



**TPO Board Meeting**

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

**October 26, 2021**

**4:00 PM**

**AGENDA**

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
2. **ROLL CALL**
3. **PROOF OF PUBLICATION**
4. **CONSENT AGENDA**
  - A. **Minutes**  
[TPO Meeting Minutes – August 24, 2021](#) (Page 3)  
[Safety Action Plan Workshop Minutes – September 27, 2021](#)  
(Page 15)
  - B. [TPO Director Travel](#) (Page 19)
5. **PRESENTATIONS**
  - A. [Florida Department of Transportation \(FDOT\) District 5 Work Program Update](#) (Page 30)  
*Tyler Burgett, Transportation Planning Liaison.*
  - B. [Florida Department of Transportation \(FDOT\) District 5 Office of Safety](#) (Page 31)  
*Loreen Bobo, Administrator of the FDOT District 5 Office of Safety.*
6. **DISCUSSION**
  - A. **Safety Action Plan**  
*Discussion regarding recent workshop and partner engagement.*
7. **ACTION ITEMS**
  - A. [Congestion Management Plan \(CMP\)](#) (Page 32)  
*Staff is seeking adoption of the final draft of the CMP.*

- B. **Draft Scope of Services, Safety Action Plan** (Page 170)  
*Staff is seeking approval of the Scope of Services.*
- C. **Draft Scope of Services, 2045 Long Range Transportation Plan (LRTP) Modification** (Page 191)  
*Staff is seeking approval of the Scope of Services.*
- D. **Fiscal Years 20/21 to 21/22 Unified Planning Work Program (UPWP) Amendment** (Page 228)
- E. **Chair and Vice Chair Election** (Page 307)  
*Per bylaws, the TPO Board elects a new Chair and Vice Chair at the last meeting of the calendar year.*
- F. **Appointments to the Florida Metropolitan Planning Organization Advisory Council (MPOAC)** (Page 308)  
*Action is requested to select a member and alternate for 2022.*
- G. **Appointments to the Central Florida MPO Alliance** (Page 309)  
*Action is requested to select two delegates and an alternate for 2022.*
- H. **2022 TPO Board Meeting Schedule** (Page 311)  
*Action is requested to approve the meeting schedule for 2022.*
- I. **TPO Director Annual Performance Evaluation** (Page 313)  
*Amanda Tart, Executive Director will present. Action is requested to approve the TPO Director Annual Performance Evaluation.*
- 8. **COMMENTS BY FDOT**
  - A. **Construction Report** (Page 317)
- 9. **COMMENTS BY TPO STAFF**
  - A. **TAC and CAC 2022 Officers** (Page 319)
- 10. **COMMENTS BY TPO MEMBERS**
- 11. **PUBLIC COMMENT (Limited to 2 minutes)**
- 12. **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 January 25, 2022.*



**TPO Board Meeting**

Marion County Commission Auditorium

601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471

August 24, 2021

4:00 PM

**MINUTES**

**Members Present:**

Councilman Ire Bethea  
Commissioner Kathy Bryant (*arrived 4:08pm*)  
Commissioner Jeff Gold  
Mayor Kent Guinn  
Councilwoman Valerie Hanchar  
Commissioner Ronald Livsey  
Councilman Brent Malever  
Commissioner Craig Curry  
Councilman Jay Musleh  
Commissioner Michelle Stone

**Members Not Present:**

Councilman Justin Grabelle  
Commissioner Carl Zalak

**Others Present:**

Rob Balmes, TPO  
Shakayla Irby, TPO  
Liz Mitchell, TPO  
Steven Neal, City of Ocala  
Darren Park, City of Ocala  
Don Atwell, Marion County  
Sean Lanier, City of Ocala  
Oscar Tovar, City of Ocala  
Tracy Straub, Marion County  
Bill White

### **Item 1. Call to Order and Pledge of Allegiance**

Chairwoman Michelle Stone called the meeting to order at 4:03pm and led the board in the Pledge of Allegiance.

### **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 August 17, 2021. The meeting was also published to the TPO's Facebook and Twitter pages.

