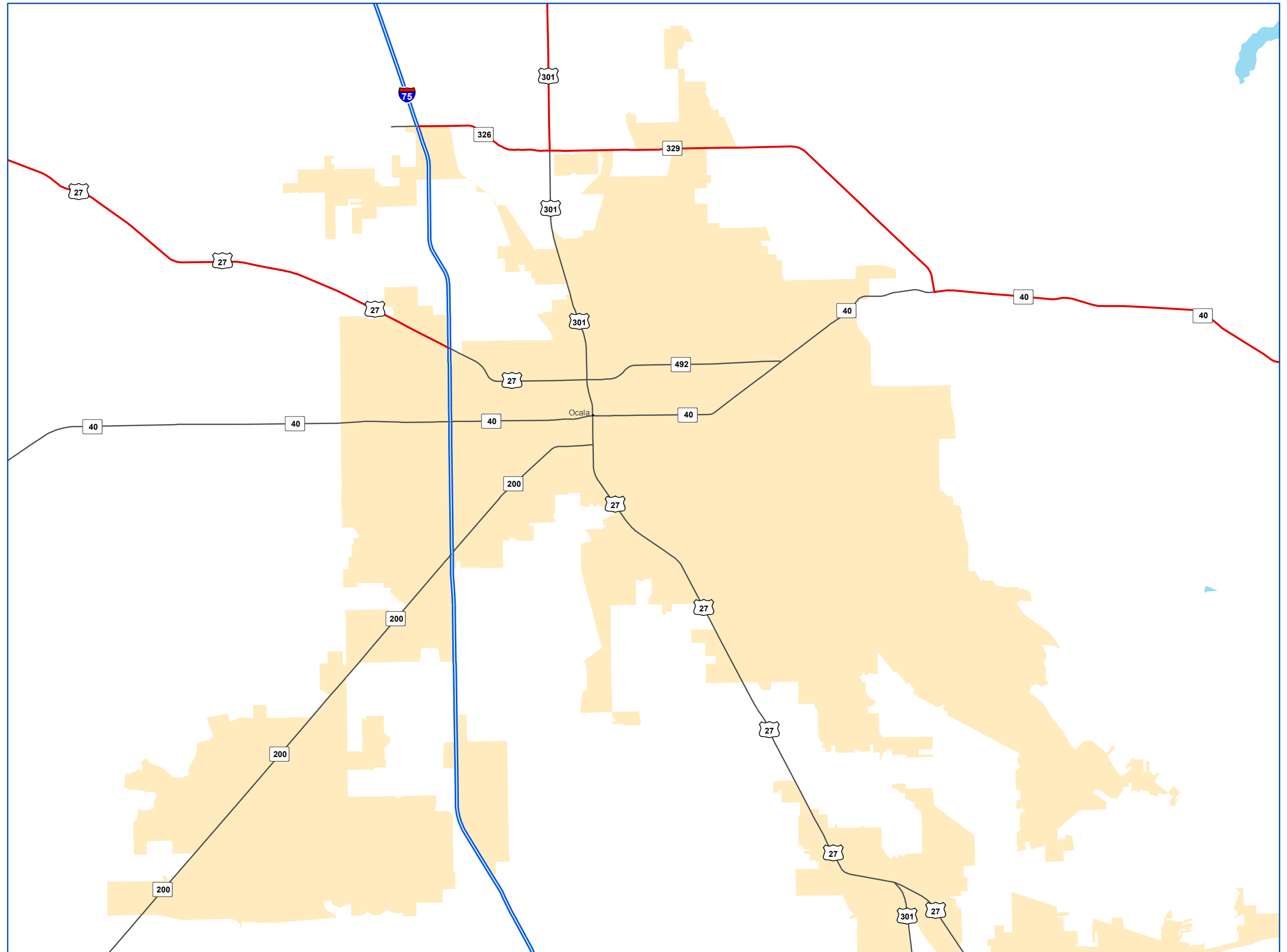
-  Airport
-  Intercity Bus Terminal
-  Ferry Terminal
-  Truck/Pipeline Terminal
-  Multipurpose Passenger Facility
-  Port Terminal
-  Truck/Rail Facility
-  AMTRAK Station
-  Public Transit Station



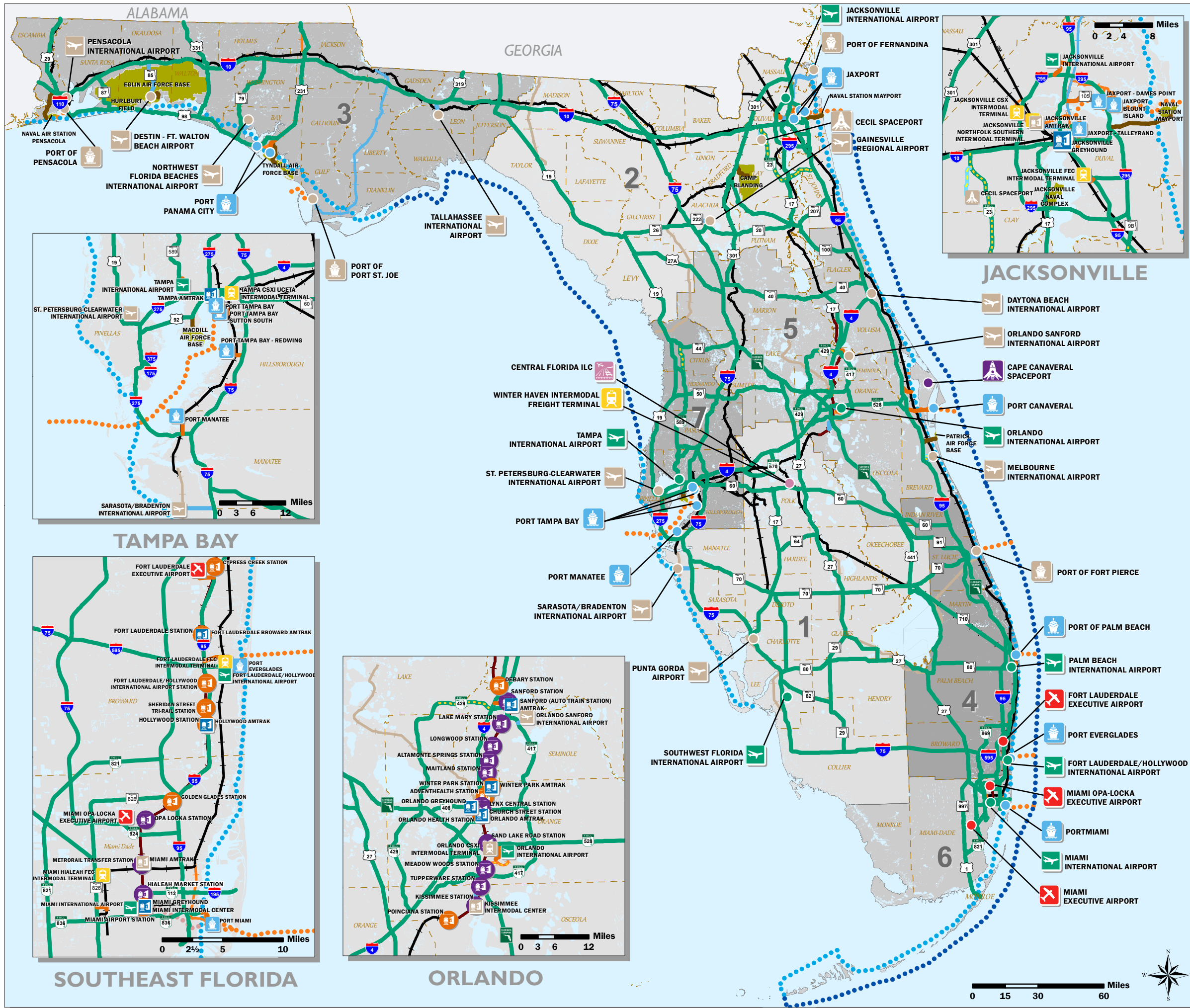
0 1.5 3
Miles

0 2.5 5
Kilometers

FHWA: March 25, 2015



APPENDIX D: MAP OF STRATEGIC INTERMODAL SYSTEM



SIS Strategic Intermodal System
System Map

Airports & Spaceports

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

Seaports

- SIS Seaport
- Strategic Growth Seaport

Freight Rail Terminals

- SIS Freight Rail Terminal
- Strategic Growth Freight Rail Terminal

Intermodal Logistic Center

- Strategic Growth Intermodal Logistic Center

Interregional Passenger Terminals

- SIS Passenger Terminal
- Strategic Growth Passenger Terminal

Urban Fixed Guideway Transit Terminal

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

Highway

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

Rail & Urban Fixed Guideway

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

Waterways

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

APPENDIX E: PUBLIC NOTICE IN OCALA STAR-BANNER

APPENDIX F: PUBLIC COMMENTS

Comments Received	Ocala Marion TPO Response
City of Ocala - Growth Management Department - Received 5/20/20	
The TPO should correct pages 84 and 90 in the TIP to indicate that this is Block Grant funding and not 5307.	This comment has been incorporated into the Final TIP
Public Comment - Received 5/29/20	
You are already, wisely, putting an overpass on NE 36 Ave over the railroad tracks. But even more of a bottleneck and magnet for crazy, unsafe drivers is where NE 8 Ave crosses 14 St. The main problem is the very short left turn lane on 8th between the tracks and the intersection ... big enough for only 1½ cars. The antics of drivers to push their way to the front of the intersection is legendary. That is where an overpass (car or train) is desperately needed.	Thank you for your comment. This comment has been provided to the City of Ocala Engineering Office.
Federal Highway Administration - Received 6/2/20	
23 CFR 450.316(a)(1)(vi) requires a demonstration of explicit consideration and response to public input. The TIP states that it takes public input into consideration but it is not demonstrated on how this managed or accomplished.	Text informing the reader to this chart has been added to the "Public Involvement" section on page 7.
23 CFR 450.316(d) requires the involvement of Federal Lands since the Ocala National Forest occupies a large portion of the TPO area. There was no evidence that the Federal Public Lands (Ocala Natl.Forest) was included.	The TPO informed the U.S Forest Service that the Draft TIP was available for review on 5/27/20
23 CFR 450.326(g)(2) requires that the estimated total cost for projects which may extend beyond the timeframe of the TIP be included. Future cost estimates were not identified in the review.	The estimate total cost for projects extending beyond the timeframe of the TIP are included on each individual project page.
There should be at least one formal public hearing held during the TIP development. This is part of the TPO's PPP but it was unclear if a hearing had occurred.	The TPO's PPP does not require a formal public hearing to be held during the development of the TIP.
Since the TPO had adopted the TPM Consensus Document in the TIP in 2019 (as an amendment), there are two options. One, the Consensus Document must again be included in the TIP. Or the TPO Board may adopt the Document as a stand-only item.	The TPO will present the TPM Consensus Document to the TPO Board for adoption on 6/23/20 as a stand-only item.
Ocala Marion TPO's Technical Advisory Committee - Received 6/10/20	
Page 35: SR 484 should be CR 484	Project Description must stay consistent with FDOT Work Program
Page 44-45: Interchange and "The Y" should be consistent	Project Description must stay consistent with FDOT Work Program
Page 46: US 441 first in title and correct Abshier Blvd or omit it	Project Description must stay consistent with FDOT Work Program
Page 47: Change or reorder Abshier Blvd to US 441	Project Description must stay consistent with FDOT Work Program
Page 55: SR 500 should be US 441	Project Description must stay consistent with FDOT Work Program
Page 63: Map line goes to Bridges Road. Should stop at the Pruitt Trailhead	Map has been updated
Page 66: Map is incorrect. Reference Project Application Map	Map has been updated
Page 70: Map is incorrect. Check aerial based on road and from/to	Map has been updated

Florida Department of Transportation (FDOT) - Received 6/24/20	
Provide MPO Adoption Date	Text has been included on the cover page
Page 21 states TPO's project selection process is consistent but does not address "how" it is consistent	Comment is not defined by FDOT as "critical" and is not addressed in the final document
FS ([s. 339.175(8)(c)(7) F.S.]) stated on page 21, each project references LRTP. See markups on document for specific corrections	LRTP Page number(s) indicating a project's applicable Goal(s)/ Objective(s) have been included to all projects
Please provide the Certification statement (for FHWA/FTA quadrennial certification)	The Ocala Marion TPO is not a TMA and is therefore not subject to the FHWA/FTA quadrennial certification
Introduced on page 10 (discussion of Transportation Disadvantaged), Figure 2 should be explained/ referenced. Please include a list of improvements funded the TD Funds	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Include project page for FM #4384171 and FM #4466911	Both project pages have been added (p.74 and p.100, respectively)
Numerous pages: Match "Project Descriptions" with FDOT Work Program	The Project Descriptions on the following pages of the final TIP have been corrected: 34-37, 40-47, 50-53, 55, 57, 59-60, 63-64, 67, 69-71, 73, 83-92, 96, 98
Page 3: Include Appendix H in Table of Contents	Text has been included
Explanation of Bridge and Pavement Condition (is stated) on page 14 but no anticipated effect explained. Transit Asset Management figure and explanation of goals is hard to follow and there is no anticipated effect stated from achieving the 0% target goal. Suggest to define a "0%" Target.	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Page 14: List the anticipated effects of achieving performance targets	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Page 17, correct 450.324(a) to 450.326(a), distribution of funds provided on page 19 and 20	Text has been updated on page 17. Funding distribution on page 19 and 20 is not incorrect.
Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S].	The following comment was provided by FDOT: "Awaiting word back from Central Office regarding concurrence."
Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24	The following comment was provided by FDOT: "Need confirmation from FDOT."
Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, Bureau of Community Planning, FTA, & FHWA?	The following comment was provided by FDOT: "Need concurrence from D5 Liaison"
Page 23: Include List of Priority Projects	List has been included

p.43: Correct total funding amount on line 5 and 6	Text has been updated
p.44: Change "Goal 6, Objective 1" to "Goal 6, Objective 3"	Text has been updated
p.46: Change "Intersection/Turn Lane" to "Traffic Signals"	Project Type is a TPO-developed classification system
p.56: Combine both rows in funding table	Rows have been combined
p.59: Change "Intersection/Turn Lane" to "Traffic Signals"	Project Type is a TPO-developed classification system
p.59: Correct Phase and Funding Source for each row	Text has been updated
p.63: Check line 5 and 6 of funding chart	Funding amounts were correct
p.83: Check Total funding for FY 2020/21	Funding amounts were correct
p.86: Check Total funding for FY 2020/21	Funding amounts were correct

APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

ACRYONYM	NAME	DESCRIPTION
3-C	Continuing, Cooperative, and Comprehensive	A Comprehensive, Cooperative, and Continuing (3-C) process is required for initiatives to be eligible for Federal transportation funding.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. It utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation-monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented. (reworded)
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel. (reworded)
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.)
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/)
CTD	Commission for the Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities. (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html)
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/)
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions

ACRYONYM	NAME	DESCRIPTION
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought.
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify what impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- https://jobs.myflorida.com/go/Department-of-Transportation/2817700/)
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.

ACRYONYM	NAME	DESCRIPTION
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/Federal Fiscal Year	The TPO's Fiscal Year is from July 1-June 30. The Federal Fiscal Year is from Oct 1-Sept 30. (Confirming that these are our TPO's fiscal year dates too?)
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HIS	Interstate Highway System	The specially designated system of highways, begun in 1956, which connects the principal metropolitan areas, cities, and industrial centers of the United States.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people
HSIP	Highway Safety Improvement Program	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
LOS	Level of Service	Level of Service is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LRTP/MTP	Long-Range Transportation Plan (also known as a Metropolitan Transportation Plan)	A document resulting from regional or statewide collaboration and consensus on a region's transportation system. It serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/

ACRYONYM	NAME	DESCRIPTION
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.
MSA	Metropolitan Statistical Areas	Are (?) Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)]
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b). (23CFR500)
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - https://www.fdotd7studies.com/what-is-a-pde-study.html)

ACRYONYM	NAME	DESCRIPTION
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PPP	Public Participation Plan	The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide-coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - https://www.fdot.gov/planning/sis/default.shtm)
SOV	Single-Occupancy Vehicle	Any motor vehicle not meeting the established occupancy requirement of a High-Occupancy (HOV) lane.
STBG	Surface Transportation Block Grant Program	The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPS, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and school officials.
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.

ACRYONYM	NAME	DESCRIPTION
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10-year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TIGER	Transportation Investment Generating Economic Recovery	The TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. (Definition taken from USDOT- www.transportation.gov/tiger/about)
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. (Definition taken from Reconnecting America- www.reconnectingamerica.org .)
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.

ACRYONYM	NAME	DESCRIPTION
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of the United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period. (Definition taken from Wikipedia)

APPENDIX H: MAJOR CHANGES FROM 2019/2020-2023/2024 TIP

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

APPENDIX I: LIST OF PROJECTS IN 2040 LRTP

The chart below shows projects included in both the TIP and the TPO's 2040 Long-Range Transportation Plan (LRTP). Please note that the details of projects, including the project description, may vary slightly to how the project is identified in the 2040 LRTP. Also, projects listed in the LRTP may be listed on other pages, in addition to the pages shown below.

TIP Page Number	FM Number	2040 LRTP Page Number	2040 LRTP Project Name
34	4352091	5-2	I-75 @ NW 49th Street
40	2386481	5-2	US 41 from SW 111th Place Ln to SR 40
46	4456881	3-10, 3-11	US-441/US-27 at CR-42
49	4106742	5-2	SR 40 from NE 60th Ct to CR 314
50	4336511	5-4	I-75 at CR 484
52	4336521	5-2	SR 40 @ I-75 (SW 27th Ave to SW 40th Ave)
67	4367551	3-23	Indian Lake Trail: Silver Springs State Park to Indian Lake Trailhead
68	4367561	5-2	Downtown Ocala Trail: Ocala City Hall to Silver Springs State Park

APPENDIX J: "ROLL FORWARD" TIP

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ITEM NUMBER:238648 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36060000 PROJECT LENGTH: 4.146MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	143,104	0	0	0	0	0	0	143,104
HPP	682,728	0	0	0	0	0	0	682,728
SA	987,634	0	0	0	0	0	0	987,634
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	0	111,826	0	0	0	0	0	111,826
DDR	547,588	0	0	0	0	0	0	547,588
DIH	372,283	0	0	0	0	0	0	372,283
EB	6,851	0	0	0	0	0	0	6,851
SA	5,748	14,252	0	0	0	0	0	20,000
SL	213,966	42,912	0	0	0	0	0	256,878
SN	2,171,532	345,262	0	0	0	0	0	2,516,794
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	10,337,582	0	0	0	0	0	0	10,337,582
DIH	975,269	4,740	0	0	0	0	0	980,009
DS	3,121,944	0	0	0	0	0	0	3,121,944
HPP	90,955	0	0	0	0	0	0	90,955
SA	2,070,206	0	0	0	0	0	0	2,070,206
SL	5,718,406	0	0	0	0	0	0	5,718,406
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	31,546,690	0	0	31,546,690
DIH	0	0	0	0	55,550	0	0	55,550
SL	0	0	0	0	8,909,646	0	0	8,909,646
SN	0	0	0	0	2,794,946	0	0	2,794,946
TOTAL 238648 1	27,445,796	518,992	0	0	43,306,832	0	0	71,271,620
TOTAL PROJECT:	27,445,796	518,992	0	0	43,306,832	0	0	71,271,620

ITEM NUMBER:238693 1 PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36009000 PROJECT LENGTH: 3.758MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250,497	4,467	0	0	0	0	0	254,964
DS	161,482	0	0	0	0	0	0	161,482
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	810	0	0	0	0	0	0	810
DIH	546,592	0	0	0	0	0	0	546,592
DS	932	0	0	0	0	0	0	932
SL	8,397,532	0	0	0	0	0	0	8,397,532
SN	1,771,589	0	0	0	0	0	0	1,771,589
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	79,992	0	0	0	0	0	0	79,992
DS	763,589	0	0	0	0	0	0	763,589
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,560,477	0	0	0	0	0	0	3,560,477
DER	48,328	0	0	0	0	0	0	48,328
DIH	176,648	7,434	0	0	0	0	0	184,082

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DS	19,439,140	0	0	0	0	0	0	19,439,140
TOTAL 238693 1	35,197,608	11,901	0	0	0	0	0	35,209,509
TOTAL PROJECT:	35,197,608	11,901	0	0	0	0	0	35,209,509

ITEM NUMBER:238719 1 PROJECT DESCRIPTION:SR 40 FROM CR 328 TO SW 80TH AVE(CR 225A) *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36110000 PROJECT LENGTH: 4.035MI LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,628	0	0	0	0	0	0	1,628
DDR	205,169	0	0	0	0	0	0	205,169
DIH	241,144	0	0	0	0	0	0	241,144
DS	994,290	0	0	0	0	0	0	994,290
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	7,024,431	0	0	0	0	0	0	7,024,431
DIH	316,058	4,632	0	0	0	0	0	320,690
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	23,892	0	0	0	0	0	0	23,892
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,029,553	0	0	0	0	0	0	1,029,553
DIH	608,435	0	0	0	0	0	0	608,435
DS	11,417,482	0	0	0	0	0	0	11,417,482
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	6,795	0	0	0	0	0	0	6,795
TOTAL 238719 1	21,868,877	4,632	0	0	0	0	0	21,873,509
TOTAL PROJECT:	21,868,877	4,632	0	0	0	0	0	21,873,509

ITEM NUMBER:410674 2 PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314 *SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36080000 PROJECT LENGTH: 5.327MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	394,742	0	0	0	0	0	0	394,742
ACSN	999,980	0	0	0	0	0	0	999,980
DIH	351,717	0	0	0	0	0	0	351,717
DS	8,039	0	0	0	0	0	0	8,039
EB	139,975	0	0	0	0	0	0	139,975
SA	10,650	9,350	0	0	0	0	0	20,000
SL	5,660,253	0	0	0	0	0	0	5,660,253
SN	456,298	0	0	0	0	0	0	456,298
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	139,313	2,577,781	0	0	0	0	0	2,717,094
ACSN	878,090	1,609,748	0	0	0	0	0	2,487,838
DDR	73,000	0	0	0	0	0	0	73,000
DIH	53,440	0	0	0	0	0	0	53,440
GFSN	0	350,276	0	0	0	0	0	350,276
SL	0	428,876	0	0	0	0	0	428,876
SN	701,047	203,667	2,107,703	0	0	0	0	3,012,417
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	400,000	0	0	0	0	0	400,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	0	0	0	0	91,690,707	91,690,707

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DDR	0	0	0	0	0	0	0	668,500	668,500
DI	0	0	0	0	0	0	0	55,000,001	55,000,001
STED	0	0	0	0	0	0	0	12,957,687	12,957,687
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	496,206	0	0	0	0	0	0	0	496,206
TALN	163,794	0	0	0	0	0	0	0	163,794
TOTAL 410674 2	10,526,544	5,579,698	2,107,703	0	0	0	0	160,316,895	178,530,840
TOTAL PROJECT:	10,526,544	5,579,698	2,107,703	0	0	0	0	160,316,895	178,530,840

ITEM NUMBER:429582 1 PROJECT DESCRIPTION:I-75 INTERCHANGE AT SW 95TH ST & SW 95TH ST FROM 49TH AVE TO CR 475A *SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:PD&E/EMO STUDY
 ROADWAY ID:36210000 PROJECT LENGTH: 1.200MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	488	39,868	0	0	0	0	0	40,356
TOTAL 429582 1	488	39,868	0	0	0	0	0	40,356
TOTAL PROJECT:	488	39,868	0	0	0	0	0	40,356

ITEM NUMBER:431797 2 PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 24TH STREET *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36000041 PROJECT LENGTH: .754MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	8,758	1,242	0	0	0	0	0	10,000
TOTAL 431797 2	8,758	1,242	0	0	0	0	0	10,000
TOTAL PROJECT:	8,758	1,242	0	0	0	0	0	10,000

ITEM NUMBER:433651 1 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A *SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERCHANGE IMPROVEMENT
 ROADWAY ID:36570000 PROJECT LENGTH: .741MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSL	10,000	0	0	0	0	0	0	10,000
ACSN	655,365	0	0	0	0	0	0	655,365
SA	1,530	8,470	0	0	0	0	0	10,000
SL	51,458	0	0	0	0	0	0	51,458
SN	1,608,843	0	0	0	0	0	0	1,608,843
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSL	135,472	29,528	0	0	0	0	0	165,000
ACSN	593,142	650,000	0	0	0	0	0	1,243,142
GFSN	37,011	612,989	0	0	0	0	0	650,000
SL	382,985	100,086	323,396	0	0	0	0	806,467
SN	747,597	527,924	310,079	68,558	0	0	0	1,654,158
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	509,476	582,935	0	0	0	0	0	1,092,411
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	0	9,125,700	0	49,995	0	0	9,175,695
LF	0	0	22,536	0	0	0	0	22,536

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ITEM NUMBER:437344 1 PROJECT DESCRIPTION:SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
 ROADWAY ID:36100000 PROJECT LENGTH: 2.767MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	2,720		0	0	0	0	0	2,720
DDR	183,653		0	0	0	0	0	183,653
DIH	67,000	5,000	0	0	0	0	0	72,000
DS	34,254		0	0	0	0	0	34,254
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	4,726,375	15,563	0	0	0	0	0	4,741,938
DIH	12,446	16,008	0	0	0	0	0	28,454
DS	142,971	88,288	0	0	0	0	0	231,259
TOTAL 437344 1	5,169,419	124,859	0	0	0	0	0	5,294,278
TOTAL PROJECT:	5,169,419	124,859	0	0	0	0	0	5,294,278