### **Item 4. Consent Agenda**

*Ms. Hanchar made a motion to approve the Consent Agenda. Mr. Bethea seconded, and the motion passed unanimously.*

### **Item 5A. Service Award- Joe London, Citizens Advisory Committee (CAC)**

Chairwoman Stone presented a Service Award to Citizen Advisory Committee Member, Joe London.

Joe London served on the TPO's CAC for 23 years.

Chairwoman Stone expressed great appreciation for all his time and devotion to transportation issues in Marion County and on behalf of the Board thanked Joe and offered a certificate of appreciation that reflected the organizations gratitude for his years of service to the TPO and the community.

### **Item 6A. Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment**

Mr. Balmes presented and said per the request of the Florida Department of Transportation (FDOT), one transit project was proposed to be added to the Fiscal Years (FY) 2020/2021 to 2024/2025 Transportation Improvement Program (TIP).

#### **FM# 449238-1 Marion-Ocala SunTran Section 5307 ARP Small Urban Area**

- American Rescue Plan (ARP) project
- Total: \$783,759
- New transit project Capital Grant

The Citizens Advisory Committee (TAC) and Technical Advisory Committee approved the amendment to the FY 2020/21 to 2021/25 TIP to add the project on August 10, 2021.

Approved –

It was requested of the TPO board to approve the amendment request for the FY 2020/2021 to 2024/2025 TIP to include the Marion-Ocala SunTran Section 5307 ARP Small Urban Area project.

Mr. Curry made a motion to approve the FY 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment. Ms. Bryant seconded, a roll-call vote was called and the motion passed unanimously.

### **Item 6B. Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP) Amendment**

Mr. Balmes presented and said per the request of the Florida Department of Transportation (FDOT), one transit project was proposed to be added to the Fiscal Years (FY) 2021/2022 to 2025/2026 Transportation Improvement Program (TIP).

#### **FM# 449238-1 Marion-Ocala SunTran Section 5307 ARP Small Urban Area**

- American Rescue Plan (ARP) project
- Total: \$783,759
- New transit project Capital Grant

The Citizens Advisory Committee (TAC) and Technical Advisory Committee approved the amendment to the FY 2021/22 to 2025/26 TIP to add the project on August 10, 2021.

It was requested of the TPO board to approve the amendment request for the FY 2021/2022 to 2025/2026 TIP to include the Marion-Ocala SunTran Section 5307 ARP Small Urban Area project.

Ms. Hanchar made a motion to approve the FY 21/22 to 25/26 Transportation Improvement Program (TIP) Amendment. Mr. Bethea seconded, a roll-call vote was called and the motion passed unanimously.

### **Item 6C. Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP) Roll Forward Amendment**

Mr. Balmes presented and said that on an annual basis, the TPO worked in coordination with the Florida Department of Transportation (FDOT) to amend the Transportation Improvement Program (TIP) through a roll-forward process. The process was undertaken because in some cases project phases that were programmed in the previous fiscal year (FY) of the prior TIP were not authorized and encumbered by June 30. The projects must then roll-forward to the new FY in July of the FDOT Work Program and also be included in year one the TPO's recently adopted TIP (FY 2021/2022 to 2025/2026). Therefore, a TIP amendment was necessary to ensure full consistency with the FDOT Work Program.

A total of \$25,605,946 in funding was proposed to be rolled forward to projects in the FY 2021/2022 to 2025/2026 TIP. Some of the notable projects included:

- SR 40 from end of 4 lanes to east of CR 314 (Right-of Way, PE): \$818,427
- SR 40 intersections at SW 40th and SW 27th (Right-of-Way, PE): \$550,709
- US 441 from SR 40 to SR 40A Right-of-Way (Construction): \$402,469
- SR 25/SR 200/US 301 from CR 25A to US 301/US 441 (Resurfacing): \$3,399,470

Approved –

- SunTran Capital and Operating: \$17,472,315
- SunTran Block Grant Operating: \$523,310
- SunTran Small Urban Capital: \$808,794
- Silver Springs State Park Pedestrian Bridges (PE, Environmental): \$148,616

Ms. Bryant asked for an update on the US 41 project.