ITEM NUMBER:439238 1 PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
 ROADWAY ID:36010000 PROJECT LENGTH: 10.612MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,241,110		0	0	0	0	0	2,241,110
DIH	137,068	24,004	0	0	0	0	0	161,072
DS	504,214		0	0	0	0	0	504,214
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	301,000		0	0	0	0	0	301,000
DIH	1,428	8,572	0	0	0	0	0	10,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	30,000		0	0	0	0	0	30,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,612,475		0	0	0	0	0	1,612,475
DIH	798	14,332	0	0	0	0	0	15,130
DS	0	232,000	0	0	0	0	0	232,000
NHRE	5,823,937		0	0	0	0	0	5,823,937
SA	8,522,617		0	0	0	0	0	8,522,617
TOTAL 439238 1	19,174,647	278,908	0	0	0	0	0	19,453,555
TOTAL PROJECT:	19,174,647	278,908	0	0	0	0	0	19,453,555

ITEM NUMBER:441366 1 PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:SAFETY PROJECT
 ROADWAY ID:36110000 PROJECT LENGTH: .790MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACID	305,669		0	0	0	0	0	305,669
DIH	25,256	5,284	0	0	0	0	0	30,540
DS	1,526		0	0	0	0	0	1,526
HSP	115,713	9,000	0	0	0	0	0	124,713

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
FUND CODE	ACSS								
	0	724,682	0	0	0	0	0	0	724,682
TOTAL 441366 1	448,164	738,966	0	0	0	0	0	0	1,187,130
TOTAL PROJECT:	448,164	738,966	0	0	0	0	0	0	1,187,130

ITEM NUMBER:443270 1 PROJECT DESCRIPTION:SR 25 / 200 TO ALACH BRIDGE 360025 & 360026 *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION
 ROADWAY ID:36030000 PROJECT LENGTH: .790MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	62,469	0	0	0	0	0	0	62,469	
DIH	817	1,183	0	0	0	0	0	2,000	
DS	1,803	0	0	0	0	0	0	1,803	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	399,079	0	0	0	0	0	0	399,079	
DIH	7,416	4,636	0	0	0	0	0	12,052	
TOTAL 443270 1	471,584	5,819	0	0	0	0	0	477,403	
TOTAL PROJECT:	471,584	5,819	0	0	0	0	0	477,403	

ITEM NUMBER:447213 1 PROJECT DESCRIPTION:US-41 N S/WILLIAMS ST LIGHTING PROJECT *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING
 ROADWAY ID:36060000 PROJECT LENGTH: .020MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE									
DDR	0	1,135	0	0	0	0	0	1,135	
TOTAL 447213 1	0	1,135	0	0	0	0	0	1,135	
TOTAL PROJECT:	0	1,135	0	0	0	0	0	1,135	
TOTAL DIST: 05	135,640,370	10,308,934	12,348,213	98,558	43,356,827	0	160,316,895	362,069,797	
TOTAL HIGHWAYS	135,640,370	10,308,934	12,348,213	98,558	43,356,827	0	160,316,895	362,069,797	

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

Ocala-Marion TPO

MAINTENANCE
=====

ITEM NUMBER:418107 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:MARION PRIMARY IN-HOUSE
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:ROUTINE MAINTENANCE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: BRDG/RDWAY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710
TOTAL 418107 1	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710
TOTAL PROJECT:	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710
TOTAL DIST: 05	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710
TOTAL MAINTENANCE	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
TRANSIT
 =====

OCALA-MARION TPO

ITEM NUMBER:427188 2 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URBAN CAPITAL FIXED ROUTE FTA SECTION 5307-2009 *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	14,066,576	2,395,321	2,467,181	2,541,196	2,617,431	0	24,087,705
LF	0	3,516,644	598,830	616,795	635,299	654,398	0	6,021,966
TOTAL 427188 2	0	17,583,220	2,994,151	3,083,976	3,176,495	3,271,829	0	30,109,671
TOTAL PROJECT:	0	17,583,220	2,994,151	3,083,976	3,176,495	3,271,829	0	30,109,671

ITEM NUMBER:433304 1 PROJECT DESCRIPTION:MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:OPERATING FOR FIXED ROUTE
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY OCALA								
DPTO	449,380	1,500,631	723,851	0	0	0	0	2,673,862
FTA	400,000	0	0	0	0	0	0	400,000
LF	1,868,066	689,382	723,851	0	0	0	0	3,281,299
TOTAL 433304 1	2,717,446	2,190,013	1,447,702	0	0	0	0	6,355,161
TOTAL PROJECT:	2,717,446	2,190,013	1,447,702	0	0	0	0	6,355,161

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	281,434	0	0	0	0	0	281,434
LF	0	70,359	0	0	0	0	0	70,359
TOTAL 445377 1	0	351,793	0	0	0	0	0	351,793
TOTAL PROJECT:	0	351,793	0	0	0	0	0	351,793
TOTAL DIST: 05	2,717,446	20,125,026	4,441,853	3,083,976	3,176,495	3,271,829	0	36,816,625
TOTAL TRANSIT	2,717,446	20,125,026	4,441,853	3,083,976	3,176,495	3,271,829	0	36,816,625

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
MISCELLANEOUS
 =====

Ocala-Marion TPO

ITEM NUMBER:426179 1		PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES					*NON-SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:MISCELLANEOUS CONSTRUCTION	
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACTN	553,713	46,287	0	0	0	0	0	600,000
TALL	244,045	20,400	0	0	0	0	0	264,445
TALT	491,541	40,426	0	0	0	0	0	531,967
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	151,492	0	0	151,492
DIH	0	0	0	0	5,555	0	0	5,555
TALL	0	0	0	0	24,932	0	0	24,932
TALN	0	0	0	0	252,270	0	0	252,270
TALT	0	0	0	0	2,224,590	0	0	2,224,590
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	0	50,000	0	0	0	0	0	50,000
TOTAL 426179 1	1,289,299	157,113	0	0	2,658,839	0	0	4,105,251
TOTAL PROJECT:	1,289,299	157,113	0	0	2,658,839	0	0	4,105,251

ITEM NUMBER:438328 1		PROJECT DESCRIPTION:NATURAL DISASTER MARION COUNTYWIDE - TROPICAL STORM HERMINE					*NON-SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:EMERGENCY OPERATIONS	
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DER	2,607	600	0	0	0	0	0	3,207
TOTAL 438328 1	2,607	600	0	0	0	0	0	3,207
TOTAL PROJECT:	2,607	600	0	0	0	0	0	3,207

ITEM NUMBER:440900 2		PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS					*NON-SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:ITS COMMUNICATION SYSTEM	
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	43,012	0	0	0	0	0	0	43,012
NFP	318,959	0	0	0	0	0	0	318,959
SA	712	9,288	0	0	0	0	0	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	323,612	35,633	0	0	0	0	0	359,245
DS	889,226	0	0	0	0	0	0	889,226
NFP	3,861,181	0	0	0	0	0	0	3,861,181
TOTAL 440900 2	5,436,702	44,921	0	0	0	0	0	5,481,623
TOTAL PROJECT:	5,436,702	44,921	0	0	0	0	0	5,481,623
TOTAL DIST: 05	6,728,608	202,634	0	0	2,658,839	0	0	9,590,081
TOTAL MISCELLANEOUS	6,728,608	202,634	0	0	2,658,839	0	0	9,590,081

GRAND TOTAL	217,605,109	35,900,475	18,622,039	5,014,507	50,974,134	5,053,802	160,316,895	493,486,961
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communication by providing supporting equipment which will allow a move from a hub and spoke topology to minimally a ring topology, and the retiming of 8 signals (SR 464/Maricamp Rd).

FM#436361-2 ITS OPERATIONAL SUPPORT- CITY OF OCALA

Current TIP Status:

Project is not in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	SL	\$10,000	2021
Preliminary Engineering	SL	\$100,000	2021
	TOTAL	\$110,000	

Difference: New project and funds have been added in Fiscal Year 2020/2021.

Explanation: The goal of this design build project is to provide capital and operations improvements for Intelligent Transportation Systems (ITS) technology in the City of Ocala. It will modernize the City's video wall, enhance CCTV coverage 10 new locations, update incident management plan for I-75 detour routes, video detection systems installation 2 locations, and UPS installations.

This project is scoped for the following:

1. Incident Management Plan updated for I-75 detour routes
2. CCTV cameras for ten locations (if possible, could also upgrade 15 current Bosch cameras from 2007 that have been slowly failing)
3. Complete video detection system for two mast arm locations
4. TMC monitor wall upgrade rough dimension of 18' wide x 5' high

Sincerely,



Anna Taylor, Government Liaison Administrator
FDOT District Five

cc: Kellie Smith, FDOT
Rakinya Hinson, FDOT
Carlos Colon, FDOT



TO: TPO Board Members

FROM: Anton Schauerte, TPO Transportation Planner

RE: Adoption of Public Participation Plan (PPP) Update

At the November 24th, 2020 TPO Board meeting, TPO staff presented the DRAFT Public Participation Plan (PPP). The document serves as an update from the current Public Involvement Plan (PIP), which was adopted by the TPO Board on July 11, 2018. The PIP/PPP is required to be updated every three (3) years.

TPO staff will present this document, in addition to the public comments received, to the TPO Board at the January 26th, 2021 meeting. Staff is requesting approval of this document.

If you have any questions regarding the Public Participation Plan, please feel free to contact me at anton.schauerte@marioncountyfl.org



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

PUBLIC PARTICIPATION PLAN (PPP)

Prepared in cooperation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Florida Department of Transportation (FDOT) and participating local governments



For further information about the Ocala Marion Transportation Planning Organization (TPO) and public participation process, please contact:

Ocala Marion TPO

Rob Balmes, TPO Director or
Liz Mitchell, Title VI/Non-Discrimination Coordinator
2710 E. Silver Springs Boulevard
Ocala, FL 34470
Phone: 352-438-2630
Web: www.ocalamariontpo.org

Public Disclosure Statement:

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The Ocala Marion TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The Ocala/Marion TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@marioncountyfl.org.

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PURPOSE

Public Involvement is at the center of the transportation planning process, as transportation networks affect the public in a variety of ways. Therefore, the voice of the public is essential in ensuring that the transportation decisions that are made, are efficient, and effective at serving the residents they impact. The Ocala/Marion County Transportation Planning Organization's (TPO) Public Participation Plan (PPP) documents the goals, objectives, and strategies for ensuring that all individuals have every opportunity to be involved in transportation planning decisions. As the transportation network effects economic vitality, personal and freight mobility, and local/regional priorities, it is critical for the voices of everyone to be heard and documented.

This document serves as an update to the Public Involvement Plan adopted by the TPO Board on July 11, 2018. The revised PPP was developed in coordination with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Florida Department of Transportation (FDOT), local government partners and TPO advisory committees and boards, and through a 45-day public review process. It is the primary goal of this document to increase awareness on the various opportunities that are available to the public, and the measurements used by the TPO to determine effectiveness with advertising and promoting those opportunities.



The TPO is committed to ensuring that individuals, affected public agencies and representatives, the disabled and other interested parties are provided reasonable opportunities to be involved in the transportation planning process, especially the traditionally under-served and under-represented. As a federally mandated agency, the TPO operates under federal law (Title USC 23) and Florida Statute (F.S. 339.175). **APPENDIX A** contains a summary of the applicable federal and state statutory requirements and how they pertain to public participation at the TPO.

their surrounding areas, and the adjoining areas between Ocala and Belleview. Also included are the areas of Silver Springs Shores and Marion Oaks, the SR 200 corridor to CR 484 and the US 441 corridor from Belleview to the Lake County line east of US 301 and west of CR 25.

TPO HISTORY

The Federal Highway Act of 1962 established legislation that mandated that any urbanized area with a population of 50,000 or more that plans to expend United States Department of Transportation (DOT) funding must subscribe to a continuing, cooperative and comprehensive ('The 3-C') planning process. The TPO was established to provide a forum for the development of transportation policy and transportation planning services for the Ocala/Marion County area. The TPO was established in 1981 after the US Census Bureau determined that the urbanized population of Marion County had surpassed the threshold of 50,000 people. The Ocala/Marion County urbanized area includes the Cities of Ocala, Belleview and Dunnellon and

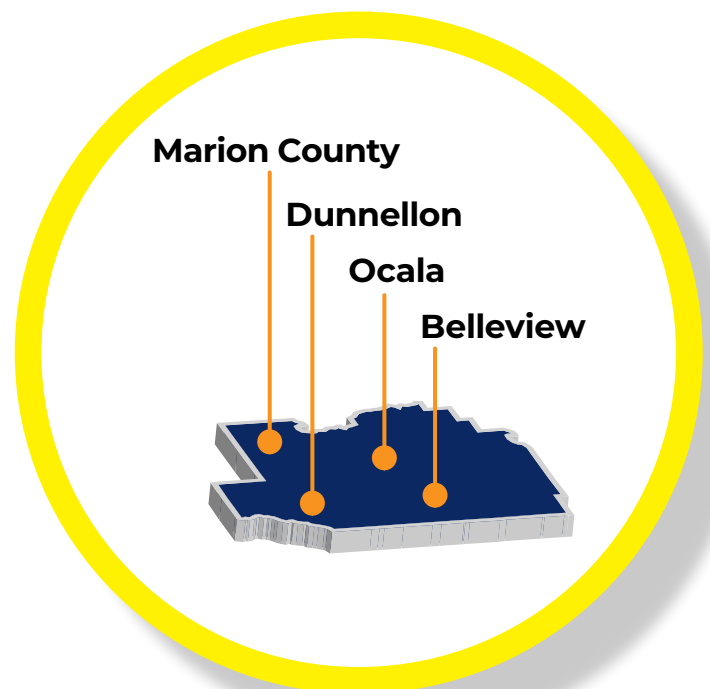


Figure 1 illustrates the 2010 Census designated Urbanized Areas (UZA) and Urban Cluster areas of Marion County, which are all served by the TPO. This also includes portions of Lady Lake-the Villages and the Homosassa Springs-Beverly Hills-Citrus areas within the Ocala Metropolitan Statistical Area (MSA), Marion Oaks, Rainbow Lakes and Ocala Estates-Lake Bryant. The planning boundary for the TPO includes all of Marion County.

Ocala Marion TPO Urbanized Area

TPO Adjusted Urbanized Areas
Marion County, FL - Approved 9.24.2013

--- TPO Adjusted Urbanized Area

2010 Census Boundaries	TPO Adjusted Boundaries

Urbanized Areas

- Ocala
- Lady Lake - the Villages
- Homosassa Springs - Beverly Hills - Citrus Springs
- Data Unavailable

Urban Clusters

- Marion Oaks
- Rainbow Lakes
- Ocala Estates
- Lake Bryant
- Not Adjusted
- Not Adjusted
- Not Adjusted

Interstate 75

U.S./State Roads

City / County Roads

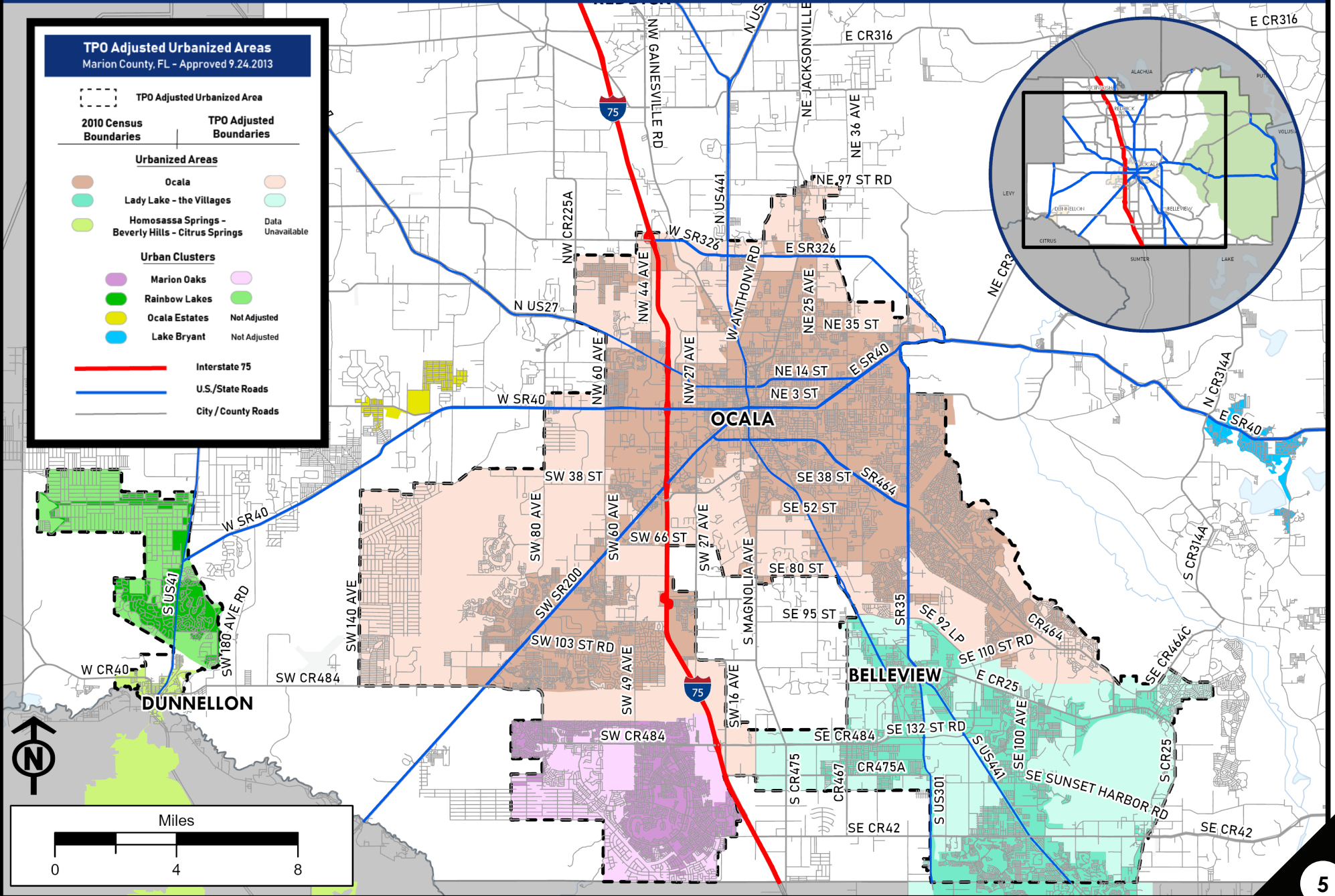
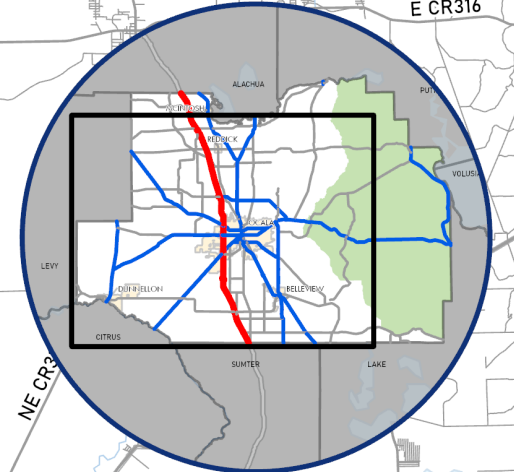
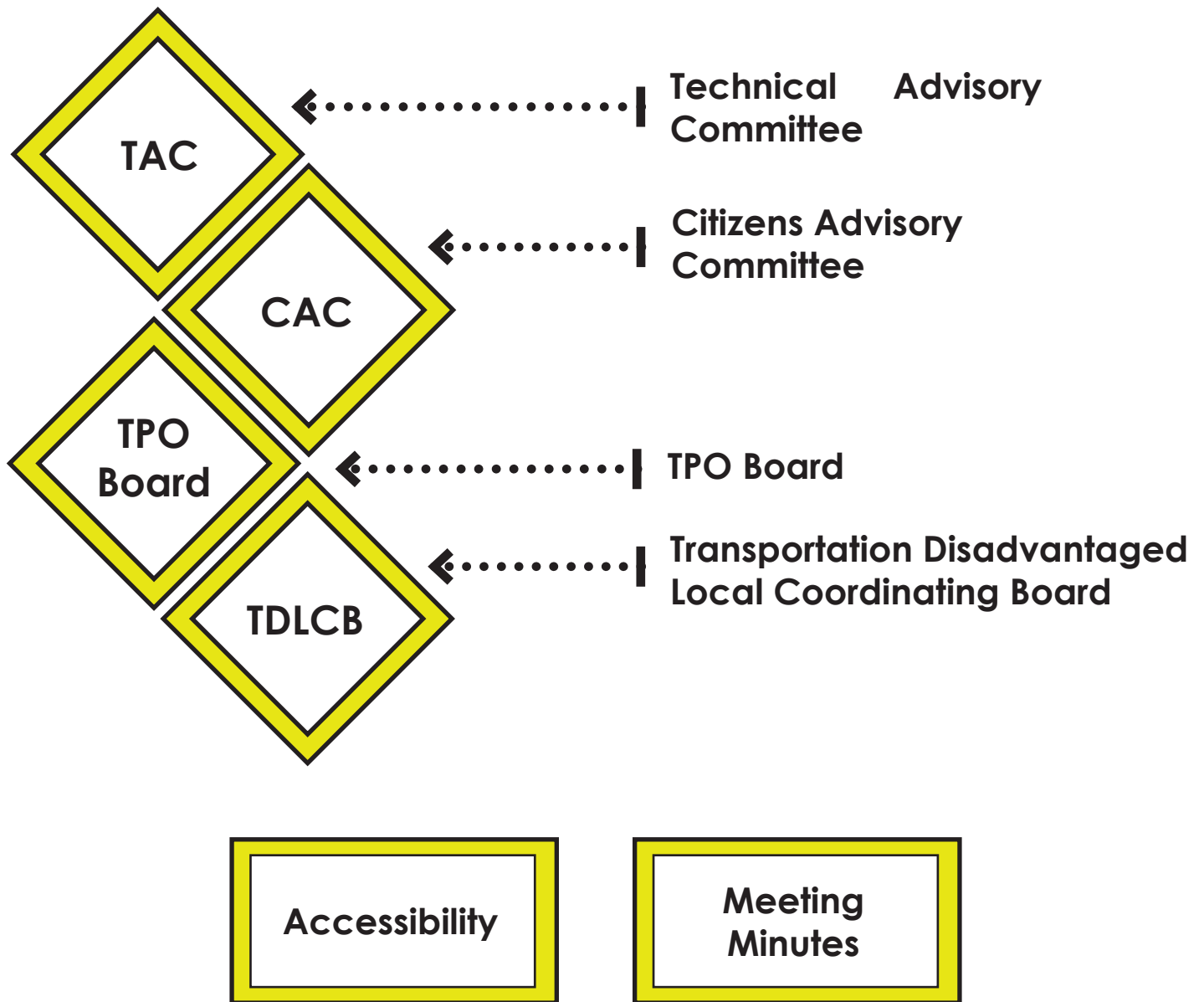


Figure 1: Ocala Marion TPO Urbanized Area Map

COMMITTEES AND BOARDS STRUCTURE

The TPO is supported by a diverse committee and governance structure that provides input from a variety of sources. A description of each of the elements of this structure

is described below. Current bylaws, memberships and meeting calendars are available on the TPO website (www.ocalamariontpo.org).



Technical Advisory Committee

The Technical Advisory Committee (TAC) membership is comprised of 11 members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. The TAC recommendations are based on the professional experience of the committee members. TAC meetings are

held on the second Tuesday of the month.

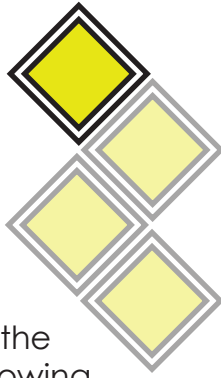
The TAC is comprised of the representatives from the following organizations. The number in parentheses following the organization represents the number of representatives.



- Marion County (2)
- City of Ocala (2)
- City of Belleview (1)
- City of Dunnellon (1)
- SunTran (assigned by the City of Ocala) (1)
- Marion County School District (1)
- Florida Office of Greenways and Trails (1)
- Marion County Tourism (1)
- Florida Department of Transportation (FDOT) District 5, non-voting (1)



Visit the TPO website to learn more about the TAC, its members and meeting schedule at: <https://ocalamariontpo.org/boards-committees/technical-advisory-committee-tac/>

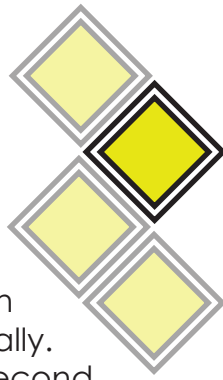


Citizens Advisory Committee

The Citizens Advisory Committee (CAC) is comprised of up to 15 Marion County residents who provide input to the TPO from a citizen's point of view. Appointments to this committee are made through an application process where the candidates are interviewed by TPO staff and are then recommended to the TPO Board for membership. The TPO Board then votes on approval of each candidate's appointment. Considerations for appointment are based on the geographic location, interviews and overall background of each candidate. The TPO strives to maintain a diversity of

Marion County citizens in order to provide a well-rounded review of transportation issues both geographically and professionally. CAC meetings are held on the second Tuesday of the month.

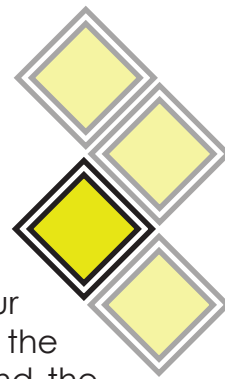
Both the CAC and TAC offer input from their varying perspectives, whether that be in a professional sense (planners, engineers, etc.) or from a citizen perspective (local residents). These committees both garner feedback, input, advice, and recommendations for staff to present to the TPO Board.



Visit the TPO website to learn more about the CAC, its members and meeting schedule at: <https://ocalamariontpo.org/boards-committees/citizens-advisory-committee-cac/>



TPO Board



The TPO board is the final level of review and decision-making body in the TPO organizational structure. Recommendations from TPO staff and the committee substructure are reviewed, discussed and then either approved or rejected through a one member-one vote process.

the City of Belleview City Commission and the City of Dunnellon City Council; four members of the city council and the mayor from the City of Ocala; and the five county commissioners from the Marion County Board of County Commissioners. The FDOT-District Five Secretary is also a non-voting member of the TPO Board.