Mr. Balmes replied that it was scheduled for widening in FY 2024.

Ms. Bryant mentioned that she met with Elton Holland (Marion County Engineer), Jim Couillard (Marion County Parks Director), and Representative Harding to discuss the project at 484 Pennsylvania Blue Run Park. It was determined that the best course of action would be to place concrete barriers and improvements in the Blue Run Park for pedestrian safety. The pedestrian bridge over the river was not off of the table however, it would put safety measures in place in the meantime.

Ms. Hanchar thanked Ms. Bryant for heading the meeting along with Mr. Holland and moving forward with the project.

Ms. Hanchar also mentioned that the City of Dunnellon owned property on the other side of the bridge and it could be space for a pathway with blinking lights to stop traffic. Also, there had been mention of a red light at the SunTrust bank where it may be a good place for a crosswalk.

Ms. Bryant said as soon as something was solidified the County would make a presentation to the City of Dunnellon Council.

Ms. Bryant made a motion to approve the FY 21/22 to 25/26 Transportation Improvement Program (TIP) Roll Forward Amendment. Mr. Curry seconded, a roll-call vote was called and the motion passed unanimously.

#### **Item 6D. Fiscal Years (FY) 20/21 to 21/22 Unified Planning Work Program (UPWP) Amendment**

Mr. Balmes presented and said the TPO was notified in July by the Florida Department of Transportation (FDOT) regarding the Fiscal Years (FY) 2021/2022 allocation amount for the Federal Transit Administration (FTA) 5305d grant. The total allocation of federal funds was \$83,826.10. A local match of 20 percent or \$20,956.53 would be provided by FDOT through toll revenue credits. Since toll revenue credits were not actual cash match toward the TPO's allocation, the total grant funding available to the TPO would be \$83,826.10. As presented in January 2021, local and state funding were no longer available to cash match the FTA 5305d grant.

When the FY 2020/21 to 2021/22 UPWP budget was developed in March 2020, TPO staff estimated a total of \$74,398 in grant funding would be available for the FY 21/22 5305d grant.

The difference between the staff estimate and actual allocation was \$9,437.10. Therefore, TPO staff proposed to amend the UPWP to include the revised actual allocation for the FY 21/22 5305d grant and apply the additional \$9,437.10 toward the following activities.

- Task 1 Administration: Machinery and Equipment (\$2,037.10)
- Task 1 Administration: Printing and Binding (\$500)

- Task 7 Special Projects: Staff Salaries/Benefits (\$3,400)
- Task 7 Special Projects: Consultants (\$3,500)

Ms. Hanchar made a motion to approve the FY 20/21 to 21/22 UPWP Amendment. Mr. Bethea seconded, and the motion passed unanimously.

### **Item 7A. Draft Congestion Management Plan (CMP)**

Mr. Balmes said that the TPO had been undertaking a major update to the Congestion Management Process (CMP). The updated included full revisions to the current Policy and Procedures and State of System documents last completed in 2011. In addition, public outreach took place through an online survey conducted in March.

Ms. Amber Gartner with Kimley-Horn provided a presentation to the board.

The CMP process was updated every 5 years

1. Develop Regional Objectives
2. Define CMP Network
3. Develop Multimodal Performance Measures

Frequent Updates (every two year process)

4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

Step 1: Recommended CMP Goals

- Monitor System Performance
- Improve Safety
- Congestion Reduction
- Engage the Public

Step 2: A map of the Congestion Management Network was displayed.

Step 3: Performance Measures

**Safety Performance Measures (5-Year Rolling Average)**

- Number of Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-Motorized Safety (Fatalities + Serious Injuries)

**Roadway Capacity Performance Measures**

- Percent of VMT and Roadway Miles below adopted Level of Service Standard
- V/C Ratio
- V/MSV Ratio

### **Reliable Travel Time Performance Measures**

- Percent of Person-Miles Traveled on the Interstate that were Reliable
- Percent of Person Miles Traveled on the Non-Interstate NHS that were Reliable

### **Goods Movement Performance Measures**

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes
- Truck Travel Time Reliability (TTTR) Index
- Percent of the Interstate System Mileage Uncongested
- Number of Crashes Involving Heavy Vehicles