The TPO Board voting membership is comprised of one representative from

Regular Meetings:

Regular meetings of the TPO Board are held at least quarterly. At the last regular meeting of each year, the TPO will approve the following year's meeting schedule. Regular meeting dates and times may be changed by the Chair or Vice-Chair to accommodate special circumstances such as holidays. Board meetings are held on the fourth Tuesday of the month.

Special Meetings:

A special meeting of the TPO Board may be called by the Chair. Each member of the TPO and local media services will receive a notification of such special meeting stating the date, hour and place of the meeting and the purpose for which such meeting is called, and no other business shall be transacted at that meeting.

Emergency Meetings:

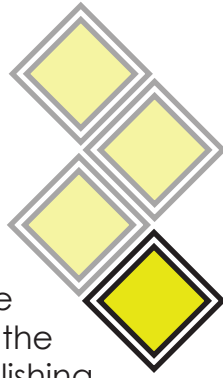
An emergency meeting of the TPO Board may be called by the Chair when in his/her opinion, an emergency exists which requires immediate action. At least a 24-hour advance public notice of such a meeting must be provided.



Visit the TPO website to learn more about the TPO Board, its members and meeting schedule at: <https://ocalamariontpo.org/boards-committees/tpo-board/>



Transportation Disadvantaged Local Coordinating Board (TDLCB)



The Transportation Disadvantaged Local Coordinating Board (TDLCB) is charged with oversight of the Community Transportation Coordinator (CTC). The membership is comprised of one representative each from the City of Ocala, Marion County Public School board, the FDOT, and various health and labor not-for-profit organizations. The Commission for the Transportation

Disadvantaged provides funding to the CTC to provide transportation to local residents. The TDLCB is responsible for reviewing the performance of the CTC and establishing trip priorities. TDLCB meetings are held on the third Thursday of the corresponding month. The TDLCB is comprised of representatives from the following organizations or groups:

- Local elected official, who serves as Chair
- Florida Department of Transportation
- Florida Department of Children and Families
- Marion County Public Schools
- Florida Department of Education
- Marion County Department of Veteran Affairs
- Florida Association for Community Action
- Marion County resident representative over 60
- Marion County resident representing the disabled
- Two citizen advocates of Marion County that use transportation services
- City of Ocala/SunTran
- Florida Department of Elder Affairs
- Local private for profit transportation industry representative
- Florida Agency for Health Care Administration
- Agency for Persons with Disabilities
- Career Source Workforce Development
- Florida Department of Health – Marion County



Visit the TPO website to learn more about the TDLCB, its members and meeting schedule at: <https://ocalamariontpo.org/boards-committees/transportation-disadvantaged-local-coordinating-board-tdlcb/>



Accessibility

The public is encouraged to attend all TPO committee and board meetings. Meetings are advertised on the websites of the TPO, Marion County and the cities of Belleview, Dunnellon and Ocala as well as the TPO's most current social media sites. The TPO Board, TDLCB and committees are governed by Florida Sunshine Law and in accordance with the notification requirements of **Florida Statute s.286.011, F.S.**

All TPO meetings are held in locations accessible to persons with disabilities and to citizens requiring transportation. Citizens that require special accommodations should contact the TPO in advance of a meeting. A summary of the schedule, and public comment/notice periods for the governing boards and committees are as follows:

Opportunities for Public Participation		Schedule	Public Comment Period	Public Notice
Meetings				
Governing Board	TPO Board	Meets 4th Tuesday of month, at minimum quarterly	Every Meeting	7 days
Committees	TAC, CAC	Meets 2nd Tuesday of month, at minimum quarterly	Every Meeting	7 days
Transportation Disadvantaged Board	TDLCB	Meets 3rd Thursday of month, quarterly	Every Meeting	7 days

*The Transportation Disadvantaged Local Coordinating Board (TDLCB) also holds an annual public workshop

Meeting Minutes

Per Sunshine Law, meeting minutes are taken at all TPO meetings. Minutes are distributed at board and committee meetings for review and approval. Upon approval, minutes are

available to the public by request or may be accessed at the TPO website. The TPO maintains a six-year history of all meeting minutes on the website.

GOALS, OBJECTIVES AND POLICIES

GOAL:

The public involvement process is intended to provide accurate and timely information about ongoing or upcoming transportation planning projects.

OBJECTIVE: 1 OF 3

The TPO shall encourage participation by all Marion County citizens in the transportation planning process

The TPO shall:

Policy 1.1: Strive to include those citizens that are among the traditionally underserved and under-represented, including business owners and residents who are a part of but not limited to, low-income and minority households.

Policy 1.2: Whenever possible, hold public meetings at locations that are easily accessible to potentially affected residents and business owners.

Policy 1.3: Schedule public involvement activities, to the maximum extent possible, at key decision-making points, during the development of TPO projects.

Policy 1.4: Assist in making arrangements, with reasonable notice of at least 48 hours, for any citizen who requires special accommodations while attending any TPO related events.

Policy 1.5: Provide timely and comprehensive information that is easily understandable to the average citizen.

Policy 1.6: Strive to continuously enhance the public awareness and knowledge of transportation related issues in an effort to foster increased trust and to maintain and continually increase credibility with the public.

Policy 1.7: Ensure that all TPO sponsored meetings, where two or more elected officials are present, will be subject to the rules of Florida's Government-in-the-Sunshine Law.

Measurement



- Hold meetings in various locations, and times to ensure a large part of the populace has the opportunity to voice any questions, concerns, or support. Keep an updated log of all events, activities, and locations.
- Keep a log of any accommodations that were provided to individuals upon request, such as translation of materials or a translator for any Limited English Proficient (LEP) persons.

OBJECTIVE: 2 OF 3

The TPO shall continually notify and provide updates to the public of all upcoming and ongoing TPO transportation related activities.

The TPO shall:

Policy 2.1: Continually update the TPO website and social media pages in order to ensure that the most current versions of all TPO publications are readily available to the public.

Policy 2.2: Post notices of all upcoming meetings and hearings on the TPO website.

Policy 2.3: Post updates on the status of upcoming and ongoing roadway projects.

Policy 2.4: Use social media pages (Facebook, Twitter, LinkedIn) to post all meeting, workshop, public hearing notices, along with other general information.

Policy 2.5: Post agendas and meeting packets of all upcoming CAC, TAC, TDLCB and TPO board meetings on the TPO website.

Policy 2.6: Maintain a contact database for mailing and electronic notification of all interested residents and organizations of upcoming meetings, hearings or projects.

Policy 2.7: Create and distribute flyers and newsletters to inform the public of upcoming projects and the status of ongoing projects.

Policy 2.8: Have staff available to address private and public organizations, as requested and with reasonable notice,

about TPO or other transportation related activities.

Policy 2.9: Have staff available at the TPO office during normal business hours to provide project specific and/or general information about TPO or other transportation related activities.

Policy 2.10: Make all documentation and data available, with reasonable notice, upon public request.

Measurement



- Continual update of the TPO website, social media pages and plans.
- Continually advertise for upcoming events, plan updates, and scheduled TPO activities at least 7 calendar days in advance.
- Look for new ways to promote and advertise to increase awareness of events, and activities.

OBJECTIVE: 3 OF 3

The TPO shall continually identify, and where applicable, implement new methods to improve the overall public involvement process.

The TPO shall:

Policy 3.1: Utilize continuing education and training courses to increase the communication, written and presentation skills of TPO staff.

Policy 3.2: Continually seek increasingly effective methods to enhance public involvement and community outreach activities.

Policy 3.3: Review all public involvement activities for continued viability.

Policy 3.4: Ensure that the most effective public outreach techniques are utilized for the appropriate tasks.

Policy 3.5: Utilize innovative public participation procedures, such as virtual meetings, interactive maps and other platforms to solicit public involvement and feedback. As necessary, follow the TPO Board Resolution on Procedures in Emergency Situations, adopted on April 28, 2020.

Policy 3.6: Communicate with other Metropolitan Planning Organizations (MPO) to stay informed about the status of other public involvement programs.

Measurement



- TPO staff will keep records of any continuing education/seminars/webinars taken throughout the year.
- Will seek out new training opportunities throughout the year.
- Actively recruit a diverse group of new members for committees through our local partners and connections.
- TPO staff will incorporate the use of innovative technologies and methods, including virtual meetings to engage the public.

PRINCIPLE RESPONSIBILITIES

Public participation is especially crucial in the development of any long-term plan or program. The activities listed below shape the development and implementation of the transportation system over the course of several years. To obtain the highest level of

public participation, individual participation plans are developed for each activity. The tools utilized can include large public meetings, small community or civic group meetings, interactive sessions, or displays at public events.

• **Long Range
Transportation
Plan (LRTP)**

• **Transportation
Improvement
Program (TIP)**

• **List of
Priority
Projects
(LOPP)**

• **Unified
Planning
Work Program
(UPWP)**

• **Bicycle &
Pedestrian
Master Plan
Update**

• **Title VI
Nondiscrimination
Plan**

• **Limited
English
Proficiency
(LEP)**

• **Annual
Activities**

Long Range Transportation Plan (LRTP)

The Long-Range Transportation Plan (LRTP) is the cornerstone of the transportation planning process for the Ocala/Marion County area. The LRTP serves as a twenty-five-year blueprint for transportation improvements for the entire county. The plan

projects future population and employment and analyzes their impact on the anticipated transportation system. In addition, it includes goals, objectives and financial projections as well as estimates of future traffic.

- ✓ **Cornerstone of the transportation planning process**
- ✓ **Serves as a 20 to 25-year blueprint for transportation improvements and projects**
- ✓ **Analyzes future population, employment, and economic growth**
- ✓ **Includes financial projections**
- ✓ ***A 30-Day Public Comment Period**
- ✓ **Updated every 5 years**

*Public comments are recorded and documented how they are integrated into the LRTP development/update process

Amendments to or Removals from Long Range Transportation Plan

Administrative modifications can be made to the plan to reflect marginal changes in project funding sources, project cost, or year of implementation. However, major changes to the LRTP require an amendment. Plan amendments can be made if the TPO wants to add a new project or projects to the cost feasible plan or if the scope and cost of a project in the Cost Feasible Plan changes by a margin of fifty percent or greater. Such an amendment does require adherence to the PPP and analysis determining that the Cost

Feasible Plan is in fact still demonstrably cost feasible, relative to updated project costs and revenues by time band.

The LRTP may be amended up to two times per year (in May and November), provided the required process is followed, depending on the nature of the amendment. The amended plan must be adopted officially by the TPO Governing Board as if it were adopting a new LRTP.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) serves as the TPO's five-year transportation budget. It lists all transportation projects and their costs for a five-year period. The TIP includes projects from all modes of transportation (highway, transit, aviation, bicycle and pedestrian) as well as maintenance and resurfacing. By federal law, the TIP must be financially feasible based on available revenues. Since the State of Florida operates on a different

fiscal year than local governments (July 1 – June 30 vs. October 1 – September 30), the TIP is updated twice each year in June and October to maintain consistency with the FDOT. The June update includes federal and state projects included in FDOT Five-Year Work Program. The October "Roll-Forward" update also includes local projects adopted as part of each municipality's respective budget process.

- ✓ ***A 5-year transportation budget***
- ✓ ***Lists all projects upcoming within a 5-year period***
- ✓ ***Includes all modes of transportation***
- ✓ ***Includes projects from the Long-Range Transportation Plan (LRTP)***
- ✓ ****30-Day Public Comment Period***
- ✓ ***Updated every year (Usually May & October)***

*Public comments are recorded and documented how they are integrated into development of the TIP document

Amendments to or Removals from Transportation Improvement Program

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

Upon TPO endorsement of the TIP modification, a copy of the modification

is sent to the FDOT District and DCA for consistency review purposes. Therefore, the TPO may not remove or reschedule any local City, County, or City/County funded level of service project from the current TIP to a subsequent TIP without an amendment. However, if a locally funded project is a non-level of service requirement, the TPO may unilaterally add, remove, or reschedule any project to the TIP.

Transportation Improvement Program (TIP) ----- [Continued]

Upon TPO endorsement of the TIP modification, a copy of the modification is sent to the FDOT District and DCA for consistency review purposes. Therefore, the TPO may not remove or reschedule any local City, County, or City/County funded level of service project from the current TIP to a subsequent TIP without an amendment. However, if a locally funded project is a non-level of service requirement, the TPO may

unilaterally add, remove, or reschedule any project to the TIP.

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

- (a) *Any amendment that deletes any projects or project phase;*
- (b) *Any amendment which adds a project estimated to cost over \$150,000;*
- (c) *Any amendment which advances or defers to another fiscal year, a right of way phase, a construction phase, or a public transportation project phase estimated to cost over \$500,000, except an amendment advancing or deferring a phase for a period of 90 days or less; or*
- (d) *Any amendment which advances or defers to another fiscal year, any preliminary engineering phase or design phase estimated to cost over \$150,000, except an amendment advancing or deferring a phase for a period of 90 days or less.*

List of Priority Projects (LOPP)

Each year the TPO is required to review its List of Priority Projects (LOPP). The Priority Projects process is used to rank the significance of future transportation projects which establishes a preferred hierarchy for funding eligibility that is used as a guideline by the FDOT. Beginning in May, TPO staff makes

recommendations to both the CAC and TAC for the current year priorities. After a 30-day review, the CAC and TAC make a final recommendation to the TPO board in June. The TPO board then reviews the listing and approves a final list of the Top 20 priorities for submittal to the FDOT.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is produced on a biennial basis and serves as the TPO's work plan for a given fiscal year. The UPWP outlines various tasks and programs for which the TPO is responsible and lists projected expenditures. It also identifies funding sources (federal, state and local) and their contribution. The UPWP is developed over a four-month period beginning in February. The initial draft is developed by staff and

reviewed by the TPO Board. The Board then approves or recommends modifications to the draft version of the document. The draft is also transmitted to the FDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for review. These agencies provide comments back to TPO staff. The draft with all comments is then reviewed by the TPO Board prior to adoption.

- ✓ ***Outlines various tasks the TPO is responsible for***
- ✓ ***Identifies funding sources and their contributions from local partners***
- ✓ ***Developed every 2 years (Must be adopted by July 1st when developed)***
- ✓ ****A 30-Day Public Comment Period***

*Public comments are recorded and documented how they are integrated into development of the UPWP document

Bicycle & Pedestrian Master Plan

The Bicycle/Pedestrian Master Plan provides the framework for a twenty-year planning horizon that identifies key bicycling and pedestrian facilities, projects and policy direction. This program is the first step in establishing a contiguous system of bicycle and pedestrian pathways throughout Marion

County. The first master plan was adopted in 1997. An update to the initial document was completed in September of 2014 by identifying new facilities and deficiencies, adding an extensive trails component and updating policies.

Title VI Nondiscrimination Plan

The TPO is committed to ensuring that no person is excluded or discriminated against because of their race, color, or national origin as identified as part of Title VI of the Civil Rights Act of 1964 and related statutes. Therefore, through the planning process of plan updates, committee meetings, and associated TPO activities, staff has used and will continue to use a variety of outreach strategies to incorporate all individuals throughout the community. These include stakeholder interviews, community meetings, project specific websites and in-person meetings. In addition, any board meeting is open to the public and there is opportunity for public comment.

Strategies for outreach include holding public activities, and community meetings in locations that are accessible to all individuals. Therefore, meetings are held in Silver Springs Shores, Marion Oaks, City of Dunnellon, City of Belleview, as well as throughout the City

of Ocala. This ensures that all communities have the opportunities to be involved without having to travel long distances in order for their voices to be heard. Also, it is defined by Executive Order 12898 Environmental Justice, that communities that have been traditionally underserved will be involved throughout the transportation planning process.

Please see **APPENDIX C** for the TPOs Title VI Policy and complaint procedure. For information on instructions on how to file a complaint, a complaint form, a list of Title VI investigations, complaints, or lawsuits, please see the TPOs Title VI Plan at the TPO website: <https://ocalamariontpo.org/public-involvement/title-vi/>. **APPENDIX D** contains a copy of the TPO's Civil Rights Assurance statement. This statement may also be accessed at the TPO website: <https://ocalamariontpo.org/public-involvement/civil-rights-assurance>.



Limited English Proficiency (LEP)

The purpose of the LEP is to increase awareness and provide meaningful access to all TPO plans, programs, meetings, and events to individuals with limited to no ability to speak, read, or write English. The TPO is committed to increasing awareness to all individuals, including those that have been

traditionally underserved, such as those with Limited English Proficiency (LEP). Both the TPO and SunTran websites can be translated into more than 100 languages so that access is available to all citizens. For more information regarding the TPO's LEP plan, please see the appendix section of the Title VI Plan on the TPOs website: <https://ocalamariontpo.org/public-involvement/title-vi/>.

Annual Activities

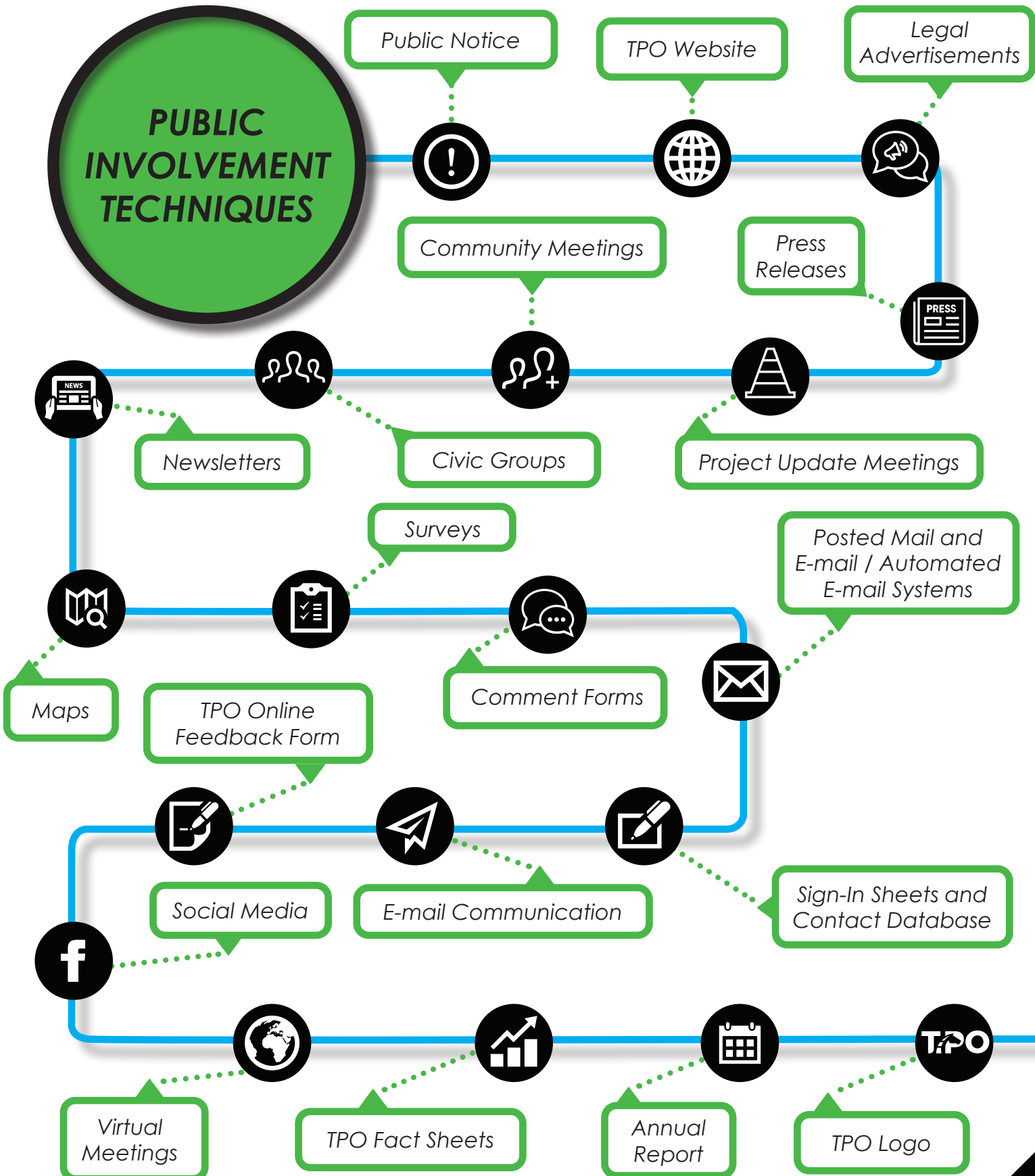
Throughout the course of any given year, the TPO is required to produce or update a varied number of documents that detail various aspects of the transportation planning process. A majority of these documents are reviewed by both the CAC and TAC for recommendation and then forwarded to the TPO for final approval. While the TPO strives to keep annual activities on a consistent

schedule, the timeframes listed may shift slightly from year to year. Please check the TPO website at: www.ocalamariontpo.org for the most up-to-date information regarding any activities. A summary of the schedule, and public comment/notice periods for the required plans of the TPO are as follows:

Opportunities for Public Participation		Schedule	Public Comment Period (in days)	Public Notice (in days)
Program Adoption				
*Long Range Transportation Plan	L RTP	Every Five Years	30	30
Transportation Improvement Program	TIP	Every Year (May and October)	30	30
Unified Planning Work Program	UPWP	Every Two Years (July 1st)	30	30
Public Participation Plan	PPP	Every Three Years	45	45
Program Amendments				
Long Range Transportation Plan	L RTP	Two Times Per Year - (May, November)	30	30
Transportation Improvement Program	TIP	As Needed	7	7
Unified Planning Work Program	UPWP	As Needed	7	7
Public Participation Plan	PPP	As Needed	7	7

*The Long-Range Transportation Plan (LRTP) requires a public hearing. Public Hearings satisfy specific regulatory requirements. Whereas, public meetings are held throughout the planning process to gather citizen input, and feedback. For more information about Public hearings see the Public Involvement Techniques section regarding Legal Advertisements.

The following graphic illustrates the public involvement techniques explained in greater detail on pages 23-30. These techniques are not intended to be in any particular order.





Public Notice

A Public Notice is a form of advertisement for TPO meetings, events, workshops, plans or plan updates. The TPO advertises in multiple jurisdictions across Marion County, which include the cities of Dunnellon, Belleview, Ocala, and Marion County. In addition,

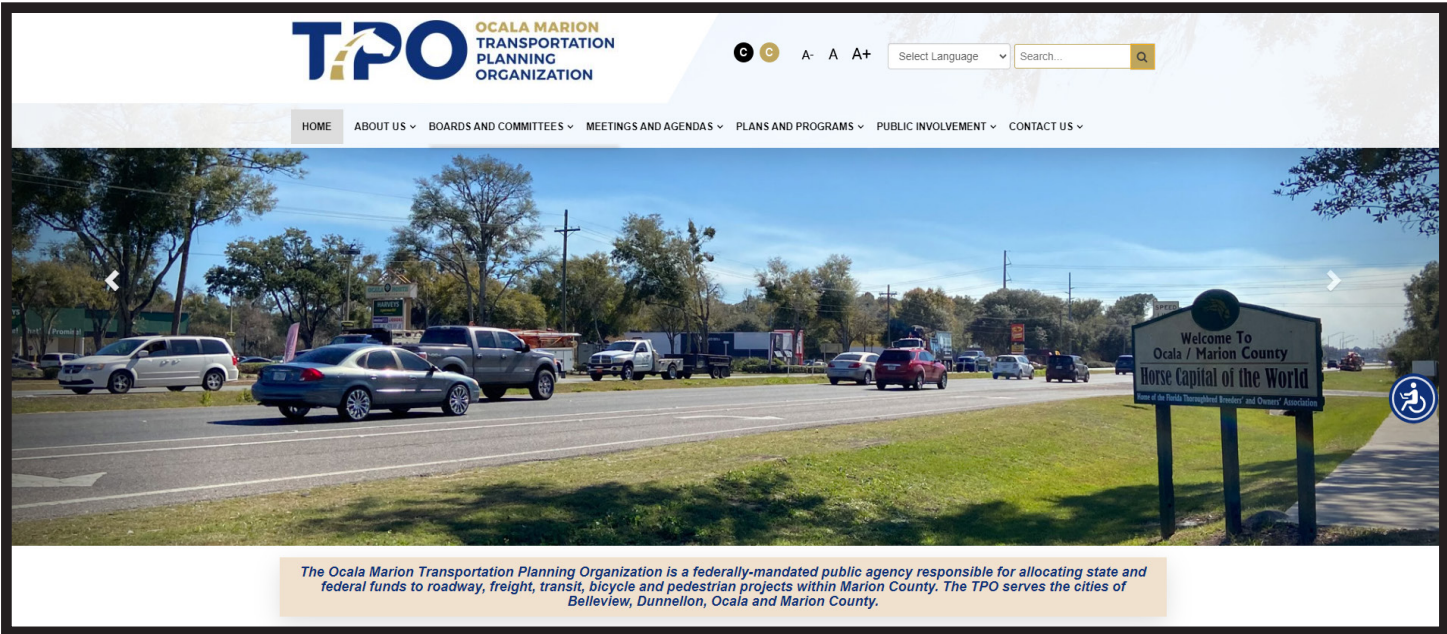
advertisements for all TDLCB meetings will be sent to the local newspaper, the Ocala Star Banner. Please refer to the following sections for specific strategies and tools utilized by the TPO for public outreach and involvement.

TPO Website



In 2020, the TPO released a new, stand-alone website to serve the public. The TPO website features information on current and upcoming construction projects, priority projects, committee descriptions, meeting schedules and times, TPO staff contact information and sections that allow for the

download of TPO documents and the current version of the Interactive TIP. The website is continually updated and maintained by TPO staff. The TPO website is the primary location of the most up-to-date information regarding all TPO activities. The website may be accessed at: www.ocalamariontpo.org.



The Ocala Marion Transportation Planning Organization is a federally-mandated public agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County.



Legal Advertisements



Formal notifications are distributed to the print media for publication in the legal section of the local newspaper for all TDLCB meetings, draft TIP, LRTP, PPP and UPWP documents for public review at least 7-days in advance, to notify the public about upcoming meetings and documents. The LRTP requires a Public Hearing as it contains federal and state funded major transportation improvements. FDOT defines a major transportation improvement in accordance with state law (Chapter 339.155, F.S.) as a project that increases capacity, builds new facilities, or provides new access to limited-access facilities. In addition, the TDLCB requires an annual public workshop.



Press Releases

General or official notifications are distributed to different media sources to inform the public of upcoming and ongoing transportation projects or other TPO related activities.



Project Update Meetings

Project Update Meetings are held to keep the public informed on the progress of specific projects, plans or studies. These meetings typically begin approximately midway through a project, plan or study analysis period and additional meetings are conducted until the requisite action is completed.



Community Meetings

Community Meetings are held to solicit public opinion as related to a wide range of TPO sponsored activities. They are utilized in a variety of different planning activities from the development of individual projects all the way up to area-wide activities such as development of the LRTP. These meetings can

be designed as broadly as to implore area wide attendance or specifically targeted towards individual groups such as civic organizations, homeowner's associations, special-interest groups, municipalities and local-elected officials.



Civic Groups

Civic Groups are specifically engaged in order to assemble diverse perspectives from groups that are organized around a common interest or in pursuit of a common cause. These groups can be composed of, but not limited to minorities, low-income citizens, the physically challenged and/or the elderly.



Newsletters

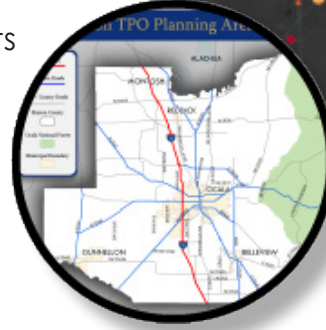
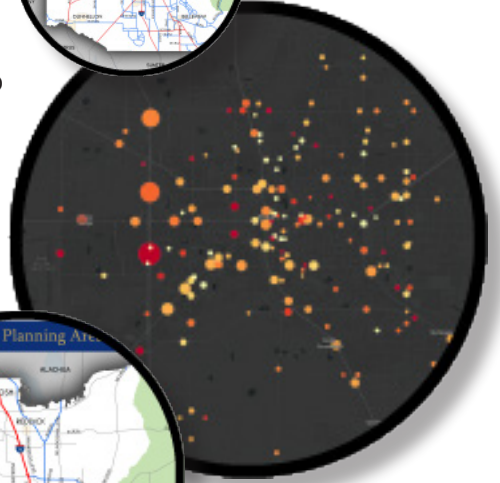
Newsletters are used to inform the public about the activities of the TPO or provide status updates on current or upcoming projects. They can be general in nature by providing quarterly or yearly synopses of TPO activities or more project-specific by focusing on individual phases of ongoing projects, plans or studies.



Maps

Printed maps are used in every type of TPO public involvement activity to provide a visible reference so participants are able to more effectively relate to the data that is being presented. Maps can be as small as a sheet of paper for inclusions in hand-outs or packets, or as large or larger than 'poster-size' to be openly displayed during meetings.

In 2020, the TPO created a Map portal on its website to serve as a hub of information for the general public. This portal provides interactive maps for the public to access regarding the TIP, LRTP, traffic counts, crashes, among other information. The map portal may be accessed at: <https://ocalamariontpo.org/maps>



Surveys

Surveys are a standardized and structured method of soliciting input about specific topics, plans, or projects from the public. Surveys can also be used to collect technical or quantifiable data such as travel pattern information, number of miles driven to work or average number of trips driven per day.



Comment Forms

Comment forms or comment cards are used to solicit public input about specific topics or presentations at public workshops or meetings. They are also used to allow the public to gauge different elements of those

workshops and meetings, such as the quality of the presentation, clarity of the topic, staff knowledge and professionalism. **APPENDIX B** contains a copy of the TPO's comment card.



Posted Mail and E-Mail/ Automated E-Mail Systems

Traditional and digital mailings are utilized to notify individuals and/or organizations about upcoming meetings, hearings or the status of a specific project and to transmit agendas. Posted mail can be postcards, flyers, agendas, newsletters or letters.



Sign-In Sheets and Contact Database

All TPO sponsored events utilize sign-in sheets to record citizen participation and to use as a basis for the construction of a contact database that is maintained by TPO staff or contracted consultants. Contact databases are used to notify all previous participants about significant upcoming events and to distribute newsletters either by e-mail or posted mail.

Email Communication



The TPO sends out e-blast notifications to partner agencies, stakeholders and citizens that have requested to be notified about TPO meetings, activities and document reviews. To be added to the TPO's email list, a request may be submitted at the TPO sign up and email list at: <https://ocalamariontpo.org/contact-us/enotification>

The screenshot shows a web form titled "TPO Sign Up Email List" with a "Share & Bookmark" and "Print" button in the top right. The form includes a header "eNotification Signup | Change eNotification Preferences" and several input fields: "Email Address *", "Retype Email Address *", "First Name *", and "Last Name *". At the bottom, there are two sections: "Calendar" with a checkbox for "TPO Events" and "News" with checkboxes for "TPO Announcements" and "TPO News".



TPO Online Feedback Form



Social Media

In 2020, the TPO instituted the use of social media via Facebook, Twitter and LinkedIn. A Social Media Plan was also published that guides staff on the methods for social media posting, making announcements and disseminating information. Facebook and Twitter specifically serve as tools for announcing all TPO meetings, draft and final documents for public review, and staff/committee or board announcements. The social media pages may be accessed at:

The TPO website contains a link to an electronic TPO Feedback Form for citizens with preference for providing comments online. When a comment is submitted, it is directly emailed to the TPO Director and Title VI/Non-discrimination Coordinator. TPO staff provide responses within 7 business days to all inquiries or comments. The form may be accessed at:

<https://ocalamariontpo.org/contact-us/tpo-feedback-form>



<https://twitter.com/OcalaMarionTPO>;



<https://www.facebook.com/ocalamariontpo>;



<https://www.linkedin.com/company/ocalamariontpo>





Virtual Meetings

TPO Fact Sheets




In 2020, the TPO began publishing a series of facts sheets devoted to sharing background information with the public about core plans and programs, committees and boards and various transportation topics. The fact sheets may be accessed at: <https://ocalamariontpo.org/about-us/facts-and-figures>

In 2020, the TPO began the use of virtual meetings during the COVID-19 public health emergency. Virtual meetings are conducted by using services such as WebEx, Zoom, Microsoft Teams, GoToMeeting, among others. Virtual meetings are used by the TPO to supplement or in some cases replace in-person meetings, workshops or events due to emergency situations. On April 28, 2020, the TPO Board adopted a Resolution on Procedures in Emergency Situations. **APPENDIX E** contains a copy of the resolution.

Ocala Marion TPO

Public Involvement and the Transportation Planning Process



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

Public involvement is a vital part of the transportation planning process in Marion County. The **Ocala Marion Transportation Planning Organization (TPO)** relies on the public's input to better understand transportation needs and potential solutions throughout the region. The TPO works in conjunction with the public to ensure that transportation decisions are efficient and effective at serving the residents they impact.

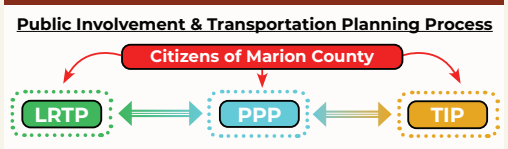
Feedback from the public is incorporated into the planning process in a variety of ways. For example, the determination of goal weighting for the **2045 Long Range Transportation Plan (L RTP)** was determined, in part, by the public via an online survey. The goal weights will determine how future projects will be prioritized in the L RTP. The public also serves an important role in the annual update to the **Transportation Improvement Program (TIP)**, studies and all other planning documents.

To ensure compliance with federal and state anti-discrimination laws, the TPO has developed the **Public Participation Plan (PPP)**. This plan outlines how the TPO engages with the public throughout the transportation planning process.

To get involved with the TPO, follow us on **Facebook, Twitter and LinkedIn**; sign up for the TPO's **e-newsletters**; attend one of our **monthly meetings**; and/or volunteer on the **Citizen's Advisory Committee**.


For questions and concerns regarding public involvement, contact the TPO's Grants Coordinator/Fiscal Planner, Liz Mitchell, at (352) 438-2634 or liz.mitchell@marioncountyfl.org.

Public Involvement & Transportation Planning Process



www.ocalamariontpo.org


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



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Ocala Marion TPO

What is the Transportation Improvement Program?



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

The Ocala Marion Transportation Planning Organization (TPO) **Transportation Improvement Program (TIP)** is a five-year schedule of programmed transportation projects proposed by government agencies, the public and stakeholders within Marion County. The TIP documents the anticipated timing (fiscal year), source of funding (specific grant or local/state contribution), and cost of transportation projects adopted in the **Long Range Transportation Plan (L RTP)** anticipated to receive federal or state funds. Projects in the TIP and L RTP include roadway construction and reconstruction, maintenance, bridges, operations, bicycle and pedestrian, trails, transit and aviation, among others.


All sections of the TIP are financially feasible, meaning the anticipated costs must not exceed the anticipated revenue. To ensure the document remains current with the needs of Marion County, the TIP is updated on an annual basis. Additionally, the TIP is developed by TPO staff in conjunction with the Florida Department of Transportation (FDOT), public transit providers, the general public, and local governments to ensure the efficient use of limited transportation funds.

Before projects can make their way into the TIP, they must first be identified in the **Needs Plan** and be prioritized into the **Cost Feasible Plan** as part of the L RTP development process. These projects are then submitted to FDOT on an annual basis for consideration of funding as part of the **List of Priority Projects (LOPP)**. For more information on the L RTP and LOPP, please review the TPO's Fact Sheets on these specific plans and processes at: www.OcalaMarionTPO.org.

Project Description	State & Local Fund Projects
SR 200/202/204/206/208/210/212/214/216/218/220/222/224/226/228/230/232/234/236/238/240/242/244/246/248/250/252/254/256/258/260/262/264/266/268/270/272/274/276/278/280/282/284/286/288/290/292/294/296/298/300/302/304/306/308/310/312/314/316/318/320/322/324/326/328/330/332/334/336/338/340/342/344/346/348/350/352/354/356/358/360/362/364/366/368/370/372/374/376/378/380/382/384/386/388/390/392/394/396/398/400/402/404/406/408/410/412/414/416/418/420/422/424/426/428/430/432/434/436/438/440/442/444/446/448/450/452/454/456/458/460/462/464/466/468/470/472/474/476/478/480/482/484/486/488/490/492/494/496/498/500/502/504/506/508/510/512/514/516/518/520/522/524/526/528/530/532/534/536/538/540/542/544/546/548/550/552/554/556/558/560/562/564/566/568/570/572/574/576/578/580/582/584/586/588/590/592/594/596/598/600/602/604/606/608/610/612/614/616/618/620/622/624/626/628/630/632/634/636/638/640/642/644/646/648/650/652/654/656/658/660/662/664/666/668/670/672/674/676/678/680/682/684/686/688/690/692/694/696/698/700/702/704/706/708/710/712/714/716/718/720/722/724/726/728/730/732/734/736/738/740/742/744/746/748/750/752/754/756/758/760/762/764/766/768/770/772/774/776/778/780/782/784/786/788/790/792/794/796/798/800/802/804/806/808/810/812/814/816/818/820/822/824/826/828/830/832/834/836/838/840/842/844/846/848/850/852/854/856/858/860/862/864/866/868/870/872/874/876/878/880/882/884/886/888/890/892/894/896/898/900/902/904/906/908/910/912/914/916/918/920/922/924/926/928/930/932/934/936/938/940/942/944/946/948/950/952/954/956/958/960/962/964/966/968/970/972/974/976/978/980/982/984/986/988/990/992/994/996/998/1000	
Priority Cost	Future Cost
2020/21	2021/22
100,000,000	100,000,000
Total	Total
200,000,000	200,000,000

www.ocalamariontpo.org

2710 E. Silver Springs Blvd
Ocala, FL 34470
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Annual Report



Beginning in January 2021, the TPO publishes an annual report to highlight major accomplishments and activities over the past calendar year. The report will be an ongoing annual publication and available on the TPO's website, or in print format on demand.



TPO Logo

The TPO logo is included on all TPO publications to signify the origin of the document or product. Any documents produced by the TPO, or by a consultant

for the TPO, will feature the TPO logo. The TPO logo was updated in 2020, and may be downloaded on the TPO's website.



APPENDIX A-F



APPENDIX A

STATUTORY REQUIREMENTS

STATUTORY REQUIREMENTS

Federal and State Law require all MPOs/TPOs to provide consideration for planning activities. Per **23 Code of Federal Regulations (CFR), Part 450.306**, the MPO/TPO metropolitan planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized uses
- Increase the security of the transportation system for motorized and non-motorized uses;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration of connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation; and
- Enhance travel and tourism.

A.1 FEDERAL REQUIREMENTS

➤ **The Intermodal Surface Transportation Efficiency Act (ISTEA)** of 1991 was landmark legislation for the future of transportation in the United States. ISTEA was unprecedented in its requirement that the “planning processes consider such factors as land-use and the overall social, economic, energy, and environmental effects of transportation decisions.” Additionally, ISTEA recognized that:

- The inclusion of public outreach practices in the planning process is of critical importance as it allows the citizens and organizations to voice concerns and recommendations for individual plans or projects;
- the Interstate Highway System is nearly complete and preservation rather than expansion is the higher priority;
- a well integrated multi-modal transportation network is more efficient at moving freight and passengers than an independent, loosely connected series of transportation modes;
- protection of the natural and human environments is important to the overall welfare of the population;
- there should be accessibility to and equity in the provision of transportation services;

- development patterns are rapidly changing, and the need to provide metropolitan planning areas with more control over their jurisdictions is paramount;
- On June 9, 1998, the President signed into law **PL 105-178 Transportation Equity Act for the 21st Century (TEA-21)**. **TEA-21** continues to build on the emphasis placed on transportation by **ISTEA**. **TEA-21** can be viewed at: www.fhwa.dot.gov/tea21.
 - On August 10, 2005 the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU)**. With guaranteed funding for highways, highway safety, and public transportation totaling \$286.4 billion, SAFETEA-LU represents the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21st century—the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)** and the **Transportation Equity Act for the 21st Century (TEA-21)**—shaped the highway program to meet the nation's changing transportation needs. **SAFETEA-LU** continues to build on that firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure. SAFETEA-LU can be viewed at: www.fhwa.dot.gov/safetealu.
 - On July 6, 2012, the President signed into law P.L. 112-141, the **Moving Ahead for Progress in the 21st Century Act (MAP-21)**. **MAP-21** creates a streamlined, performance-based, and multimodal transportation program. MAP-21 can be viewed at: www.fhwa.dot.gov/map21.
 - On December 4, 2015, the President signed into law P.L. 114-94, the **Fixing America's Surface Transportation Act, FAST**. The Fast Act authorized five years of transportation funding (fiscal years 2016 to 2020) with an emphasis on safety, project delivery streamlining and dedicated funds for freight. The FAST Act also resulted in two additional planning factors - resiliency and reliability of transportation, and tourism. The FAST Act can be viewed at: <https://www.fhwa.dot.gov/fastact>.
 - “In October 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration jointly issued regulations found in **23 CFR, Part 450** to guide the development of statewide, local and metropolitan plans and programs.” These regulations include the following:
 - Early and continuous public involvement opportunities throughout the planning and programming process;
 - Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
 - Reasonable access to information;
 - Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;

- Explicit consideration and response to public comment;
- Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
- Periodic review of the public involvement efforts by the MPO/TPO to ensure full open access to all;
- Review of public involvement procedures by the FHWA and FTA when necessary; and
- Coordination of the MPO/TPO public involvement processes with statewide efforts whenever possible.

Specific to the public participation process, **23 CFR, Section 450.316** outlines how an MPO/TPO shall “*develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.*”

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan (LRTP) the TIP;
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
- (iii) Employing visualization techniques metropolitan transportation plans (LRTP) and TIPs;
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- (v) Holding any public meetings at convenient and accessible locations and times;
- (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan (LRTP) and the TIP;
- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- (viii) Providing an additional opportunity for public comment, if the metropolitan transportation plan (LRTP) or TIP differs significantly from the version that was made

available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan (LRTP) and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of **45** calendar days shall be provided before the initial or revised **participation plan** is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans (LRTP) and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including state and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans (LRTP) and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 USC Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under title 23 USC Chapters 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan (LRTP) and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plans (LRTP) and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under 23 USC 450.314.

23 CFR, Section 450 includes additional sections applicable to MPO/TPOs as follows:

- Section 450.212(a) Public Involvement
- Section 450.214 Long Range Statewide Transportation Plan
- Section 450.216 Statewide Transportation Improvement Program (STIP)
- Section 450.318(b) Metropolitan Transportation Planning Process, Transportation Investments
- Section 450.322(c) Metropolitan Planning Process, Transportation Plan
- Section 450.324(c) Transportation Improvement Program

This code, in its entirety, can be accessed at: www.access.gpo.gov/uscode.

- In January of 2003, **23 USC 135** was enacted. It provides for the reasonable access to comment on proposed plans. This code, in its entirety, can be accessed at www.access.gpo.gov/uscode.
- **Title VI of the Civil Rights Act of 1964** - This title declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy. This title is not intended to apply to foreign assistance programs. **Title VI of the Civil Rights Act of 1964** can be accessed, in its entirety, at: www.fhwa.dot.gov/environment/title_vi.htm.
- **28 CFR 36 – The Americans with Disabilities Act** was signed into legislation in July of 1990. It requires all government programs to be accessible to people with disabilities. In addition, the Americans with Disabilities Act (ADA) requires that reasonable efforts be made to accommodate citizens with disabilities who wish to attend public meetings. **28 CFR 36** can be accessed at: www.usdoj.gov/crt/ada/adahom1.htm.
- In February of 1994, **Executive Order 12898 on Environmental Justice** was signed into legislation. This order addresses avoidance of actions that can cause disproportionately high and adverse impacts on minority and low-income populations. **Executive Order 12898 on Environmental Justice** can be accessed at: www.fhwa.dot.gov/environment/ejustice/facts/index.htm.

A.2 State Requirements

- **s.339.155, F.S.**, provides for public involvement in transportation planning. It states that citizens, public agencies, and other known interested parties be given sufficient opportunity to comment on the long-range component of the Florida Transportation Plan. It also states that hearings are a required element during the development of major transportation improvements. This statute can be viewed at: www.dep.state.fl.us/cmp/federal/files/339ana01.pdf.

- **s.339.175, F.S.**, requires public involvement in the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This statute can be viewed at: www.dep.state.fl.us/cmp/federal/files/339ana01.pdf.
- **s.286.011, F.S. – “The Sunshine Law”** – Founded in 1967, the Sunshine Law “establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local governmental agencies or authorities. The Sunshine Law requires that meetings of boards or commissions be open to the public, reasonable notice of such meetings be given, and minutes taken and made available to the public in a timely manner.” The Sunshine Law can be viewed, in its entirety, at: www.myfloridalegal.com/sunshine.



APPENDIX B

COMMENT CARD



APPENDIX C

TITLE VI POLICY AND PROCEDURE

TITLE VI POLICY AND COMPLAINT PROCEDURES

POLICY STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The Ocala Marion TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, and other nondiscrimination statutes, regulations and authorities. The Ocala Marion TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or familial status. The Ocala Marion TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts.

COMPLAINT PROCEDURES

The Ocala Marion TPO has put in place a concise, prompt and reasonable complaint procedure to ensure that any discrimination is investigated and eliminated. The Title VI Coordinator has direct, easy and unimpeded access to the TPO Director for the purposes of discussing nondiscrimination issues. Any person(s) who believes has been subjected to discrimination based upon race, color, national origin, sex, age, disability, religion, income or family status in any of Ocala Marion TPO services, activities, plans, programs or employment practices may file a complaint with the Ocala Marion TPO.

The complaint should be submitted in writing and contain the identity of the complainant, the basis of allegation(s) (i.e. race, color, national origin, sex, age, disability, religion income or family status) and a description of the alleged discrimination with the date it occurred (refer to Appendix B). The official complaint will need to be submitted to our Title VI Coordinator or the TPO Director. The complaint can be submitted at the following location:

Liz Mitchell, Title VI/Nondiscrimination Coordinator
2710 E. Silver Springs Blvd.
Ocala, Florida 34470
Email: liz.mitchell@marioncountyfl.org
Phone: (352) 438-2634

Ocala Marion TPO investigates complaints received no more than 180 days after the alleged incident. The Ocala Marion TPO will process complaints that are complete. Once the complaint is received, Ocala Marion TPO will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing him/her whether the complaint will be investigated by our office.

The Title VI/Nondiscrimination Coordinator has ninety (90) days to investigate the complaint. If more information is needed to resolve the case, the Coordinator may contact the complainant.

The complainant has ten (10) business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within ten (10) business days, the Coordinator can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. A LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he has seven (7) days to do so from the time he/she receives the closure letter or the LOF.

Should the Ocala Marion TPO be unable to satisfactorily resolve a complaint, the Ocala Marion TPO will forward the complaint, along with a record of its disposition to the Florida Department of Transportation (FDOT), Equal Opportunity Office. The written complaint may be submitted directly to FDOT if the complainant is unable or unwilling to complain to the Ocala Marion TPO. FDOT will serve as a clearinghouse, forwarding the complaint to the appropriate state or federal agency:

Florida Department of Transportation, Equal Opportunity Office
ATTN: Title VI Complaint Processing
605 Suwannee St. MS 65,
Tallahassee, Florida 32399

The staff of the Ocala Marion TPO will maintain a log of all complaints received by the agency.

The log will include all the following information:

1. Name of Complainant;
2. Name of Respondent;
3. Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
4. Date complaint received;
5. Explanation of the complaint and the actions that have been taken or are proposed to resolve the issue raised in the complaint.



APPENDIX D

CIVIL RIGHTS CERTIFICATION AND ASSURANCE

CIVIL RIGHTS CERTIFICATION AND ASSURANCE

The Ocala Marion Transportation Planning Organization (TPO) assures the Florida Department of Transportation that no person shall, on the basis of race, color, national origin, 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 undertaken by this agency.

The Ocala Marion 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 or authorized representative.
2. Issue a policy statement signed by the Executive Director or authorized representative, 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 language other than English.
3. Insert the clauses of Section 4.5 of this plan into every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against the Ocala Marion TPO.
5. Participate in training offered on the Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or any other state or federal regulatory agency, take affirmative actions to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) days.
7. Have a process to collect racial and ethnic data on persons impacted by the agency's programs.
8. Submit the information required by FTA Circular 4702.1B to the primary recipients (refer to Appendix A of this plan)

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 agency.



Robert Balmes
TPO Director
Ocala Marion TPO



APPENDIX E

PUBLIC INVOLVEMENT RESOLUTION EMERGENCY PROCEDURES

Resolution
No. 20-07

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO) ENDORSING ALTERNATIVE PUBLIC PARTICIPATION PROCEDURES IN EMERGENCY SITUATIONS.

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO), 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 450.316 and Section 134, and Florida Statute 339.175 require each MPO to develop a public involvement plan and provide reasonable opportunities for all parties to participate and comment on planning activities; and

WHEREAS, due to emergency situations to protect public health and safety, the Ocala/Marion County Transportation Planning Organization shall implement alternative public participation procedures in place of in-person meetings and workshops, which also include time periods for public comments and responses by the TPO. These procedures include:

- Conducting Virtual Meetings to give people insight into the background of the project and the ability to provide comments and/or suggestions;
- Conducting Virtual Workshops that detail established goals and objectives, as well as presenting needs (projects) and prioritizing those needs; and
- TPO staff will participate in email blasts, presenting information through the TPO's website and partnering jurisdictions, as well as utilizing social media to get information disseminated to citizens.


WHEREAS, these procedures for public participation are temporary and are to be used only during an emergency situation as the primary public participation procedures; and may continue to be used as supplemental procedures after the emergency is over, but not in place of any in-person public meetings and workshops.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization endorses the alternative public participation procedures and authorizes the TPO Director and TPO staff to implement in support of ongoing planning activities during emergency situations.


CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 28th day of April, 2020.

By:



Jeff Gold, TPO Chair



Rob Balmes, TPO Director



APPENDIX F

GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

ACRYONYM	NAME	DESCRIPTION
3-C	Continuing, Cooperative, and Comprehensive	A Comprehensive, Cooperative, and Continuing (3-C) process is required for initiatives to be eligible for Federal transportation funding.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. It utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation-monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented. (reworded)
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel. (reworded)
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.)
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/)
CTD	Commission for the Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities. (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html)
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/)
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions

ACRYONYM	NAME	DESCRIPTION
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought.
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify what impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- https://jobs.myflorida.com/go/Department-of-Transportation/2817700/)
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.

ACRYONYM	NAME	DESCRIPTION
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/Federal Fiscal Year	The TPO's Fiscal Year is from July 1-June 30. The Federal Fiscal Year is from Oct 1-Sept 30. (Confirming that these are our TPO's fiscal year dates too?)
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HIS	Interstate Highway System	The specially designated system of highways, begun in 1956, which connects the principal metropolitan areas, cities, and industrial centers of the United States.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people
HSIP	Highway Safety Improvement Program	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
LOS	Level of Service	Level of Service is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LRTP/MTP	Long-Range Transportation Plan (also known as a Metropolitan Transportation Plan)	A document resulting from regional or statewide collaboration and consensus on a region's transportation system. It serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/

ACRYONYM	NAME	DESCRIPTION
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.
MSA	Metropolitan Statistical Areas	Are (?) Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)]
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b). (23CFR500)
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - https://www.fdotd7studies.com/what-is-a-pde-study.html)

ACRYONYM	NAME	DESCRIPTION
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PPP	Public Participation Plan	The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide-coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - https://www.fdot.gov/planning/sis/default.shtm)
SOV	Single-Occupancy Vehicle	Any motor vehicle not meeting the established occupancy requirement of a High-Occupancy (HOV) lane.
STBG	Surface Transportation Block Grant Program	The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and school officials.
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.

ACRYONYM	NAME	DESCRIPTION
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10-year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TIGER	Transportation Investment Generating Economic Recovery	The TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. (Definition taken from USDOT- www.transportation.gov/tiger/about)
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. (Definition taken from Reconnecting America- www.reconnectingamerica.org .)
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.