### **Public Transit Performance Measures**

- Percent of Congested Roadway Centerline Miles with Transit Service
- Passenger Trips per Revenue Hour
- Average Peak Service Frequency
- On-Time Performance
- Annual Ridership

### **Bicycle/Pedestrian/Trail Facility Performance Measures**

- Percent of Congested Roadway Centerline Miles with Bicycle and/or Sidewalk Facilities
- Miles of Multi-Use Trails

### **TDM Performance Measures**

- Number of Registered Carpools or Vanpools

### **System Preservation (Optional – Non-CMP)**

- Percent of pavements on the Interstate System in Good condition
- Percent of pavements on the non-Interstate NHS in Good condition
- Percent of pavements on the Interstate System in Poor condition
- Percent of pavements on the non-Interstate NHS in poor condition
- Percent of NHS Bridges classified as in Good condition
- Percent of NHS Bridges classified as in Poor condition

### **Public Engagement**

- Was a survey of provided to the public to identify congestion and safety issues?
- Were CMP materials provided for review by the public?

Step 4: Collect Data/ Monitor System Performance map was shown.

Step 5: Analyze Congestion Problems & Needs

Step 6: Identify and Assess Strategies

Step 7 and 8: Program Strategies and Evaluate Effectiveness

### **Summary and Next Steps**

1. Ongoing monitoring of the transportation system
2. Monitor availability of traffic data and travel time reliability from FDOT
3. Monitor Federal and State requirements for CMP and setting of performance targets



4. Program 2 to 3 corridor / intersection studies per year based on the results of the congestion analysis and mitigation strategy identification
5. Perform State of the System update every two to three years to monitor system performance and effectiveness of strategy implementation
6. Publish an online interactive map and CMP resource page on the TPO's website

### **Item 7B. SunTran Bus Route Redesign**

Mr. Steven Neal, Manager of SunTran provided a presentation to the TPO Board on the redesigned bus route changes.

The route redesign analysis team included the Growth Management Department/SunTran staff members and the Trans4mind Consulting firm. The process was collaboratively established by the analysis team and included the following steps:

- Public involvement
- Survey Results
- Market/travel patterns
- Existing service analysis
- Recommendations within existing resources

The primary focus was to analyze the effectiveness and efficiency of the existing service changes implemented in 2018. This included an assessment of travel demand, route schedule adherence, ridership trends, and route productivity.

Based on the public outreach responses from community stakeholders and the riding public, the transit system became less attractive due to longer ride times and loss of coverage to significant destinations.

- Longer riding time (e.g., 50% riding time than before)
- Loss coverage of transit-dependent areas
- Longer walk to bus stops
- Schedule insufficient to cover after-work trip(s)
- Limited shelters and benches

Based upon the findings, the team was recommending a preferred alternative to the existing transit network that would better serve and meet the community's growing needs. Service recommendations for this alternative were developed based on public comments and market analysis-based recommendations.

Below were the recommendations for restructuring of current service:

- The Blue, Green, Orange, and Purple Routes would perform a figure (8) loop to provide more coverage and more direct travel in most service areas between the four routes. The figure (8) loop route alignment reduces ride time by nearly 50%, offering premier destination service and ease of service for ADA passengers by reducing the number of transfers currently required to meet their travel demands.
- The Yellow and Silver routes were routes with alternating north and south service coverage designated as A and B routes. The Yellow routes were full alternating fixed routes, whereas the Silver routes were express route models. The alternating alignment of these routes allows expanded coverage to new service areas identified as crucial areas in need of public transit due to new employment corridors and human services agencies

Approved –

within the northwest and southwest corridors to Ocala’s downtown central business district.

- The Red route was designed to connect passengers from the Shores via the Blue Route to the downtown transfer station for transfer to other routes to get to their final destinations. As part of the route service expansion, the bus would now service neighborhoods and businesses along a partial corridor of Baseline Rd. to SE 28th Street.

Mr. Neal was excited to announce that the SunTran would be stopping in front of the new VA hospital.