ACRYONYM	NAME	DESCRIPTION
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of the United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period. (Definition taken from Wikipedia)



TO: TPO Board Members

FROM: Rob Balmes, Director

RE: Florida Metropolitan Planning Organization Advisory Council (MPOAC) Legislative Activity Funds Request

The Metropolitan Planning Organization Advisory Council (MPOAC) is the statewide transportation planning and policy organization devoted to serving all 27 MPO/TPO's in Florida. The MPOAC was created by Florida Legislature pursuant to Florida Statutes (Section 339.175, (11)). The MPOAC is funded with federal Planning (PL) funds through the Federal Highway Administration and Section 5305(d) funds through the Federal Transit Administration. A soft match is used from toll revenues as a credit toward non-federal matching.

Every year the MPOAC solicits funding from the MPO/TPO's in Florida to finance transportation lobbying activities. The MPOAC Executive Director conducts lobbying on our behalf. Because lobbying activities must only use non-federal funds, each MPO/TPO is asked to support the MPOAC through the use of local revenue sources.

For 2021 legislative activities, the MPOAC has formally requested the TPO contribute \$500. TPO staff are proposing the following two options for the TPO Board's consideration regarding the payment to MPOAC for 2021 legislative activities.

Option 1: MPOAC Contribution based on TPO Board Membership

12 TPO Board members

5 seats City of Ocala; 5 seats Marion County

1 seat City of Belleview; 1 seat City of Dunnellon

= \$41.67 per TPO Board seat

\$208.33 – City of Ocala contribution; \$208.33 – Marion County contribution

\$41.67 – City of Belleview contribution; \$41.67 – City of Dunnellon contribution

Option 2: MPOAC Contribution by Host Government, Marion County

\$500 Full Contribution

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



The Florida Metropolitan Planning Organization Advisory Council

*Commissioner Nick Maddox
Chair*

MEMORANDUM

DATE: December 04, 2020
TO: Governing Board Members & Staff Directors
FROM: Carl Mikyska, Executive Director
SUBJECT: Funds for MPOAC 2021 Legislative Advocacy Activities

Dear MPOAC Colleagues:

The MPOAC is once again requesting each MPO/TPA/TPO to contribute \$500 or more of non-federal local funds to support MPOAC legislative advocacy activities. Our goal is to annually collect at least \$9,500 in local funds, which will be used by MPOAC staff to budget time toward advocacy activities preceding and during the 2020 legislative session.

As you know, the MPOAC is a statewide organization created by the Florida Legislature to assist Florida's MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. To further that objective, the MPOAC annually prepares legislative policy positions and initiates legislative actions that are advanced during the session. Your support allows us to track and monitor legislation of importance to our members and the overall transportation community. The MPOAC also monitors federal and state legislation as it pertains to MPO interests in Florida.

For those who contributed financially last year, thank you and please continue your support. For those who did not contribute, please make an effort to do so and help fund our advocacy activities that are steadily growing each year.

Thank you for your support. If you have any questions or comments, please contact me at (850) 414-4062.

CM/JW



**Metropolitan Planning Organization
Advisory Council
605 Suwannee Street, MS 28B
Tallahassee, Florida 32399-0450
(850) 414-4037**

BILL TO:
Ocala/Marion County TPO 2710 E. Silver Springs Blvd Ocala, FL 34470
Attn: Rob Balmes

Date	Invoice #
December 04, 2020	2020-15

Item	Description	Amount
1	2021 MPOAC Legislative Advocacy Activities	\$500.00
Total Amount Due:		\$500.00



TO: TPO Board Members

FROM: Rob Balmes, Director

RE: Congestion Management Plan Task Work Order – Kimley-Horn and Associates

Over the next nine months, the TPO staff is planning to conduct a major update to the Congestion Management Process (CMP) documents. The last significant development of the CMP was in 2011, which included CMP Policy and Procedures and State of the System reports. In 2021, the TPO plans to develop one revised comprehensive Congestion Management Plan (CMP).

The CMP will outline a systematic approach for identifying and managing congestion on the major federal-aid roadway network within Marion County. This includes an assessment of current and projected traffic conditions, identification of congestion hot spots, recommended strategies and solutions to improve congestion, and planning level guidance for the top congested locations.

The process for developing the CMP will be a collaborative approach involving input and guidance from the technical staff members of the cities of Belleview, Dunnellon and Ocala, Marion County and the Florida Department of Transportation (FDOT). Additionally, the TPO's Technical and Citizens committees and TPO Board will be involved throughout the process to review information, draft documents and offer feedback. A kick-off presentation will be provided to the TPO Board in February to outline the schedule and CMP development process.

The use of the TPO's existing General Planning Consultant Services Contract with Kimley-Horn and Associates for this task will be highly beneficial to completing a major update to the CMP.

If you have any questions or concerns regarding this Task Work Order Scope for the CMP update, please contact me at 438-2631.



Ocala Marion County TPO Congestion Management Process Major Update Scope of Services

Introduction

The Ocala Marion TPO is seeking to update their Congestion Management Process. The TPO has went through several changes over the course of time since the last update occurred. In addition, the TPO recently completed an update to the 2045 Long-Range Transportation Plan (LRTP) and also updated the Traffic Counts Manual (TCM) in 2020.

In 2021, the TPO will develop one revised comprehensive Congestion Management Plan (CMP). A revised CMP will aid in the fulfillment of statutory requirements to the State of Florida and enable the TPO to be proactive in meeting federal requirements if designated a Transportation Management Area (TMA), post 2020 Census.

Purpose

The purpose of this scope is for Kimley-Horn and Associates (Consultant) to support the TPO staff in the analysis and development of a CMP. The development of the CMP will be a joint effort between the Consultant and TPO staff to efficiently manage the costs associated with this project and to maximize the resources of TPO staff and our public agency partners. The proposed budget amount provided under each task is allocated to the Consultant in their support to the TPO for this project.

Scope of Services

Task 1: Project Management

The TPO Project Manager and staff will lead this task with support from the Consultant. The TPO will be responsible for ensuring the following tasks will be completed as part of this planning effort:

- Management of schedule, tasks, budget, invoicing, deliverables
- Management and development of the document including initial and final draft, including graphics
- Management, coordination, and presentation to all committees, including the TPO Board, and any sub-committee that may be implemented to aid in this plans development and completion
- Coordination between the TPO Project Manager and Consultant Project Manager to maintain schedule, deliverables and participation in meetings.

Deliverables

- Webpage on TPO website for all project documents
- Project Fact Sheet
- Draft and Final Documents

Task 2: Congestion Management Process, Goals and Objectives

The TPO Project Manager and staff will lead this task. TPO staff will work to define what congestion management means for the TPO's Planning Area (PA). Through committee and TPO Board feedback, goals and objectives for this project will be developed. The Consultant will be called upon to review draft documents and provide feedback and guidance. This task will require work in the following categories:

- Define a CMP and statutorily why it is required
- Outline statutes or requirements are tied to CMPs
- Provide overview of the following documents and explain how they are integral to a CMP:
 - 2045 Long-Range Transportation Plan (LRTP)
 - Advanced Traffic Management System (ATMS) Master Plan
 - Transportation Improvement Program (TIP)
 - List of Priority Projects (LOPP)
- Coordination with public partner agencies
- Identify key stakeholders
 - Including key stakeholders, engage with the public to aid in the development of the CMP and more specifically, the goals and objectives
- Develop Goals and Objectives

Deliverables

- Provide a brief overview of the Congestion Management Process, including a list of statutory requirements
- Provide a brief overview of the documents mentioned above
- Develop Goals and Objectives
- Compile a list of key stakeholders

Task 3: Data Sources, Needs assessment, & Performance Measures

This task will be Consultant led with support by TPO Project Manager and staff. This will require identifying the CMP network, identifying additional data sources and/or needs, soliciting input from the public, and the collection of data needed to fulfill the duties outlined in this scope. Additionally, performance measures will be identified as a means to track congestion. The development of a needs assessment will be vitally important to the success of this project. Identifying other additional data sources, and needs will be expected. This task will require work in the following categories:

- TPO staff will conduct an online public survey to supplement identification of congestion issues and locations

- Identify a CMP network to be reviewed with TPO staff and agency partners
- Identify all existing and available Data Sources, frequency of collection, and new data needs for the CMP (e.g. traffic counts, crashes, road characteristics, signals, transit, past CMS database)
- Establish Performance Measures to Track Congestion
- Develop a Needs Assessment

Deliverables

- Summary report by TPO on public survey results
- Draft document by the Consultant outlining:
 - CMP Network
 - Data and sources
 - Performance Measures

Task 4: Identifying Hot Spots & Prioritization Criteria

This task will be Consultant led. Data analyzation mentioned in Task #3, will be required to further summarize the results and/or findings. Additionally, the development of trends or hot spots should be identified as part of a prioritization process. Therefore, evaluation criteria should be developed to allow for a quantitative approach to prioritize transportation needs and strategies (e.g. LOS, V/C, travel delay). Tables, graphs, charts, and maps will be developed which contribute a visual approach to summarize and/or explain the findings.

Deliverables

- Provide a summary of the transportation system assessment, based on the Performance Measures established as part of Task #3
- Develop prioritization criteria using evaluation methodology and weights for ranking Hot Spots, projects and/or strategies
- Develop and Identify Hot Spots from the assessment and prioritization criteria
- Provide a planning level analysis of the top 5 Hot Spot locations, to be determined in conjunction with TPO staff
- Provide graphs, maps, and charts which further highlight the other deliverables in this task and the one preceding (Task #3)

Task 5: Identifying & Evaluating Mitigation Strategies

This task will be Consultant led. This task will focus on the development of customized strategies, associated costs, and potential results from assessment of the prioritized Hot Spots. Strategies will need to be developed and evaluated to better understand which strategies would be best for each individual priority from the systems evaluation.

Deliverables

- Identify a comprehensive set of congestion management strategies appropriate to Marion County
- Identify recommended strategies for project implementation
- Develop customized strategies and planning level costs for the prioritized Hot Spots

Each prioritized project should have recommended customized strategies for implementation and associated planning level costs.

Task 6: Monitoring & Performance Tracking

This task will be Consultant led. A monitoring methodology will be developed that will allow TPO staff the ability to continue to revise, update, and analyze any future data and/or trends. The methodology will include identification of monitoring timeframe, datasets and frequency for updates, items to be included in each cycle update, prioritization process for individual projects, and how the recommendations of the CMP will be incorporated into the LOPP, TIP, ATMS, LRTP or other implementation processes.

Deliverables

- Develop a monitoring methodology to allow for the continual update of the CMP

Responsibilities of the TPO

TPO staff will lead the following tasks:

- Task #1 – Project Management
- Task #2 – CMP Overview, Goals & Objectives

Additional detail is provided in the individual tasks regarding the required work by TPO staff to support the Consultant on Consultant led tasks.

Responsibilities of the Consultant

Consultant will lead the following tasks:

- Task #3 – Data Sources, Needs assessment, & Performance Measures
- Task #4 – Identifying Hot Spots & Prioritization Criteria
- Task #5 – Identifying & Evaluating Mitigation Strategies
- Task #6 – Monitoring & Performance Tracking

Additional detail is provided in the individual tasks regarding the required work by the Consultant to support the TPO on TPO led tasks.

Time of Completion/Schedule

This project will be completed within a nine month period. The project will begin with a kickoff in February 2021 and be completed by October 29, 2021. TPO staff will develop a project schedule, which will outline the key milestones, dates, and deliverables for the project to be completed by either the TPO or Consultant within the anticipated timeline. Any change that is requested and/or made to the project schedule, will be agreed upon by both parties, including the Consultant and TPO staff.

Deliverables to be provided by TPO staff, and supported by the Consultant

The following deliverables are expected:

- TPO website project page
- Goals and Objectives
- Survey summary
- Draft CMP Document
- Final CMP Document

All corresponding files, documents, data will be delivered by the Consultant to the TPO electronically via a secure shared drive.

Budget

\$56,540

Invoices will be processed monthly by the Consultant based on the percent work completed for each task. A fee sheet is included with this Scope that outlines the Consultant hours and associated cost estimates for services by task.

**TABLE A
COST ESTIMATE FOR SERVICES**

PROJECT: CONGESTION MANAGEMENT PROCESS MAJOR UPDATE
 CLIENT: OCALA MARION TRANSPORTATION PLANNING ORGANIZATION
 KHA PM: AMBER GARTNER, PE
 BASIS FOR ESTIMATE: TPO-APPROVED HOURLY RATES, RFQ#20Q-121

SHEET: 1 of 1
 DATE: 11/2/2020

		DIRECT LABOR (MAN-HOURS)										
TASK ID	TASK DESCRIPTION	GIS Specialist	Project Manager	Senior Planner	Planner	Senior Engineer	Project Engineer	Engineer	Administrative/ Clerical	MAN HOURS	SUB (\$)	LABOR TOTAL
		\$135.00	\$235.00	\$205.00	\$115.00	\$205.00	\$185.00	\$115.00	\$90.00			
1	Project Management		10.0						1.0	11.0		\$ 2,440
2	Congestion Management Process, Goals, and Objectives		10.0							10.0		\$ 2,350
3	Data Sources, Needs Assessment, and Performance Measures		2.0	5.0	10.0	10.0		20.0	4.0	51.0		\$ 7,355
4	Identifying Hot Spots & Prioritization Criteria	15.0	10.0	10.0	30.0	15.0	30.0	60.0	4.0	174.0		\$ 25,760
5	Identifying & Evaluating Mitigation Strategies		2.0	5.0	30.0	5.0	10.0	30.0	4.0	86.0		\$ 11,630
6	Monitoring & Performance Tracking		2.0	10.0	10.0	10.0	5.0		4.0	41.0		\$ 7,005
										373.0	\$ -	\$ 56,540.00
												\$ 56,540.00



TPO Board Meeting

Marion County Commission Auditorium and via WebEx
601 SE 25th Avenue, Ocala, FL 34471
November 24, 2020
4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Kathy Bryant
Commissioner Ronald Livsey
Councilman Brent Malever
Commissioner Craig Curry
Councilman Jay Musleh
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Jeff Gold
Councilman Justin Grabelle
Mayor Kent Guinn
Councilwoman Valerie Hanchar

Others Present:

Rob Balmes, TPO
Derrick Harris, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Anton Schauerte, TPO
Anna Taylor, FDOT

Item 1. Call to Order and Pledge of Allegiance

Vice-Chairman Brent Malever called the meeting to order at 4:02pm.

Item 2. Roll Call

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

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on November 17, 2020. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4a. 2045 Long Range Transportation Plan – Adoption Document

Mr. Derrick Harris presented and said that the TPO had been working diligently on the Long-Range Transportation Plan (LRTP) since May of 2019. TPO staff, in partnership with consulting team Kittelson & Associates, had completed a DRAFT of the LRTP.

The LRTP was the foundational planning document that guided the TPO in all its projects, plans, and priorities for the future. It showed a list of all the TPO's goals and objectives, including which revenues would be utilized to fund the projects listed in the LRTP.

The LRTP had been presented at a duly noticed public hearing on October 27, 2020. Additionally, the LRTP was presented and recommended for approval by the TPO's Citizen and Technical Advisory Committee's on November 10, 2020. Lastly, the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) had reviewed and offered feedback on the LRTP. Their comments and findings were minimal and mostly suggestions.

Mr. Musleh made a motion to approve the 2045 Long Range Transportation Plan-Adoption Document. Ms. Stone seconded, a roll-call vote was called and the motion passed unanimously.

Item 4b. Joint Planning Agreement with Lake~Sumter MPO

Mr. Balmes presented and the Ocala/Marion County TPO and Lake~Sumter MPO were the metropolitan planning organizations established by federal regulations and state statutes to carry out the required transportation planning activities in Marion, Lake and Sumter Counties respectively.

For more than a decade the three counties had experienced significant growth. Based on the results of the 2010 Census, both TPO/MPO's were identified as sharing and serving the Lady-Lakes/Villages Urbanized Area. Due to the overlapping service area, along with anticipated continued growth of the Villages, a Joint Metropolitan Planning Agreement was recommended to formalize future planning and coordination.

Additionally, per federal regulations (CFR 450.312; CFR 450.314), TPO/MPOs that share an urbanized area are expected to develop written agreements to outline the coordination of transportation planning activities. Based on past conversations with the Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT), a Joint Planning Agreement was also suggested as a document to guide future collaboration.

The Planning Agreement presented to the TPO board outlined the obligations and responsibilities of both parties that would be coordinated. The agreement included the Regional Transportation Model, Long Range Transportation Plan, Joint Regional Priorities, and Joint Regional Public Involvement, Website coordination, performance measures, Transportation Improvement Program and Unified Planning Work Program.

It should be noted the TPO had coordinated for many years with the Lake~Sumter MPO regarding all core planning activities. The Agreement simply formalized the working relationship and would continue to support future collaboration, especially post 2020 Census when the urbanized areas of all three counties were expected to change.

Mr. Bethea made a motion to approve the Joint Planning Agreement with Lake~Sumter MPO. Ms. Stone seconded, a roll-call vote was called and the motion passed unanimously.

Item 4c. Chair and Vice Chair Election

Per TPO Board Bylaws, the TPO Board members elect a Chair and Vice-Chair to serve a one year term at the last board meeting of the calendar year. In 2020, the current officers were:

- Chair, Marion County Commissioner Jeff Gold
- Vice-Chair, City of Ocala Councilman Brent Malever

The newly elected officers would begin their terms as Chair and Vice-Chair on January 1, 2021.

Ms. Bryant made a motion to nominate Ms. Stone to be the Chair and Mr. Bethea to be the Vice-Chair. Mr. Zalak seconded, and the motion passed unanimously.

Item 4d. Appointments to the Florida Metropolitan Planning

On an annual basis, the TPO Board reviewed and selected delegates to the Florida MPOAC. Action was required to appoint one Governing Board delegate and one alternate for 2021. The current 2020 delegate and alternate are as follows.

MPOAC (1 member, 1 alternate, 1 TPO Director)

Governing Board Member: Marion County Commissioner David Moore (*outgoing*)

Alternate Member: City of Dunnellon Councilwoman Valerie Hanchar

The MPOAC was a statewide transportation planning and policy organization devoted to serving the 27 MPO/TPO's in Florida. The MPOAC consisted of a Governing Board, with one representative and one alternate from all MPO/TPO's. The MPOAC had a Staff Directors' Advisory Committee, which was represented by the TPO Director. In 2021, the MPOAC Governing Board would meet quarterly in Orlando.

Mr. Zalak made a motion to nominate Mr. Curry as the member to the MPOAC and

Ms. Hanchar to be the Alternate. Mr. Musleh seconded, and the motion passed unanimously.

4e. Appointments to the Central Florida MPO Alliance

On an annual basis, the TPO Board reviewed and selected delegates to the Central Florida MPO Alliance. Action was required to appoint delegates for 2021. The current 2020 delegates and alternate were as follows.

Central Florida MPO Alliance (2 members, 1 alternate, 1 TPO Director)

*Member: Marion County Commissioner Michelle Stone

Member: Marion County Commissioner David Moore (*outgoing*)

Alternate Member: Marion County Commissioner Jeff Gold

*Commissioner Stone will again serve as Vice-Chair in 2021

The Central Florida MPO Alliance was a coalition of six MPO/TPO's within the larger Central Florida region. The Alliance was served by a Policy Board of 18 members, three each from the MPO/TPO's, including two TPO Board members and the TPO Director. In 2021, the Alliance would meet quarterly in Orlando.

Ms. Bryant made a motion to nominate Ms. Stone and Mr. Bethea as members to the CFMPOAC and for Mr. Curry to be the Alternate. Mr. Zalak seconded, and the motion passed unanimously.

Item 4f. 2021 TPO Board Meeting Schedule

Per the TPO Board bylaws, regular board meetings should be held at least quarterly. Based on a review of anticipated business items and key deadlines, a total of eight board meetings are proposed for 2021. The proposed meeting schedule was provided to the board.

Ms. Stone made a motion to approve the 2021 TPO Board Meeting Schedule with the removal of the November 2021 meeting. Ms. Bryant seconded, and the motion passed unanimously.

Item 5a. Draft Public Participation Plan (PPP) Update

Mr. Anton Schauerte presented and said due to the importance of the transportation system, in addition to the decisions that impacted it, the Ocala Marion TPO strived to engage the public in the transportation planning process to the greatest extent possible. One method the TPO used to engage the public was through the development of its Public Participation Plan (PPP). Overall, the purpose of the PPP was to highlight the specific opportunities available for the public to comment on planned transportation improvements. In the past, the document was referred to as the Public Involvement Plan (PIP).

The document had been updated from the previously approved Public Involvement Plan (PIP), which was adopted by the TPO Board on July 11, 2018. The PPP was required to be updated every three (3) years. Some of the key updates were as follows:

- Change of document name from **Public Involvement Plan (PIP)** to **Public Participation Plan (PPP)**
- Addition of text to inform reader where more information regarding the various TPO Boards and Committees and their meeting dates can be found
- Addition of text regarding the TPO website, the TPO's online map portal (currently under

development), e-mail communication, TPO online feedback form, social media platforms, virtual meetings, TPO fact sheets, and the TPO Annual Report (currently under development)

- Addition of text explaining the process for amending the Long Range Transportation Plan (LRTP) Text that had been highlighted in yellow in the DRAFT PPP represents proposed additions from the 2018 PIP. Similarly, text that had been highlighted *and* crossed-out represents proposed deletions from the 2018 PIP.

A legal notice stating the DRAFT PPP was open for public comment would be placed in the Ocala Star Banner on November 4, 2020 and would run through December 19, 2020.

TPO staff would be presenting the proposed changes to the document to the TPO Board at the November 24th meeting and at the January 26th meeting, TPO staff would present the comments that had been received and would also request approval of the document at that time.

Item 5b. TPO Program Activities, 2021

Mr. Rob Balmes presented a summary document of major programs and activities for the year 2021 for informational purposes of the board to ensure full board awareness when reviews and approvals would be required. The summary also included deadlines for submission to the Florida Department of Transportation.

Item 6. Consent Agenda

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

Item 7. Comments by FDOT

Ms. Anna Taylor with FDOT provided the board with an updated construction report. She also announced that the FDOT Work Program Public hearing (WPPH) week would be held online at D5wpph.com from January 11th – 15th, 2021. There would also be an in person Open House held on Thursday, January 14, 2021, 5:00 p.m. – 7:00 p.m. at FDOT, District Five, 719 South Woodland Boulevard, DeLand, Florida 32720 in Cypress A & B Conference Rooms.

Item 8. Comments by TPO Staff

Mr. Rob Balmes provided a staffing updated to the board notifying them on Mr. Derrick Harris' departure from the Ocala Marion TPO as he had taken a Director position in his hometown.

No news on the TPO Audit.

2021 would be the 40th Anniversary of the TPO and would be brainstorming with Staff to elevate the TPO in the community.

The Annual Report would be provided to the board in January 2021.

There would be some adjustments to the 5305(d) grant with a twenty percent impact to the grant.

Ms. Stone asked if the twenty percent cut the 5305(d) grant would impact any projects.

Mr. Balmes said that staff would be looking at the budget to see if any impacts and would report

TPO Board Meeting Minutes – November 24, 2020

Approved –

back the board with any adjustments.

Item 9. Comments by TPO Members

Board members offered a Happy Thanksgiving to everyone. There were no additional comments.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Vice-Chairman Malever adjourned the meeting at 4:35pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant

Ocala/Marion County Project Status Update as of Dec. 21, 2020

The following is a brief status update on major FDOT road construction projects in Marion County. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

Upcoming Projects:

Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)

The purpose of this project is to resurface U.S. 301/441 from State Road 35 (Baseline Road) in Belleview to State Road 200 in Ocala. Additional improvements include modifications to extend left and right turn lanes at various locations, removal of some of the existing on street parking in the downtown area, addition of bicycle lanes within the right of way where possible, updating and providing pedestrian features to meet current standards, and making other drainage and safety improvements as needed.

- Contract:
- Contractor: D.A.B. Constructors, Inc.
- Estimated Start: January 2021
- Estimated Completion: Late 2021

Current Projects:

Addition of turn lanes at State Road 200/I-75 interchange and resurfacing from Southwest 60th Avenue to Southwest 38th Court (FDOT Financial Information Number 435659/437344)

- Contract: T5605
- Contractor: D.A.B Constructors, Inc.
- Estimated Start: Summer 2019
- Estimated Completion: December, 2020
- Update: **This project was completed in early December**

Reconstruction of northbound and southbound Wildwood weigh stations (FDOT Financial Information Number 440311-1)

- Contract: E5Z67
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Spring 2019
- Estimated Completion: Early 2021
- Update: The contractor is finishing the southbound weigh station in the next couple of weeks and then will test and calibrate the new weigh-in-motion system there. The

contractor will then return to the competed northbound weigh station to replace some cracking concrete.

ITS Florida Regional Advanced Mobility Elements (FRAME) (FDOT Financial Information Number 440900-1)

- Contract: T5662
- Contractor: Contract Network LLC
- Estimated Start: Summer 2019
- Estimated Completion: Spring 2021
- Update: Working along I 75 and SR 301 installing conduit tie-ins and pull boxes.

Widen Northeast 36th Avenue to four lanes and construction of bridges over CSX rail line (FDOT Financial Information Number 431798-3)

- Contract: E5Z71
- Contractor: SEMA Construction, Inc.
- Estimated Start: Summer 2019
- Estimated Completion: Work is on schedule and the completion date is scheduled for June 2021 but the contractor anticipates being finished as early as April or May.
- Update: The four-lane bridge over the CSX rail line is being constructed in two phases. The eastern two lanes are open to traffic, while the western two lanes are under construction. There are currently detours on Northeast 21st and Northeast 24th streets.

Add turning lanes at State Road 326 and County Road 25A (FDOT Financial Information Number 435660-2)

- Contract: T5674
- Contractor: Heavy Civil, Inc.
- Estimated Start: Early 2020
- Estimated Completion: December, 2020
- Update: Crews are installing curbing and will lay a course of asphalt in the coming weeks.

U.S. 441 bridge rehabilitation (FDOT Financial Information Number 443270-1)

- Contract: E53A0
- Contractor: M&J Construction Company of Pinellas County, Inc.
- Estimated Start: Spring 2020
- Estimated Completion: November 2020
- Update: **This project finished in late November**



TO: TPO Board Members

FROM: Rob Balmes, Director

RE: 2045 Long Range Transportation Plan – Executive Summary

On November 24, 2020, the TPO Board adopted the 2045 Long Range Transportation Plan (LRTP). A bound hard copy of the full LRTP document will be provided to you at the Board meeting. Additionally, an Executive Summary was developed and is included with this memo. The TPO will also develop an online interactive map to display all the projects from 2021 to 2045 as a resource to the public. The map will be similar to the current Transportation Improvement Program online version currently on the TPO website (<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e16bd6fba0174a34bd4edb329934483d>).

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



OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN EXECUTIVE SUMMARY

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

NOVEMBER 2020



The Ocala Marion TPO

Established in 1981, the **Ocala Marion Transportation Planning Organization (TPO)** is a federally mandated agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of both stakeholders and the public. Improvements to the transportation system are determined through a long-term visioning process. This process combined with short-term action steps necessary to implement the vision are developed in the TPO's core plans and programs.

The TPO is comprised of five staff and is governed by a 12-member Board of locally elected officials. The expertise of TPO staff and leadership of the TPO Board are supplemented by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB). Collectively, these boards and committees provide guidance and policy-making decisions for the organization. The work of the TPO is guided by state and federal legislation, including Florida Statute 339 and U.S. Code Title 23 and 49.

Throughout the United States, there are over 400 MPO/TPOs and are represented in all 50 states. Florida is home to 27, the most of any state. MPO/TPOs are required by federal and state laws in areas with a population greater than 50,000. The core requirements of the TPO are the regular update and adoption of a Long Range Transportation Plan; short term Transportation Improvement Program; a Public Involvement Plan; and a 2-year budget known as the Unified Planning Work Program.



What is the Long Range Transportation Plan?

The TPO Long Range Transportation Plan (LRTP) is the cornerstone of the transportation planning process for the Ocala Marion County planning area. The LRTP serves as a twenty-five (25) year blueprint for transportation improvements for the entire county that considers all modes of transportation, including roadways, transit, bicycles, pedestrians, trails, freight and aviation. The development of the LRTP is based on an extensive participatory process with input from partners, stakeholders and the general public.

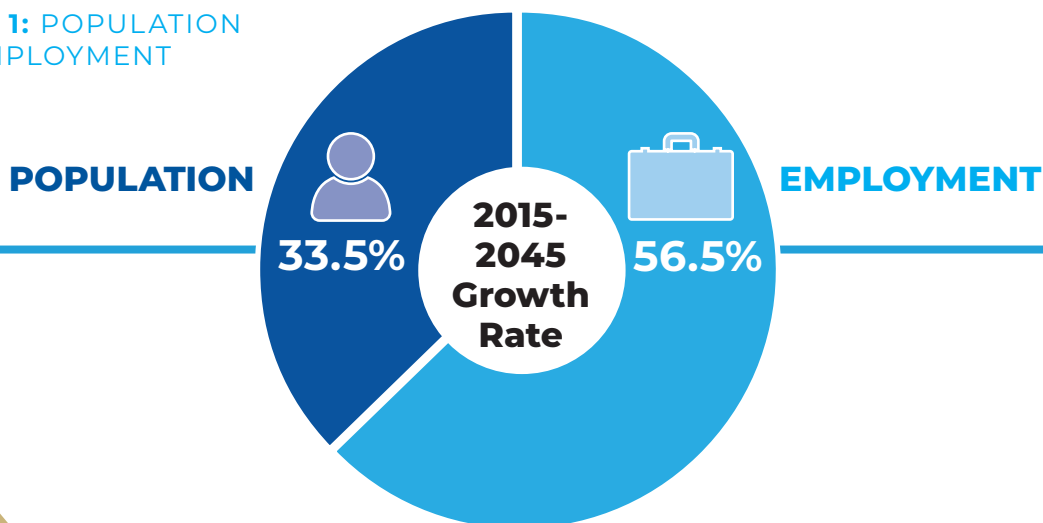
The LRTP document describes the current status of transportation in Marion County, projects future population/employment, and analyzes impacts on the anticipated transportation system. In addition, the LRTP includes a vision, set of goals and objectives, and financial projections, as well as estimates of future traffic. To ensure the recommendations are financially feasible, all projects included in the LRTP are linked to specific federal, state and local funding sources. Based on Federal regulations, the LRTP must be updated every five (5) years.

The two core elements of the LRTP include the Needs Plan and Cost Feasible Plan. A project that is included in the Needs Plan must go through a careful vetting process to ensure it is supported by the community; is reflected in one or more of 18 local, regional, and state plans and programs; and meets the approval of elected leaders. A Needs Plan project is further prioritized based on available funding and whether it effectively supports the vision and goals of the TPO. If a project meets these thresholds, it is identified in the Cost Feasible Plan and will be eligible to be funded and completed within the next 25 years.

The ultimate goal of the LRTP is to identify the highest priority improvements that are cost constrained to the available revenues, and for the TPO to submit these projects to the Florida Department of Transportation (FDOT) on an annual basis with the intent of receiving funding towards implementation. For more information on how projects each year are submitted to FDOT, please review the TPO's Fact Sheet on the List of Priority Projects (LOPP).

The projects that are prioritized and included in the LOPP and the Cost Feasible Plan are those that address both existing congestion and needs and also address the growth that is expected in the County over the next 25 years. **FIGURE 1** summarizes the population and employment growth that is expected, at an average growth rate greater than 45%.

FIGURE 1: POPULATION AND EMPLOYMENT



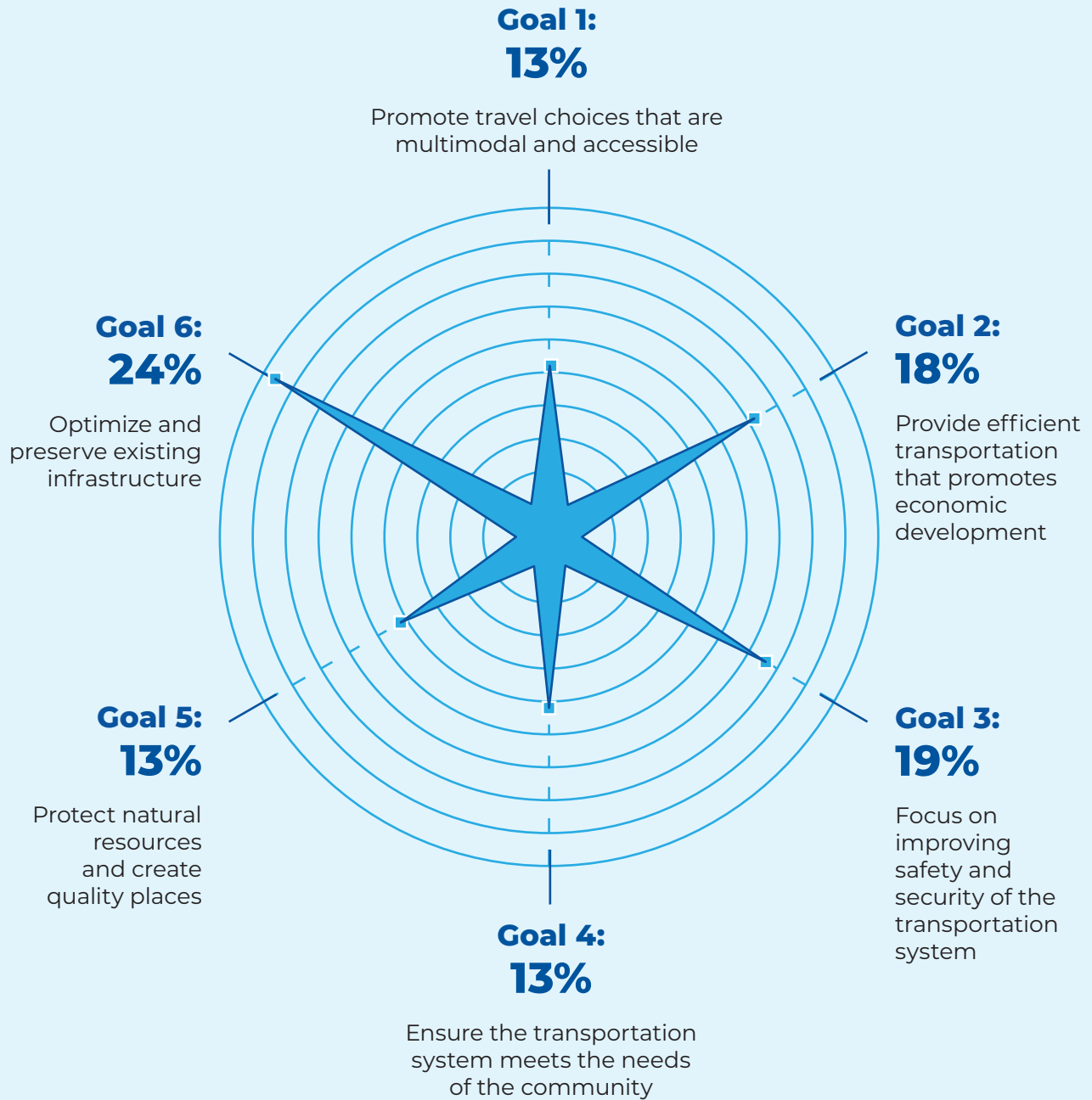
L RTP Vision, Goals, and Objectives

The L RTP is guided by a Vision and Goals and Objectives approved by the TPO Governing Board. The 2045 L RTP Vision is to **Develop a Safe, Convenient and Accessible Multimodal Transportation System that Supports a Vibrant Economy, Preserves Existing Assets, and Protects the Natural Environment**. The Goals and Objectives are designed to implement the Vision through a performance-based planning process that relies on data to assess the transportation system and prioritize improvements. In addition to the Vision, the Goals and Objectives also consider federal planning requirements and the goals of statewide plans that address safety, freight, asset management, and other considerations.

The 2045 L RTP Goals were weighted by the TPO Governing Board, with input from the public, TPO committees, and TPO staff. The resulting weights, which represent the relative importance of the goals for the Marion County transportation system, were used in the application of goal-specific metrics to perform the technical needs assessment and prioritization process. The weights, as depicted in **FIGURE 2**, recognize Safety, Economic Development, and System Preservation as the most important factors in the L RTP.



FIGURE 2: GOAL WEIGHTS



Public and Stakeholder Input

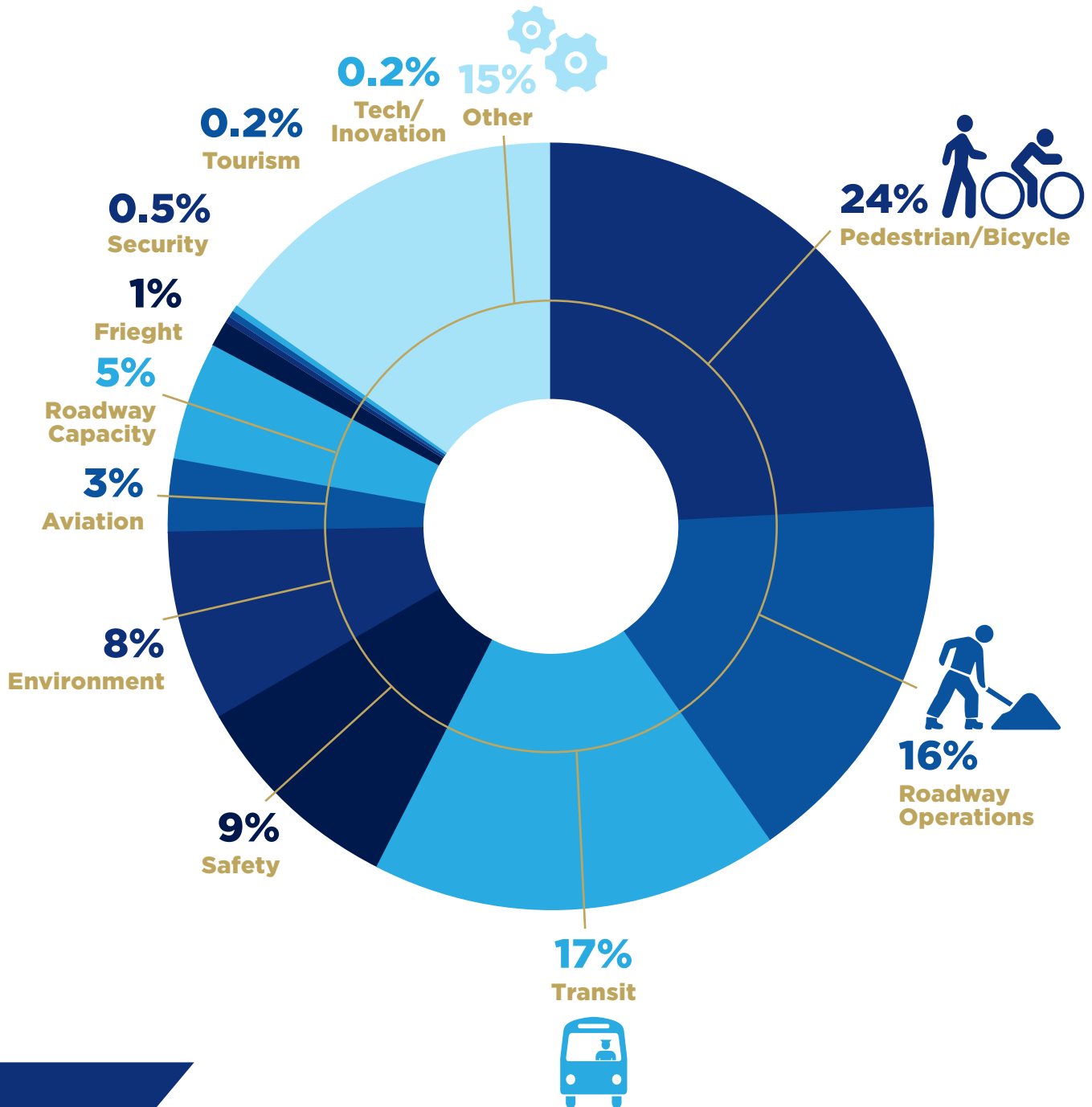
Public and stakeholder input are key ingredients to an effective planning process. A public involvement plan was developed to guide this essential component of the LRTP update, outlining the methods, schedule, milestones, and public involvement effectiveness measures. More than 40 meetings were held with TPO committees, the TPO Governing Board, the city councils of Ocala, Belleview, and Dunnellon; private sector stakeholder organizations, and the public at large. Input provided by these groups was used to shape the plan to serve the needs and desires of the users of Marion County's transportation system.

Stakeholder groups engaged early in the plan update process include nine groups representing the real estate, residential construction, roadway construction industries, business stakeholders, and the Governor's West Council, among others. The overall input received from these groups highlight the importance of tourism, air and water quality, and traffic congestion as the most important planning considerations, with every group selecting these areas as important. Other considerations voiced by the majority of stakeholders include economic development, safety, and natural resource protection.



The public at large was engaged through a variety of means, including social media, in person workshops, project website, virtual workshops, and ultimately a public hearing held by the TPO Governing Board on October 27, 2020. Early input from the general public, summarized in **FIGURE 3**, emphasized the importance of non-motorized transportation, a focus on operational roadway improvements like turn lanes and signal upgrades, and public transit.

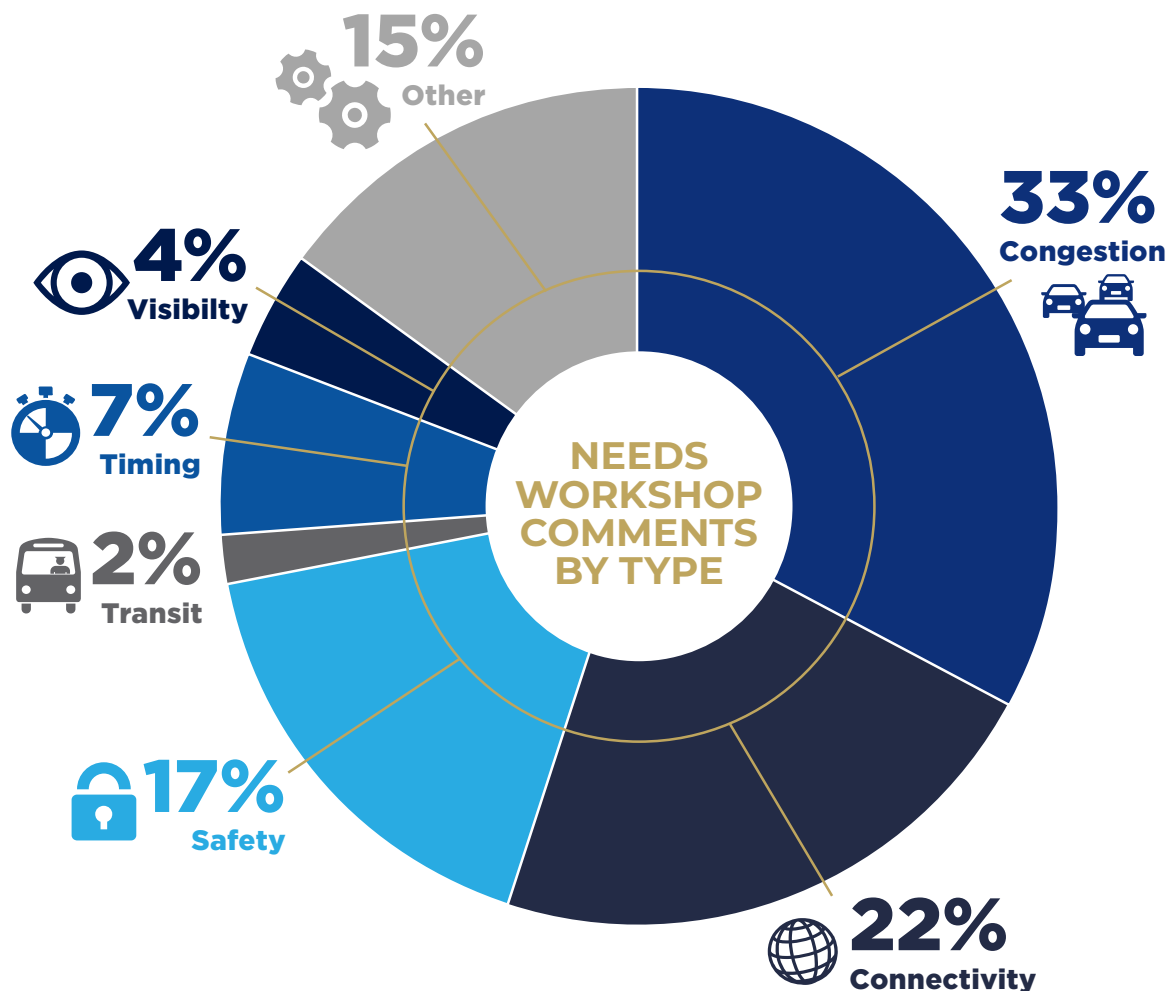
FIGURE 3: KICKOFF PUBLIC WORKSHOP COMMENTS

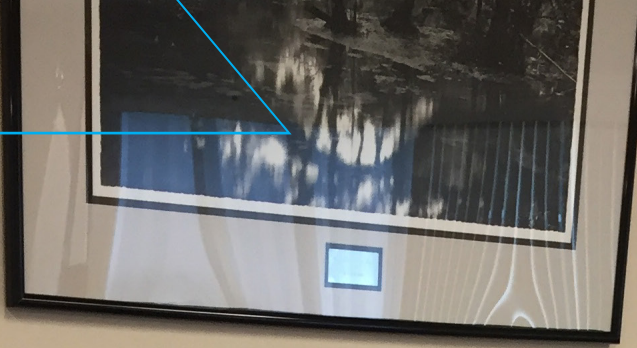


Subsequent input received during the needs assessment phase of the plan update highlighted support for solutions to traffic congestion, transportation network connectivity, and safety, among others, as illustrated in **FIGURE 4**. A cross reference between the types of improvement needs and the types of transportation facilities indicates the connectivity concerns are more heavily weighted to bicycle, pedestrian, and trail facilities, while the safety concerns are closer to even between roadway and bicycle/pedestrian facilities.

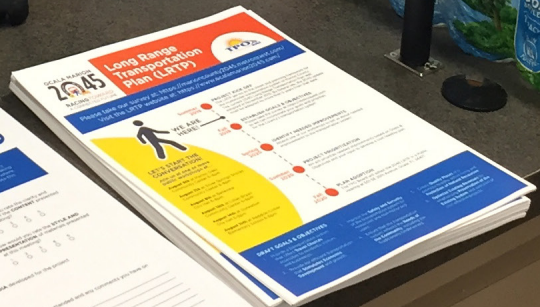
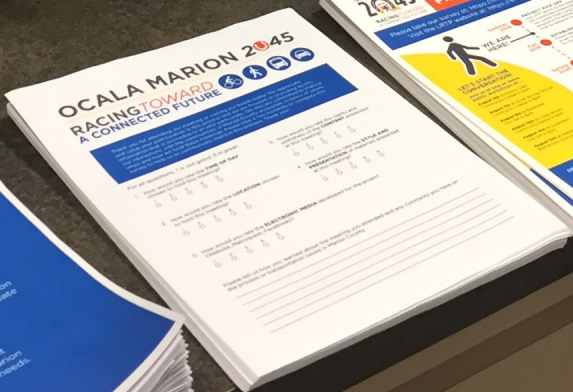
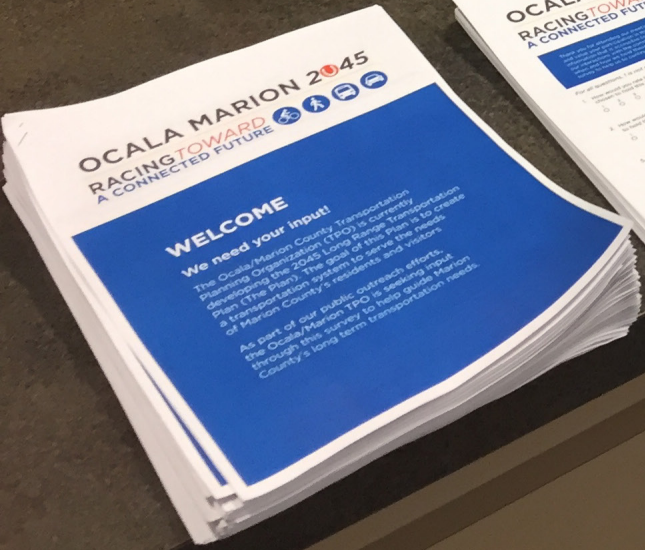
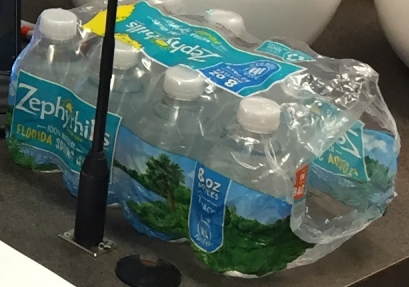
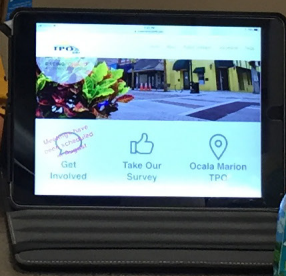
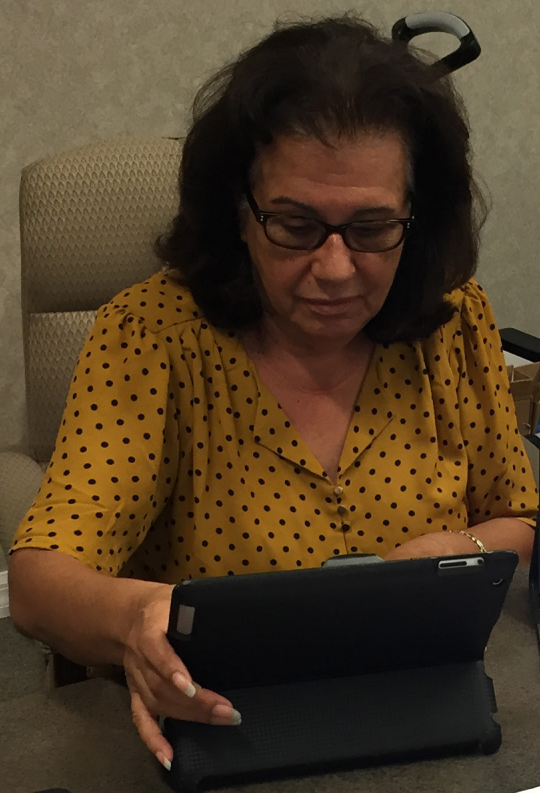
The input received from stakeholders and the public at large was used at all stages of the plan update process, including the setting and weighting of Goals and Objectives; development of the technical analysis used to identify improvement needs; and the ultimate prioritization of those needs and development of a cost feasible plan of improvements.