Mr. Bethea inquired if the bus would be going to the Greyhound station on 326.

Mr. Neal responded that the SunTran would be going to the Greyhound bus station. There were several riders during the holidays request to utilize Greyhound to go home and visit family. At the time it was unsure if Covid would hinder some of the travel however, it was believed that the service would be valuable to riders.

Mr. Neal mentioned that within the same budget so much more service would be provided.

Mr. Bethea asked if any town hall meeting had been conducted in the area.

Mr. Neal said no town hall meetings had been conducted however, he would be going to each community on 25A and personally speaking with groups and giving schedules and any other groups identified by Mr. Bethea he would reach out to as well.

Chairwoman Stone said that Mr. Neal was very responsive to all comments and that the SunTran was a grand service offered by the community and seemed to get better based on the leadership.

### **Item 7C. TPO Budget Status Update**

Ms. Liz Mitchell presented a budget status update. On a quarterly basis the TPO updated the TPO Board to ensure they remain informed of funding status and the financial outlook throughout the year.

A snapshot of the budget is provided with this set of minutes on page 12.

### **Item 8A. Safety Action Plan**

The TPO was planning to invest in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The development of an Action Plan is envisioned to be a collaborative process involving citizens and stakeholders, private and public partners, and state agencies.

The proposed title of the Action Plan is **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion.**

The purpose of **Commitment to Zero** was to bring together the Ocala Marion community to collaborate in the development of an Action Plan to improve safety on our transportation system.

The Action Plan would be focused on four key areas:

- Education and Awareness
  - The Safety Story of Ocala/Marion County
- Public and Partner Engagement
  - Instrumental to Plan success!
- Safety Analysis
  - Trends
  - Areas of Concern (hotspots)
  - System-wide Issues
- Action Planning
  - What could everyone do individually and collectively to improve safety in Marion County
  - Commitments over next 3-5 years

TPO staff were seeking Board leadership support through the development of a strategy for partner engagement. A key to success of the Safety Action Plan would be how our partners in the community work together toward improving safety.

Mr. Balmes said that he would continue to work with technical groups to receive their feedback.

Ms. Hanchar said that presenting the Safety Action Plan to local cities Police Departments and the Chamber of Commerce's in different areas to get local business involvement would be beneficial.

Ms. Hanchar also mentioned discussing the Safety Action Plan with trucking companies (Chewy, UPS, FedEx, local Post Office, etc.) to see if they would place a decal on their trucks to promote safety.

Mr. Bethea said he thought that it was a great suggestion by Ms. Hanchar.

Chairwoman Stone mentioned a decal of the Safety Action logo.

Chairwoman Stone said that she and Mr. Balmes had discussed creating a subcommittee for a month to meet and put ideas together to bring back to the board in October and asked if anyone was interested to reach out to Mr. Balmes. The meeting would be sunshine noticed.

### **Item 8B. 2021 Traffic Counts Report**

Mr. Balmes said the TPO published the 2021 Traffic Counts Report and Online Map in June to serve as a resource to citizens, elected leaders and professionals in Marion County. The report was a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala and the Florida Department of Transportation.

Provided to the board in the meeting packet was a 2021 Traffic Counts report.

The information was also accessible at the TPO's Website Transportation Statistics Page:  
<https://ocalamariontpo.org/transportation-statistics>

Traffic Counts Online Map

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=684f763711d742f893a1271ab346c28c>

Traffic Counts Story Map

<https://storymaps.arcgis.com/stories/6190ad2ad11c4e99a0d149c9dff71488>

**Item 8C. Metropolitan Planning Organization Advisory Council (MPOAC) Update**

Mr. Balmes said the MPOAC met late July and had minor updates:

- In the process of searching for new Executive Director
- Discussion regarding Federal reauthorization infrastructure
  - Was still being debated
  - Senate passed the bill and was at the House
- Changes were made to rules and regulations wording
- Freight program call for projects end of the year or early next year. Each MPO would have the opportunity to submit three projects for consideration and the MPOAC would gather all applications and submit to DOT.