FIGURE 4: NEEDS PUBLIC WORKSHOP COMMENTS





VALERIE HANCHAR
VICE-MAYOR



Environmental Considerations

Marion County boasts a diverse and valued natural landscape. Thousands of acres of national forest, natural springs, miles of regional recreational trails, horse farms, and countryside greet visitors and welcome residents home. Consideration of these important resources is one of the critical components of the needs assessment and project prioritization process. Careful analysis of these resources and their proximity to infrastructure improvements was used to score projects based on their potential environmental impacts. The environmental resources used for this analysis, described in detail the following section, include:

- / Wetland areas
- / Aquifer vulnerability areas
- / Parks and recreation areas
- / Marion County designated Environmentally Sensitive Overlay Zone areas
- / Marion County designated Springs Protection Overlay Zone areas
- / FDEP designated Impaired Waters
- / FDEP species concentration areas

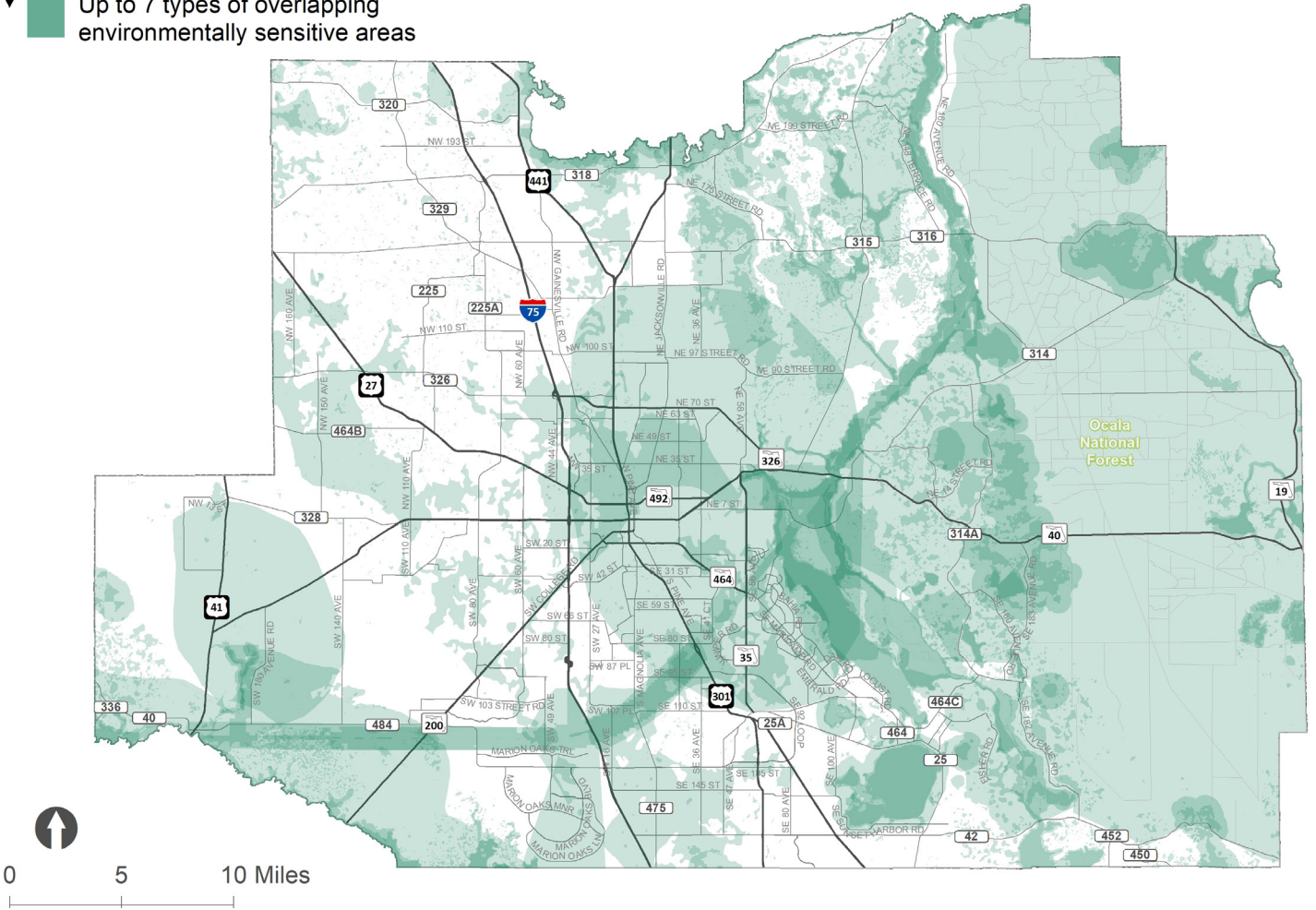
Early in the Needs Plan development phase of the LRTP update, the TPO also coordinated a data sharing workshop with environmental resource agencies and stakeholders to review Needs Plan projects and identify environmental needs and strategies for the avoidance or mitigation of environmental effects. The stakeholder group included the following state and federal natural resource agencies.

- / Florida Fish and Wildlife Conservation Commission
- / Federal Highway Administration, Eastern Federal Lands Highway Division
- / St Johns River Water Management District
- / Florida Department of Environmental Protection
- / US Forest Service

FIGURE 5: ENVIRONMENTAL COMPOSITE

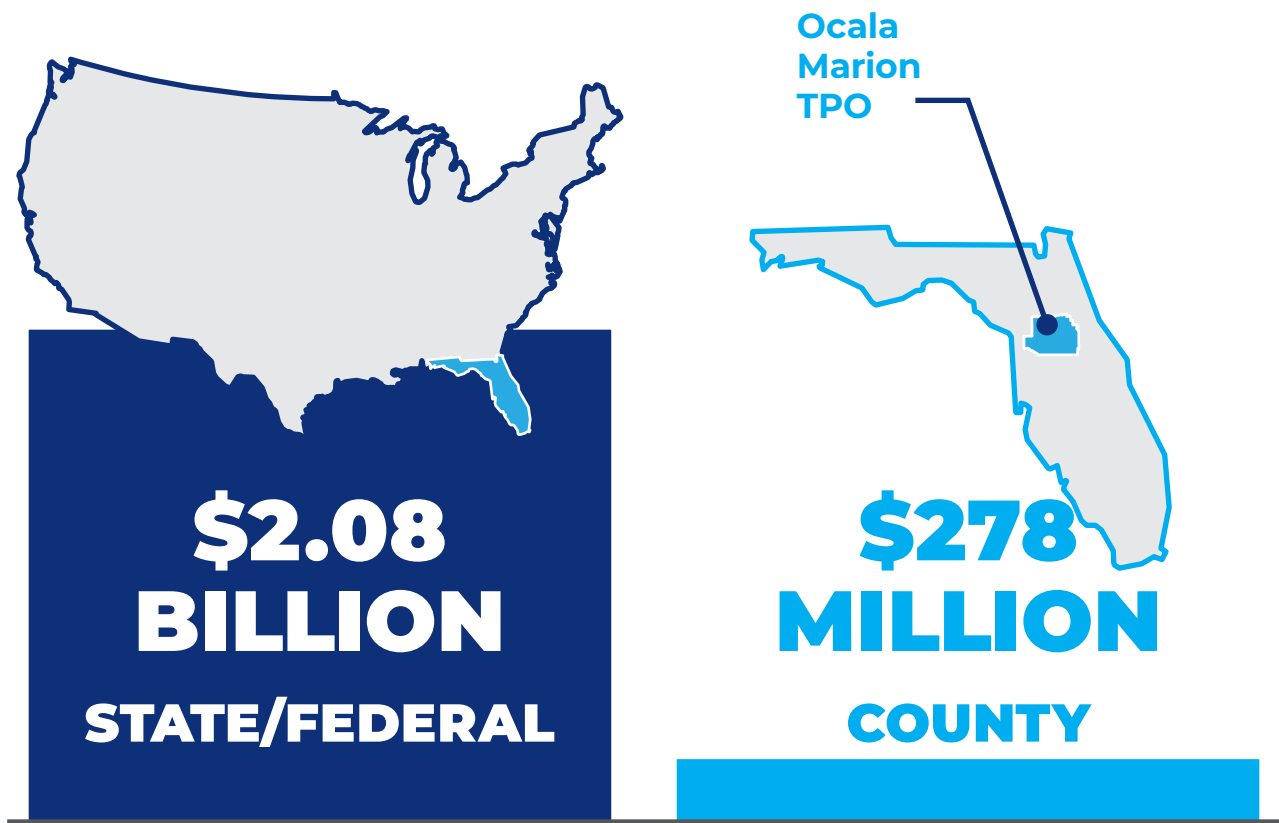
Legend

- One type of environmentally sensitive area
- Up to 7 types of overlapping environmentally sensitive areas



Financial Resources

One of the central federal requirements of LRTP is to demonstrate the cost feasibility of the plan. This requires the forecasting of revenues available to pay for prioritized transportation infrastructure improvements through 2045. Revenues analyzed for this purpose include State, Federal, and County revenues that are used for transportation purposes. The State and Federal revenues, as forecasted by the Florida Department of Transportation (FDOT), include a variety of programs designed for different types of investments, including Strategic Intermodal System, transit and multimodal, and arterial roadway investments. The total State and Federal revenues expected to be invested in Marion County for the life of the plan is \$2.08 billion. Local revenues available for transportation improvements, above and beyond maintenance of the existing network, is approximately \$278 million. This sum includes the local and state levied motor fuel taxes and transportation impact fees assessed to developers to address the infrastructure needs of new development.



The Cost Feasible Plan

A plan synthesis was prepared, summarizing the priorities and needs identified in one or more of over 15 local, regional, and state plans for Marion County. In addition to the broad land use strategies and growth scenarios envisioned by these plans, more than 300 transportation improvements were identified in the plans. These include sidewalk, bicycle lane, trail, transit service, roadway operational, and roadway capacity improvements, all of which were considered for inclusion in the Cost Feasible Plan. A technical evaluation methodology was developed to assess projects and the network as a whole using more than 12 transportation and land use metrics associated with the LRTP Goals and Objectives.

The performance-based evaluation framework is designed to provide comprehensive analysis of the County's transportation system, relative to the Travel Choices, Safety, Security, Economic Development, System Preservation, and Natural Resources goals. The data analysis was used in two ways. The first is a systemwide assessment of the entire regional roadway network in the County to determine improvement needs based on the LRTP Vision and Goals, as depicted. The second is a project scoring process that facilitates prioritization of needed improvements for inclusion in the Cost Feasible Plan.

The highest scoring segments in the system assessment were isolated and compared to the identified improvement needs in the plan synthesis. Segments without known improvement needs were identified for corridor studies. These studies will be funded with a boxed fund program, which set aside \$3 million from the federal Other Roadways Right of Way and Construction (Other Roadways) funding program. Other boxed fund set asides include \$100 million for multimodal improvements and \$60 million for Intelligent Transportation System (ITS) improvements, funded with Other Roadways and local option fuel taxes. Other roadway capacity and operational improvements in the Cost Feasible Plan include 23 local roadway projects and 33 state roadway projects. Multimodal projects budgeted by FDOT and included in the first five years of the plan period include three trail projects, four sidewalk improvements, and a pedestrian bridges project in Silver Springs State Park. Two of the sidewalk projects support safe access to the Saddlewood and Legacy elementary schools.

The Cost Feasible Plan is organized by five-year timebands as depicted and tabulated in the following figures and tables.

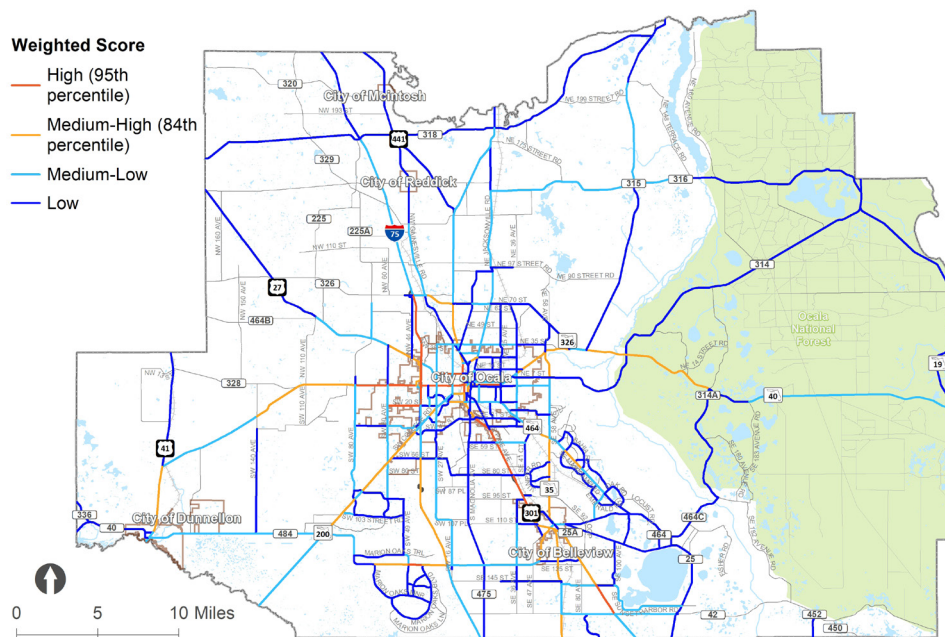


FIGURE 6: 2021-2025 PROJECTS

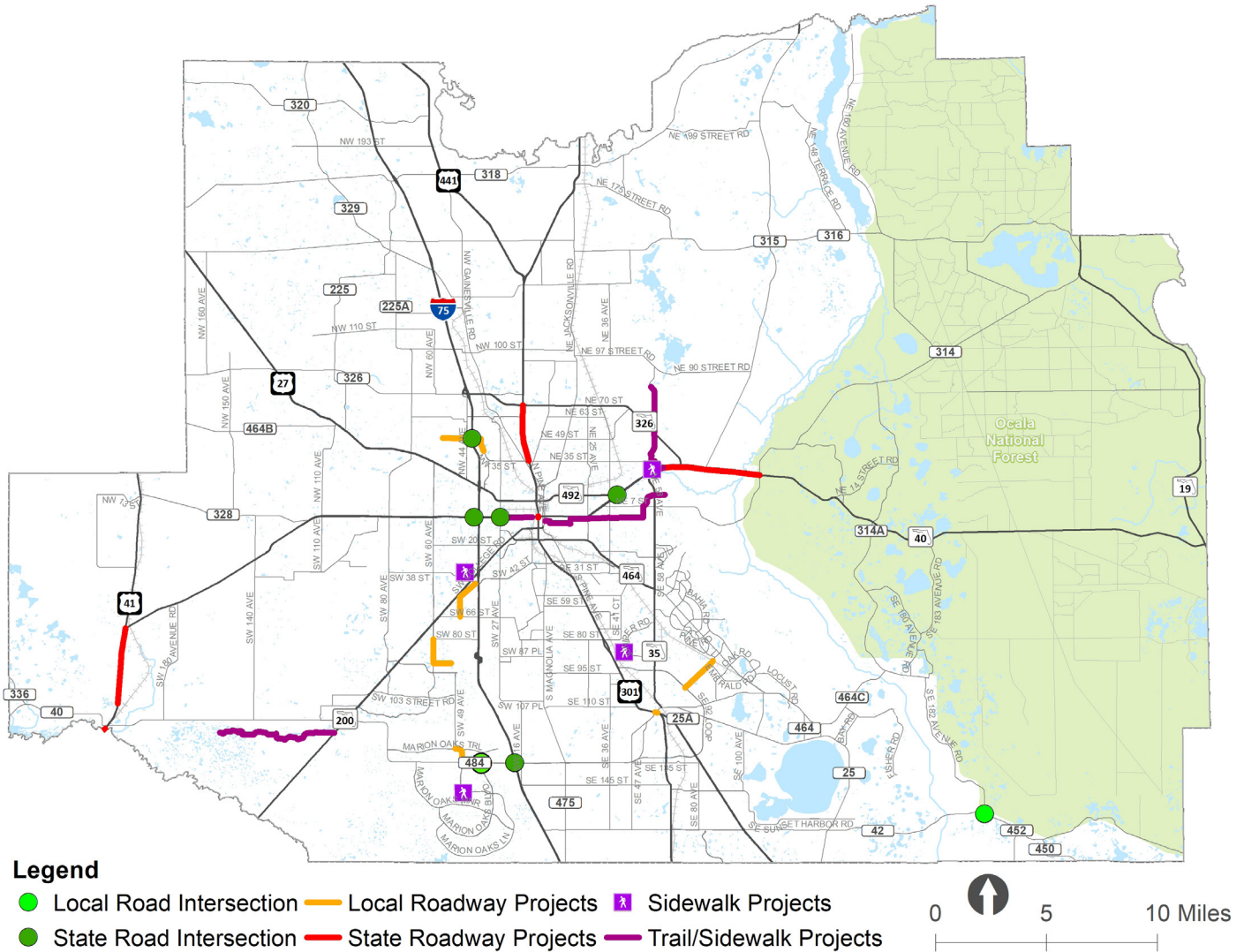


TABLE 1: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investments	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/ Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
	CR 42	at SE 182ND		Add Turn Lane(s)
Local Funded Roadway Investments	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
Pedestrian/Bicycle Investments	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Downtown Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
	Legacy Elementary Sidewalks			Sidewalks
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7: 2026-2030 PROJECTS

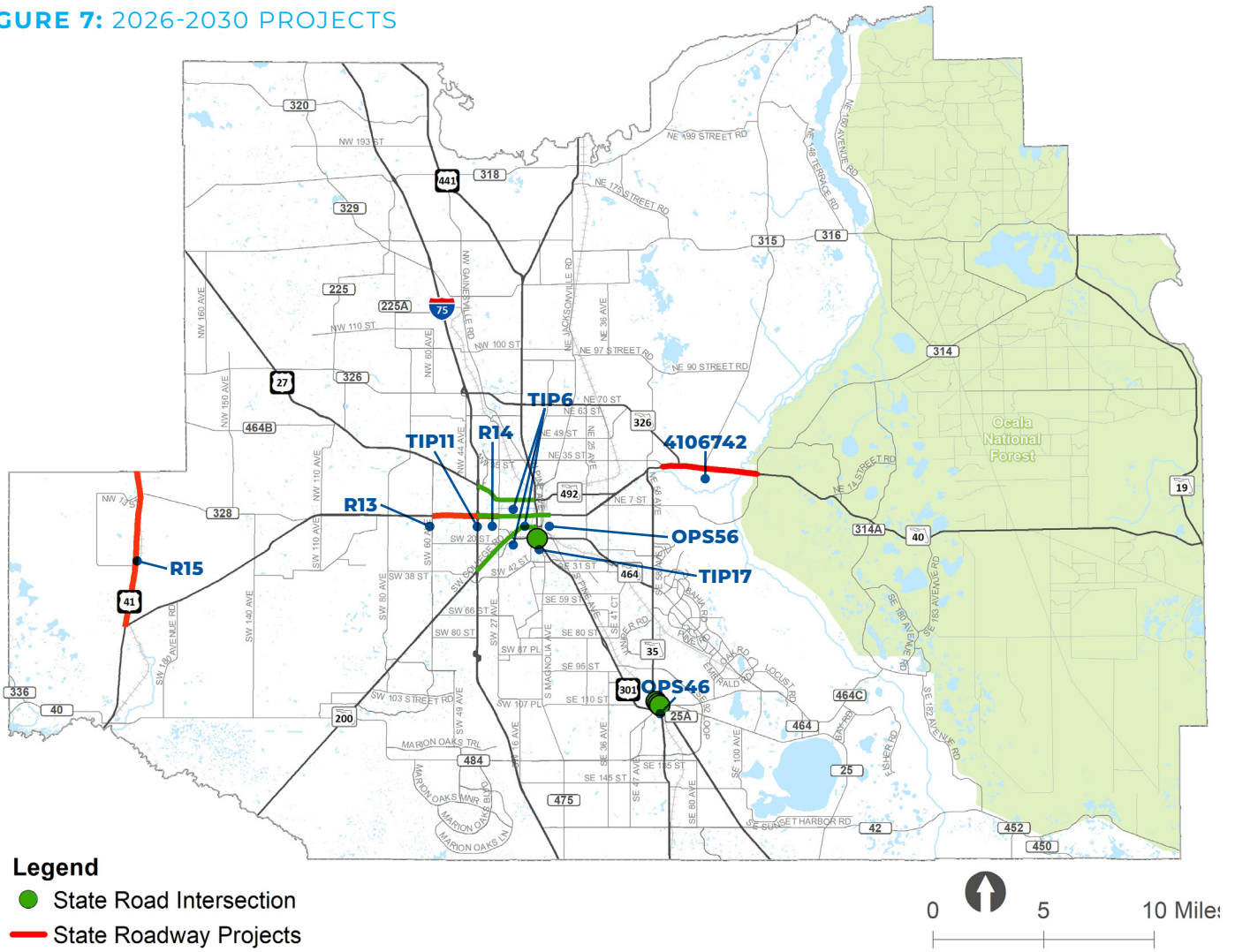


TABLE 2: 2026-2030 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	TIP6	I-75 FRAME Off System			ITS infrastructure
	TIP17	US 441	at SR 464		Turn lane
	TIP11	SR 40	SW 40th Ave	SW 27th Ave	Left turn lane
	R15	US 41	SR 40	Levy County Line	Widen to 4 lanes
	OPS46	SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry
	R13	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes
	R14	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes
	OPS56	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street
	4106742	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes

FIGURE 8: 2031-2035 PROJECTS

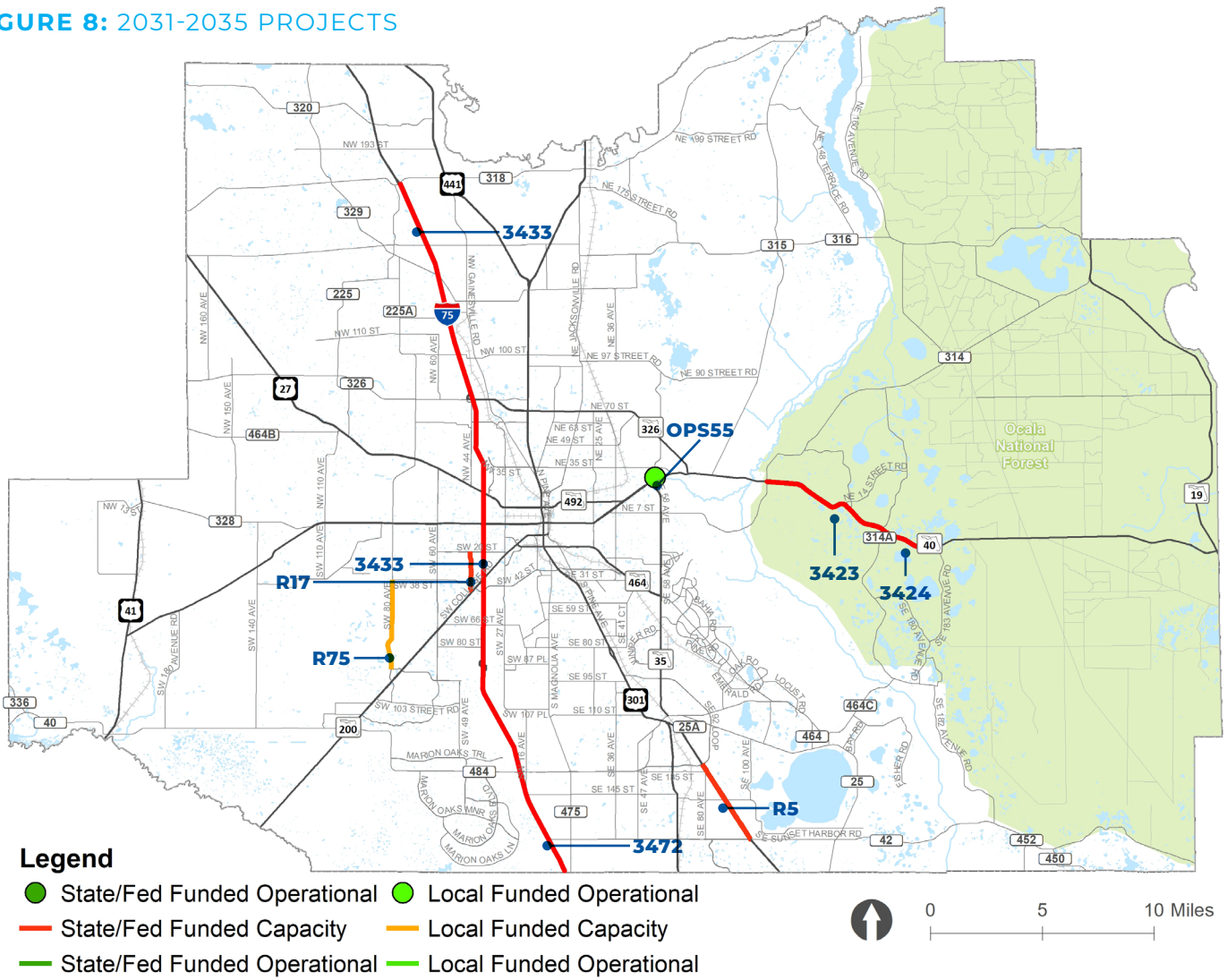


TABLE 3: 2031-2035 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	R5	US 441	CR 42	SE 132nd Street Rd	Widen to 6 lanes
	R17	SW 44th Avenue	SR 200	SW 20th Street	New 4 lane
	OPS55	SR 40	SR 35		Intersection geometry
	3472	I-75	Sumter/Marion Co Line	CR 484	Widen to 8 lanes
	3433	I-75	CR 484	CR 318	Widen to 8 lanes
	3423	SR 40	E of CR 314	CR 314A	Widen to 4 lanes
	3424	SR 40	CR 314A	Levy Hammock Rd	Widen to 4 lanes
Locally Funded	R75	SW 70th/80th Ave	SW 90th St	SW 38th St	Widen to 4 lanes