**Item 9. Comments by FDOT**

*There were no comments by FDOT.*

**Item 10. Comments by TPO Staff**

Mr. Balmes said from a staffing standpoint the TPO continued to look for a Senior Planner and was working closely with HR on recent applicants.

**Item 11. Comments by TPO Members**

Chairwoman Stone said that she appreciated the boards' participation and thanked them for their future support in the Safety Action Plan.

**Item 12. Public Comment**

Mayor of Dunnellon, Bill White addressed the TPO Board with comments.

- Congestion Management Plan- Intersection of 41 and 484 Pennsylvania Ave was a heavily congested intersection and at rush times not unusually to have to go through two circulations of the light to get through it. That road is how you would go from Dunnellon to Crystal River, Inverness, Williston, and to 40.
- Clarification on the City position regarding the Rainbow River Bridge and how it would tie into Pennsylvania project. In a year or two Blue Run Park the City of Dunnellon was connecting to the Withlacoochee Trail. A bridge would be necessary for future plans for a bike trail. There was parking on Pennsylvania Ave because of lack of parking and no choice but to walk on the side of the road across the bridge to gain access to the park. The bridge had narrow sections that had about 3ft that separated pedestrians from

Approved –

vehicles traveling 40mph. The bridge would be very important due to the safety issue and tied into the long range plans for the bike trail and Pennsylvania project. The Mayor told the board that the City of Dunnellon was “ready and excited” and gave “full support” to the bridge concepts.

**Item 13. Adjournment**

The meeting was adjourned by Chairwoman Stone at 5:12pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant

# TPO FINANCIAL SNAPSHOT

## FOURTH QUARTER

FY 20/21 (July 1, 2020 to June 30, 2021)



Grant	Funds Available	Funds Expended thru Qtr. 4	Funds Remaining	Percent Remaining
*PL 112	\$687,026.00	\$408,475.91	\$278,550.09	41%
5305d	\$171,729.71	\$125,257.79	\$46,471.92	27%
5305d LOCAL MATCH	\$17,172.97	\$14,609.97	\$2,563.00	15%
**Non-Eligible Funds	\$3,500.00	\$1,573.37	\$1,926.63	55%
TD	\$26,738.00	\$26,738.00	\$0.00	0%
<b>TOTALS</b>	<b>\$906,166.68</b>	<b>\$576,655.04</b>	<b>\$329,511.64</b>	<b>36%</b>

\*Funds are allocated on a quarterly basis

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

### EXPENDED FUNDS BREAKDOWN

Salaries	\$338,204.94
Office Expenses & Travel*	\$9,231.93
Cost Allocation	\$48,798.17
Website	\$4,020.00
Computers & Software	\$20,097.91
Non Eligible Funds	\$1,573.37
Consultants	\$154,728.72
<b>Total</b>	<b>\$576,655.04</b>

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

### FIRST QUARTER ESTIMATES (July 1, 2021 - June 30, 2022)

Salaries	\$79,000.00
Office Expenses & Travel*	\$2,000.00
Cost Allocation	\$11,507.00
Website	\$3,105.00
Computers & Software	\$4,000.00
Consultants**	\$65,000.00
<b>Total</b>	<b>\$164,612.00</b>

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

\*\*Consultants for the Long-Range Transportation Plan, Congestion Management Plan, Safety Plan, and Others

### BUDGET TRACKER

Total Revenue	\$906,166.68
Fourth Quarter Expenditures	\$576,655.04
<b>Total Revenue Remaining</b>	<b>\$329,511.64</b>



**TPO Safety Action Plan Workshop**

Marion County Growth Services Training Room and via WebEx  
2710 E. Silver Springs Blvd, Ocala, FL 34470  
August 24, 2021  
1:30 PM

**MINUTES**

**Members Present:**

Commissioner Kathy Bryant  
Mayor Kent Guinn  
Councilwoman Valerie Hanchar (via WebEx)  
Commissioner Michelle Stone

**Members Not Present:**

Councilman Ire Bethea  
Commissioner Jeff Gold  
Commissioner Ronald Livsey  
Councilman Brent Malever  
Commissioner Craig Curry  
Councilman Jay Musleh  
Councilman Justin Grabelle  
Commissioner Carl Zalak

**Others Present:**

Rob Balmes, TPO  
Shakayla Irby, TPO  
Bart Rowland, Ocala CEP  
Richard McGinley  
Bob Titterington, Belleview FL  
Tracey Sapp, Marion County Health Department  
Nancy Smith, City of Ocala  
Tracey Straub, Marion County  
Joe Reiutel, Ocala CEP  
Noel Cooper, City of Ocala  
Oscar Tovar, City of Ocala  
Darren Park *via WebEx*  
Don Atwell *via WebEx*

Alexander Cappono *via WebEx*

Jim Martin *via WebEx*

Rob Kersey *via WebEx*

Sean Lanier *via WebEx*

### **Item 1. Call to Order and Pledge of Allegiance**

Chairwoman Michelle Stone called the workshop to order at 1:34pm and led the board in the Pledge of Allegiance.

### **Item 2. Roll Call**

Shakayla Irby, Administrative Assistant called the roll and a quorum was not present.

### **Item 3. Proof of Publication**

Shakayla Irby, Administrative Assistant stated the workshop was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on September 20, 2021. The meeting was also published to the TPO's Facebook and Twitter pages.

### **Item 4. Safety Action Plan Overview**

Mr. Rob Balmes presented and said that the TPO was planning to invest in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The Action Plan was envisioned as a collaborative process involving citizens and stakeholders, private and public partners, and state agencies. The title of the Action Plan was **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion.**

The purpose of **Commitment to Zero** was to bring together the Ocala Marion community and collaborate in the development of an Action Plan to improve the safety of our transportation system. Also, to embrace the international approach of Vision Zero in which not a single fatality is acceptable. The Action Plan would be focused on four key areas:

- **Education and Awareness**
  - The Safety Story of Ocala/Marion County
  - Transportation Safety Infographic was presented (attached to this set of minutes on page 5)
- **Public and Partner Engagement**
  - Instrumental to Plan success
  - A great opportunity to bring the TPO board and community together to discuss safety
- **Safety Analysis**
  - Trends
  - Areas of Concern (hotspots)
  - System-wide Issues
- **Action Planning**
  - What will everyone do individually and collectively to improve safety in Marion County



- Commitments over the next 3-5 years
- **Timeframe of Plan Development**
  - Fall 2021 to Summer 2022
  - Formal launch in January 2022
  - At the TPO board meeting in October a more detailed scope of services would be presented for board review and approval

Mr. Balmes said that the Scope of Services was circulating within the technical partners (Federal Highway, Department of Transportation, and technical partners throughout the community) for feedback.

Chairwoman Stone said that the Safety Story of Ocala Marion County was most helpful document provided (for reference on page 5 of this set of minutes) and actually showed what can be done, cornerstones, and statistics that would be impacted. The public engagement would be instrumental to the plan and where the partnerships would be needed.

#### **Item 5. Florida Department of Transportation (FDOT) Office of Safety- Loren Bobo**

Loren Bobo, District Five Safety Administrator said over the last year or so FDOT had taken a new focus on safety and had spent decades working on improving safety on roadways and had some great accomplishments but numbers were just not going down. In Marion County in 2020 109 lives were lost and that was 109 family and friends that were impacted and 94% of the crashes contributing factors of human behavior (speeding, looking at phones, looking down for a second). Every approach taken was effective even if one life was saved.

Ms. Bobo said that Vision Zero was an important and exciting approach to help with safety and glad that Ocala Marion County is taking steps to improve community safety. Education and Engineering were two focal points for FDOT on both county and city roadways.

Ms. Bobo was excited about the opportunities that would be embarked upon and see the numbers move down to zero.

Mr. Balmes thanks Ms. Bobo for her time and joining the workshop and was looking forward to working with the Office of Safety.

#### **Item 6. Public Comment**

Councilwoman Hanchar asked if Hillsborough County had already completed a Safety Action Plan.

Mr. Balmes said that yes, Hillsborough had completed a Safety Action Plan two years ago and moved forward with implementation of further safety analysis in their community.