FIGURE 9: 2036-2040 PROJECTS

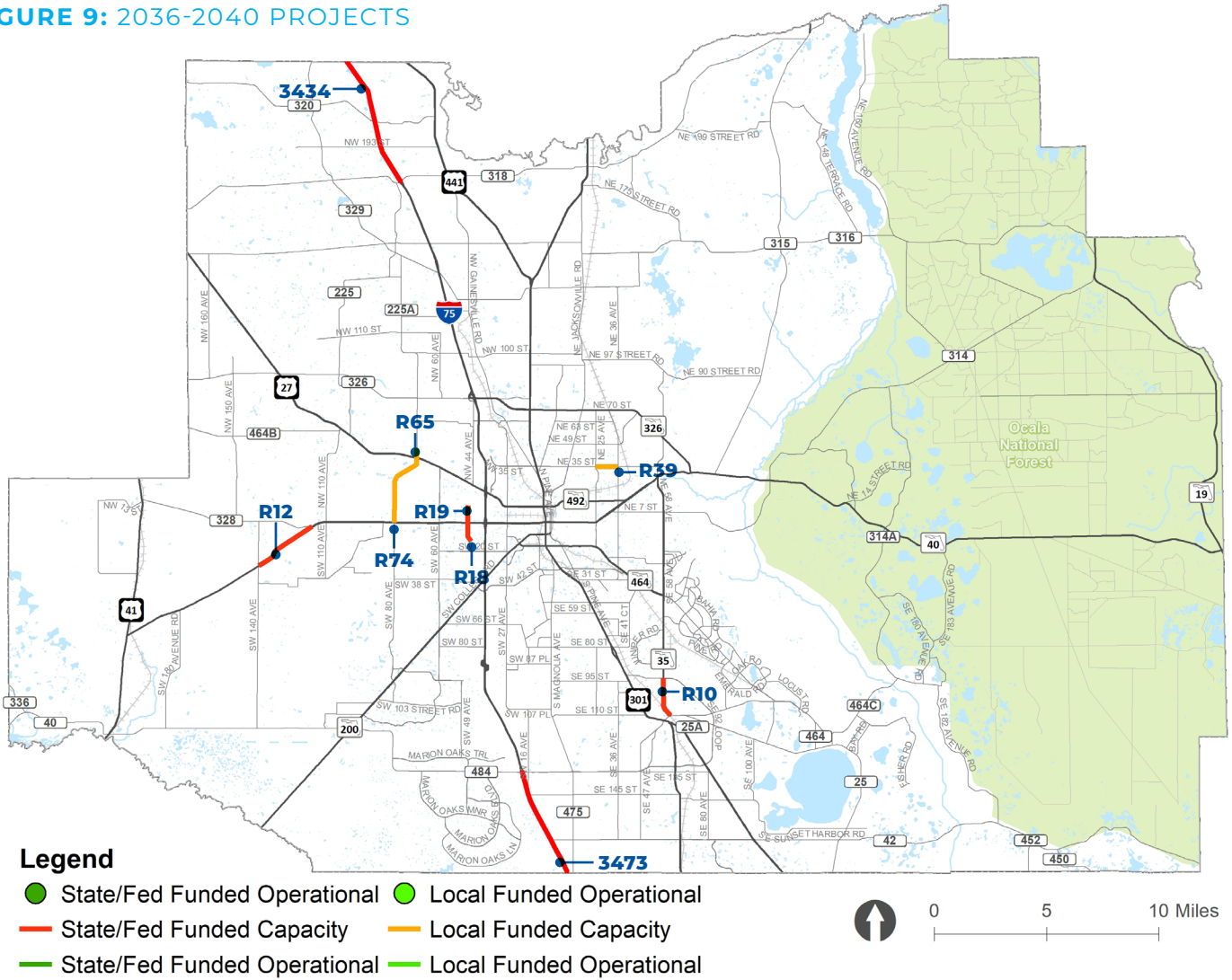


TABLE 4: 2036-2040 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	R12	SR 40	SW 140th Avenue	CR 328	Widen to 4 lanes
	R10	SR 35	CR 25	SE 92nd Place Rd	Widen to 4 lanes
	R18	SW 44th Avenue	SW 13th St	SR 40	Widen to 4 lanes
	R19	NW 44th Avenue	SR 40	NW 10th Street	New 4 lane
	3434	I-75	CR 318	Marion/Alachua Co Line	Widen to 8 lanes
	3473	I-75	Sumter/Marion Co Line	CR 484	Managed Lanes
Locally Funded	R74	NW 70th/80th Ave	SR 40	US 27	Widen to 4 lanes
	R65	NW 70th Ave	US 27	NW 43rd St/NW 49th Street	Widen to 4 lanes
	R39	NE 35th Street	NE 25th Avenue	NE 36th Avenue	Widen to 4 lanes

FIGURE 10: 2041-2045 PROJECTS

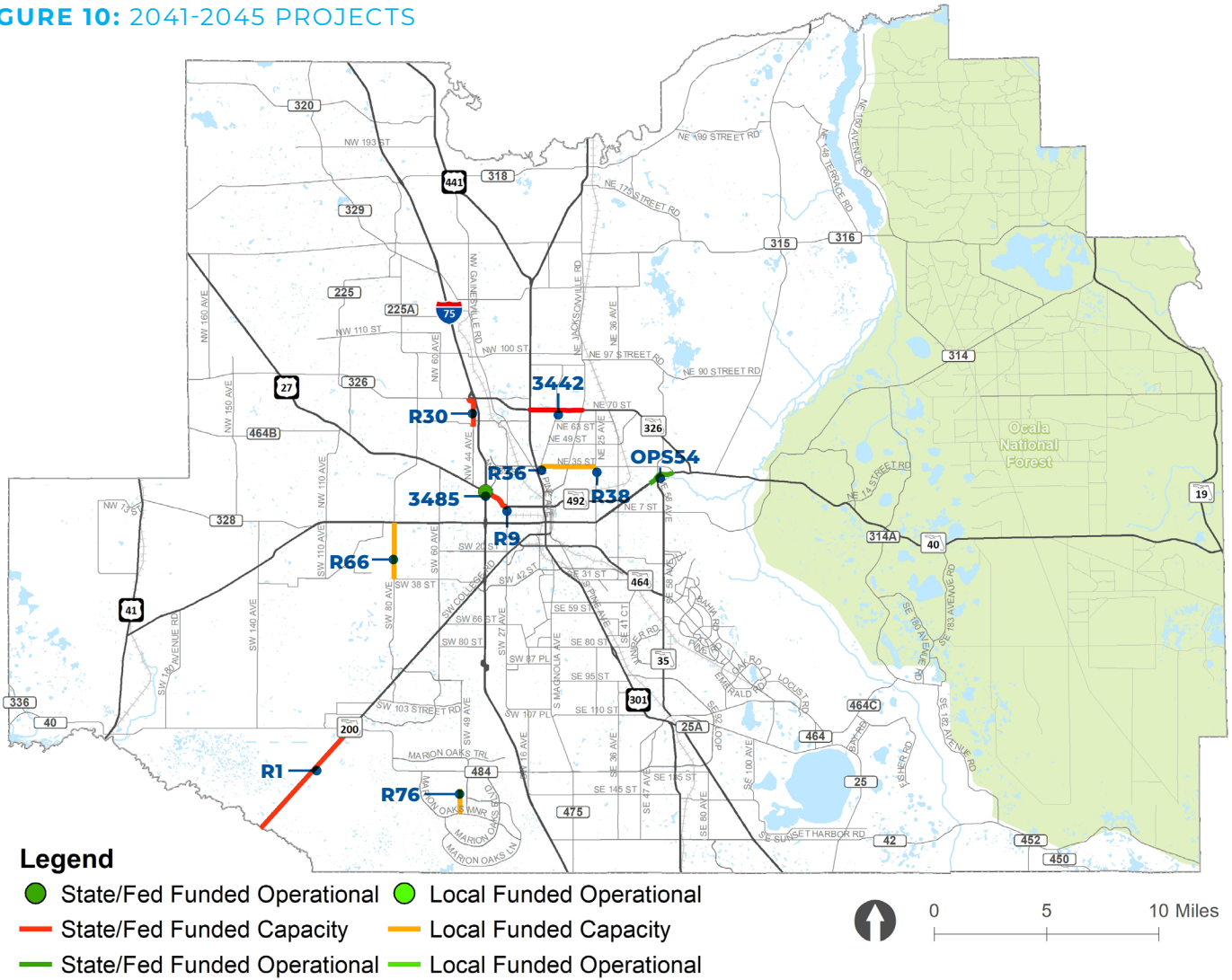


TABLE 5: 2041-2045 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	R9	US 27	I-75	NW 27th Avenue	Widen to 6 lanes
	R1	SR 200	Citrus County Line	CR 484	Widen to 4 lanes
	R30	NW 44th Avenue	NW 60th Street	SR 326	Widen to 4 lanes
	OPS54	SR 40 - East Multimodal Imp.	NE 49th Terr	NE 60th Ct	Left turn lane
	3485	I-75	at US 27		Modify Interchange
	3442	SR 326	SR 25/US301/ US 441	Old US 301/CR200A	Widen to 4 lanes
Locally Funded	R36	NE 35th St	W Anthony Rd	SR 200A	Widen to 4 lanes
	R38	NE 35th St	SR 200A	NE 25th Ave	Widen to 4 lanes
	R66	SW 70th/80th Ave	SW 38th St	SR 40	Widen to 4 lanes
	R76	SW 49th Ave	Marion Oaks Manor	SW 142nd Pl Rd	Widen to 4 lanes

Corridor Studies and Boxed Fund Projects

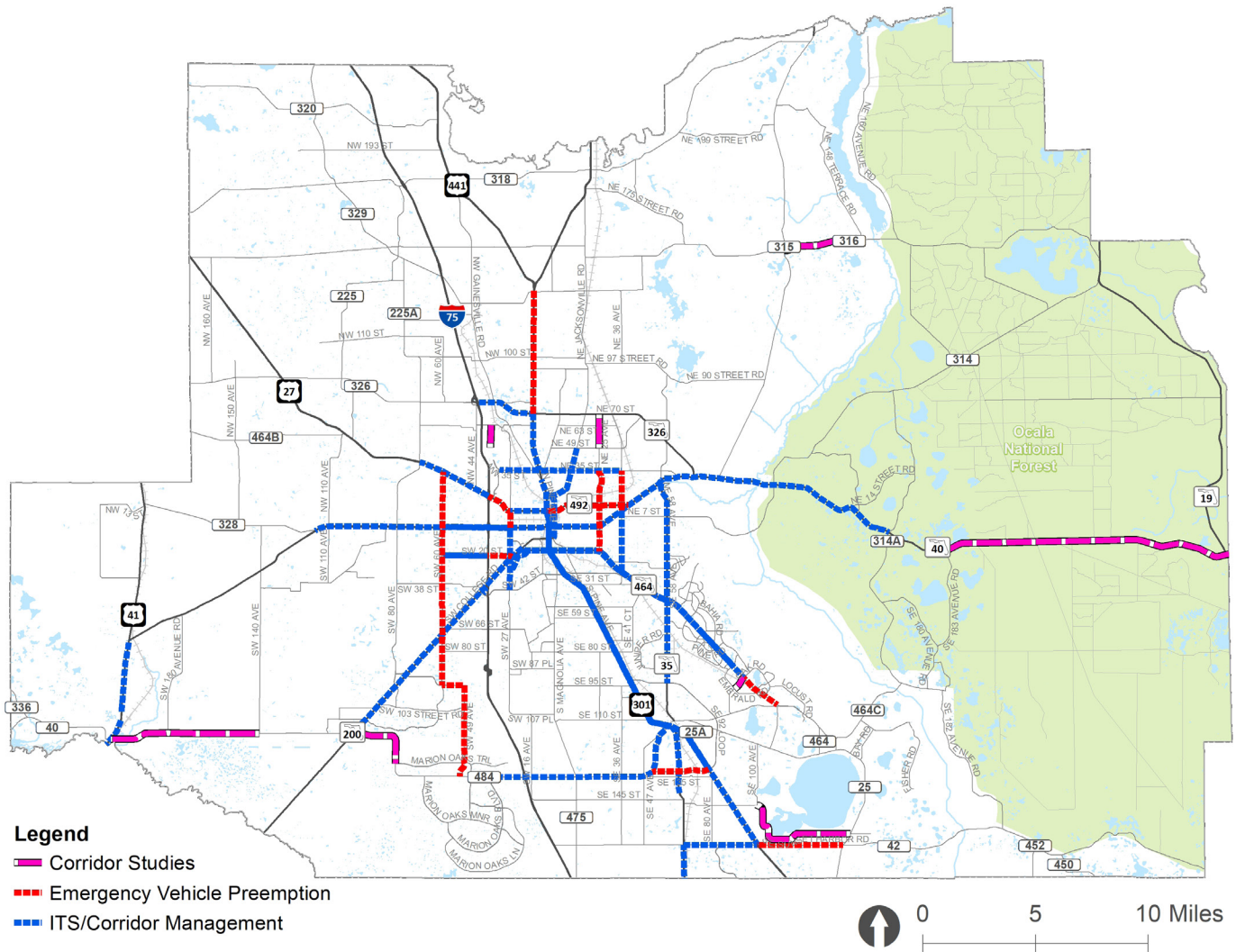
The Corridor Studies, ITS, and Multimodal boxed funds programs include more than 200 projects identified through the system needs assessment described in **Chapter 5**, the 2018 ITS Strategic Plan, and the TPO's bicycle, pedestrian, and regional trails plans reviewed in the Plan Synthesis, respectively. The boxed funds projects are listed in the following tables and illustrated on respective maps.

BOXED FUNDS PROGRAMS

FUNDING	FACILITY	FROM	TO
Corridor Studies Boxed Fund	NW 35th Ave.	NW 49th St	NW 63rd St
	CR 484	SR 200	Marion Oaks Tr
	CR 484	US 41	SW 140th Ave
	SR 40	SE 183rd Ave Rd	Lake Co line
	NE Jacksonville Rd	NE 49th St	SR 326
	CR 316	CR 315	NE 148th Terr Rd
	SE Sunset Harbor Rd	SE 100th Ave	CR 25
	Oak Rd	Emerald Rd	SE Maricamp Rd
ITS Boxed Funds Program ITS Intersection Improvements	SR 40	SW 60th Avenue	SR 35
	SR 40	Hwy 328	SW 27th Ave.
	US 27	SW 27th Avenue	SR 35
	US 301/US 441	SE 165th St.	SR 464
	US 441	US 301	CR 475
	US 441	SR 200	CR 25A
	CR 484	Marion Oaks Course	US 441
	SW 20th Street	SW 60th Avenue	I-75
	SW 20th St.	NW 60th Ave.	SR 200
	US 27	NW 27th Avenue	US 441
	SR 40	NE 1st Ave.	SE 25th Ave.
	US 27	CR 225	I-75
	US 441	SE 132nd Street Rd	US 301
	US 41	SW 111th Place Lane	SR 40
	US 441	CR 475	SR 200
	SR 200	CR 484	SR 464
	SR 40	SR 35	CR 314A
	US 301	SE 143rd Place	US 441
	US 301	NW 35th St.	SR 326
	CR 464	Midway Rd	Oak Rd
	SR 464	SR 200	Oak Rd
	US 301	Sumter County Line	CR 42
	SR 35	SE 92nd Place Rd	SR 464
	CR 464	SR 35	Midway Rd
	SR 464	SR 200	SR 35
	SR 200A	US 301	NE 49th St.
	NW/SW 27th Avenue	US 27	NW 35th Street
	E Magnolia Ave/E 1st Ave.	NE 20th St.	SR 200/SE 10th St
	SR 326	I-75	SR 200A
	Hwy 42	US 301	US 441
	US 41	Citrus County Line	SW 111th Place Ln

FUNDING	FACILITY	FROM	TO
ITS Boxed Funds Program ITS Intersection Improvements	SW 42nd St.	SR 200	SR 464
	NW/SW 27th Avenue	SW 42nd Street	SR 200
	NW/SW 27th Avenue	SR 200	SR 40
	SR 35	SR 464	SR 40
	NW 35th St.	NW 35th Ave. Rd.	NE 36th Ave.
	SE 36th Ave	SR 464	SR 40
	SW 27th Ave/SW 19th AveRoad	SW 42nd St.	SR 464
ITS Boxed Funds Program Emergency Vehicle Preemption Intersection Improvements	US 27	I-75	NW 27th Ave
	NW 27th Ave	US 27	SR 40
	60th Ave	US 27	SW 95th St
	US 301	SR 326	W Hwy 329
	CR 42	US 441	Ocala Rd
	NE 36th Ave	NE 35th St	SR 40
	Maricamp Rd	Oak Rd	SE 108th Terrace Rd
	US 492	US 301	SR 40
	SW 20th St	I-75	SR 200
	SW 49th Ave	SW 95th St	CR 484
	25th Ave	NE 35th St	SR 464
	SE 132nd St	CR 484	US 441
SW 95th St	SW 60th Avenue	SW 49th Ave	

FIGURE 11: CORRIDOR STUDIES AND ITS BOXED FUNDS PROJECTS



BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund	CR 484 at I-75		shared park-and-ride lots
	Transit Station Projects	SR200 W of I-75	shared park-and-ride lots
Multimodal Boxed Fund Sidewalk Projects	CR 42 (SE Hwy 42)	SE 80th Ave	SE 105th Ave
	CR 484	SE 25th Ave	US 441
	E Fort King St	NE 48th Ave	NE 58th Ave
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor
	N Magnolia Ave	NW 28th St	NW 20th St
	NE 10th St	NE 8th Ave	NE 9th St
	NE 12th Ave	NE 14th St	Silver Springs Blvd
	NE 14th St	NE 24th Ave	NE 25th Ave
	NE 17th Ave	NE 14th St	NE 3rd St
	NE 19th Ave	NE 28th St	NE 14th St
	NE 24th St	NE Jacksonville Rd	NE 19th Ave
	NE 25th Ave	NE 14th St	NE 49th St
	NE 28th St	NE 12th Court	NE 19th Ave
	NE 28th St	US 301	E of NE Jacksonville Rd
	NE 35th St	US 441	NE 59th Terr
	NE 36th Ave	NE 14th St	NE 20th Pl
	NE 3rd St	NE Tusawilla Ave	NE Sanchez Ave
	NE 7th St	NE 36th Ave	NE 58th Ave
	NE 8th Ave	NE 10th St	NE Jacksonville Rd
	NE Jacksonville Rd	NE 53rd St	NE 35th St
	NW 16th Ave	NW Gainesville Rd	NW 31st St
	NW 27th Ave	S of NW 17th St	NW Old Blitchton Rd
	NW 35th St	NW 16th Ave	US 441
	NW 44th Ave	W Hwy 326	NW 63rd St
	NW Gainesville Rd	NW 37th St	S of NW 35th St
	NW MLK Jr Ave	NW 31st St	NW 22nd St
	SE 102nd Pl	US 441	SE 52nd Ct
	SE 110th St	SE 36th Ave	SE 55th Ct
	SE 110th St Rd	SE Baseline Rd	SE 90th Ct
	SE 110th St/CR25	SE Baseline Rd	SE 109th Terrace Rd
	SE 113th St	Hames Rd	SE 56th Ave
	SE 11th Ave	Silver Springs Blvd	SE 17th St
	SE 132nd St Rd	SE 55th Ave Rd	US 301
	SE 147th Pl	SE 84th Terr	US 441
	SE 17th St	SE 30th St	SE 32nd Ave
	SE 17th St	SE 25th Ave	SE 36th Ave
	SE 18th Ave	SE 17th St	SE 28th Loop
	SE 19th Ave	SE 28th St	SE 31st St
	SE 1st Ave	SW 1st Ave	SW 6th St
	SE 22nd Ave	E Fort King St	SE 17th St

BOXED FUND	FACILITY	FROM	TO
	SE 24th St	SE Maricamp Rd	SE 36th Ave
	SE 30th Ave	SE 32nd Ave	Existing sidewalk to the south
	SE 32nd Ave	SE Fort Kiing St	SE 13th St
	SE 36th Ave	SE 95th St	SE Hwy 42
	SE 38th St	SE 38th St / SE 36th St	SE 37th Ct
	SE 38th St	SE Lake Weir Ave	SE 31st St
	SE 3rd Ave	SE 6th St	SE 8th ST
	SE 3rd Ave	S Magnolia Ave	SE 17th St
	SE 44th Ave Rd	SE 48th Place Rd	SE Maricamp Rd
	SE 55th Ave Rd	US 27 (SE Ashbier Blvd)	SE 132nd St Rd
	SE 79th St	SE 41st Ct	Juniper Rd
	SE 95th St	Cross Florida Trail	US 441
	SE Lake Weir Ave	SE 31st St	SE 38th St
	SE Maricamp Rd	SE 36th Ave	Oak Rd
	SE Sunset Harbor Rd	US 441	CR 42 (SE Hwy 42)
	SR 200	SW 20th St	SW 17th Rd
	SR 40 - West Multimodal Improvement	CSX Rail Bridge	I-75
	SW 13th St	SW 33rd Ave	SW 12th Ave
	SW 17th St	SW College Rd	SW 12th Ave
	SW 19th Ave Rd	SW 17th St	W of SW 21st Ave
Multimodal Boxed Fund Sidewalk Projects	SW 1st Ave	US 27 (S Pine Ave)	SW 29th St Rd
	SW 1st Ave	SW Fort King St	US 441
	SW 20th St	SW 60th Ave	SW 57th Ave
	SW 20th St	I-75	SW 31st Ave
	SW 32nd Ave	SW College Rd	SW 31st Rd
	SW 32nd Ave	SW 34th Cir	SW 34th Ave
	SW 38th St	SW 60th Ave	SW 48th Ave
	SW 40th St	SW 48th Ave	SW 43rd Ct
	SW 43rd Ct	SW 32nd Pl	SW 44th St
	SW 5th St	SW 1st Ave	Pine Ave
	SW College Rd	SW 39th St	SW 17th St
	US 27 (Pine Ave)	W of SE 10th Ave	SE 10th Ave
	US 27 (S Pine Ave)	SE 38th St	SE 52nd St
	US 27 (S Pine Ave)	SE 3rd Ave	SE 30th St
	US 301	SE 62nd Ave	SE 115th Ln
	US 301	W Anthony Rd	NW 28th St
	US 441	SW 15th Pl	SW 17th St
	US 441	US 301	SE 173rd St
	W Anthony Rd	NW 34th Pl	US 301
	W Anthony Rd	NW 44th St	NW 35th St

BOXED FUND	FACILITY	FROM	TO
	NE 97th Street Rd	NE 58th Ave	CR 200A
	CR 200A	NE 97th Street Rd	NE 100th St
	NE/NW 100th St/NE 97th St	NE 36th Ave	CR 225A
	CR 225A	NE 100th St	SR 40
	SW 80th Ave	SR 40	SW 90th St
	SW 95th Street Rd	SW 60th Ave	SW 49th Ave
	SW 49th Ave	SW 95th Street Rd	Marion Oaks Course
	Marion Oaks Course	SW 49th Ave	CR 484
	CR 484	SW 16th Ave	SR 25 (Hames Rd)
	SR 25 (Hames Rd)	US 441	SR 35 (Baseline Rd)
	SR 35 (Baseline Rd)	SR 25 (Hames Rd)	SE Maricamp Rd
	SR 35 (Baseline Rd)	SR 40	NE 97th Street Rd
	CR 25 (Ocala Rd)	SR 35 (Baseline Rd)	SE Sunset Harbor Rd
	SE Sunset Harbor Rd	CR 25 (Ocala Rd)	SE 100th Ave
	SE 100th Ave	SE Sunset Harbor Rd	CR 25 (Ocala Rd)
	SE 132nd Place	SE 100th Ave	Carney Island Park Entrance
	Withlacoochee Bay Trail	Downtown Dunnellon	Levy County line
	Villages Trail	Lake Weir	Lake County line
	SR 40 to Silver Springs State Park Connection	Half Mile Creek Trailhead	Silver Springs State Park
	Indian Lake State Forest Connection	Half Mile Creek Trailhead	Indian Lake State Forest
	CR 200A	NE 35th St	CR 200
	SR 40	CR 328	US 41
	CR 42	CR 475	County line
	SE 110 Street Rd	CR 25	SE Maricamp Rd
	CR 464C	CR 25	CR 314A
	CR 475A (SW 27 Ave)	SR 200	CR 475
	CR 475 (S Magnolia Ave)	US 27	South County line
	CR 314	SR 35	CR 214A
	CR 314A	CR 314	CR 464C
	SE 36th Ave	SR 40	Maricamp Rd
	SE 95th St	CR 475	US 441
	NE Osceola Ave	Bonnie Heath Blvd	NE 14th St
	SW 19th Ave Rd	SW 27th Ave	SW 17th St
	SR 464	SR 200	US 441
	SR 40 (Black Bear Trail)	SE 183rd Rd	US 17 (Volusia Co)

**Multimodal
Boxed Fund**

Bicycle Facility
Projects

BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund Trail Projects	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead
	Silver Springs Bikeway Phase II	Baseline Paved Trail - North Trailhead	CR 42
	Ocala to Silver Springs Trail	Osceola Trail / Ocala City Hall	Silver Springs State Park
	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County Line; Hawthorne
	Santos to Baseline, US441 crossing	Baseline Trailhead	Santos Trailhead
	CR484 Pennsylvania Ave Multi-Modal	Blue Run Park	Mary Street
	Watula Trail & NE 8th Road Trail	Tuscawilla Art Park	CR 200A/SE Jacksonville Road
	Nature Coast Trail	Levy County Line	CR 484
	Bellevue to Greenway Trail	Lake Lillian Park	Cross Florida Greenway
	SE Maricamp Rd.	SE 31st St	Baseline/SE 58th Ave
	CR 484	Cross Florida Greenway	Designated bike lane on CR 484
	Ocala-Summerfield Rd./ SE 135th St./SE 80th Ave.	CR 484	Mulberry Grove Pool and Recreation Center
	Maricamp Rd.	Baseline/SE 58th Ave	Designated bike lane E of Oak Rd
	Bonnie Heath Blvd.	NW 60th Avenue	NW Hwy 225A
	US 441 to Mcintosh to Ocala Connector	Mcintosh	Ocala Connector
	Cannon-Dunnellon Segment	Pruitt Trailhead	Bridges Rd Trailhead
	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp
	Lake County Connection	along SE HWY 42 and SE HWY 452	
	Gainesville to Ocala Corridor	Alachua County Line to	NE 58th Ave
	Orange Creek Corridor	Alachua County Line	Ocklawaha River
	Silver River to Bronson Corridor	Levy County Line	NE 58th Ave
	Williston to Orange Creek Corridor	Levy County to	Alachua County Line
	CR 484 trail tunnel	N of paved trail tunnel on CFG	
	SW 49th Ave trail tunnel	at existing trail tunnel across CFG	
	I-75 landbridge	at CFG	
	Forest High School SRTS	SE 38th St/SE 47th Ave	Ocala Rotary Sportsplex
	Bikeway to Silver Springs gap	N end of Silver Springs Bikeway II	Silver Springs State Park
	Multi use path	Osceola Ave	Silver Springs Trail

FIGURE 12: MULTIMODAL BOXED FUND PROJECTS