Councilwoman Hanchar inquired if there was anything that the TPO could use as a stepping stone to start the process.

Mr. Balmes said the consultant team had expertise in the area and had worked with other MPOs around the state and would bring a lot of diversity in their skill set.

**Item 7. Board Member Partnership Discussion**

Ms. Tracey Straub, Assistant Administrator for Marion County asked if Mr. Balmes could give examples of what Hillsborough or different communities did to make safety improvements.

Mr. Balmes said that Hillsborough had identified a series of streets through Complete Streets to help slow down traffic and looking at supporting venerable road users in the community. The consultant team had just completed work for Collier MPO and completed a local road safety plan. Through the process Ocala/Marion would look at focusing on the four corner stones and focus on the transportation network to identify areas that can use improvements.

Mr. Balmes encouraged attendees to brainstorm organizations that would need to be included in the planning process because the more partners the better. A community workshop would be planned early in the year 2022.

**Item 8. Adjournment**

The workshop was adjourned by Chairwoman Stone at 2:08pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



**TO: TPO Board Members**

**RE: Director Travel Reimbursement Approval**

---

TPO Director Rob Balmes travel reimbursement request for \$546.53. Per TPO Travel Policy and current U.S. General Services Administration (GSA) rates.

1. August 29 to September 3, 2021  
Florida American Planning Association Planning Conference  
Miami, FL

Travel Reimbursement Requested: \$428.83

*Conference Fee: \$395*  
*Hotel and Parking: \$553.50*  
*Grand Total: \$1,377.33*

2. October 8, 2021  
Central Florida MPO Alliance Meeting  
Orlando, FL

Travel Reimbursement Requested: \$117.70



**Aug. 31 – Sept. 3, 2021**

## **ANNOUNCEMENTS & LATEST NEWS**

### **Conference Scholarships Available for All Members!**

The APA Florida Chapter is offering all members an opportunity to enter for the chance to be awarded a \$400 conference scholarship.

The chapter has allotted \$800 per section to award to two (2) members \$400 each to reimburse conference expenses such as registration, travel, lodging, dining, etc. A random drawing will take place for each section to determine two scholarship recipients from their membership who apply. In the event that not enough applications are received from each section, all remaining applicants will be placed in a general pool and randomly drawn until all funding is disbursed. Selected recipients will be notified on July 20, 2021 and instructed on next steps to receive the scholarship.

**Please note: APA Florida will reimburse conference attendees by proof of receipt. No funds**

Form T1  
**MARION COUNTY**  
 VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES

PAYEE: Robert Balmes  
 EMPLOYEE ID #: 11612 ACCOUNT CODE: BR407549-540101  
 Department: TPO

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
8/31/2021	Ocala to Miami	FL APA Annual Conference	10:00 AM		306		\$17.45	Tolls
9/1/2021	Ocala to Miami	FL APA Annual Conference		\$28.00				
9/2/2021	Ocala to Miami	FL APA Annual Conference		\$28.00				
9/3/2021	Miami to Ocala	FL APA Annual Conference	10:15 AM		306		\$12.66	Tolls

I certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to official duties of Marion County; any meals or lodging included in a conference or convention registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and same conforms in every respect with the requirement of Section 112.061, Florida Statutes, and Marion County Travel Policy.

Payee Signature:   
 Date Prepared: 9/17/2021

Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowledge, the above travel was on official business of Marion County and was performed for the purposed(s) stated above.

Department Head Signature: \_\_\_\_\_  
 Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_  
 Administration Approved By: \_\_\_\_\_  
 Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_  
 Procurement Signature: \_\_\_\_\_  
 Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_


	612	# Miles		
	0.58	@ Per Mile		
\$56.00	\$354.96		\$30.11	TOTAL \$428.83
				\$441.07
Less Advance Received. _____				
Less Class "C" Travel Meals. _____				
<b>Net Amount Due</b>				<b>\$441.07</b>
Travel Advance				
Check # _____				
Check Date _____				

**CONTRACTOR TRAVEL FORM**

Contractor <u>Robert Balmes</u>	Contract or PO # _____	Contact Person <u>Robert Balmes</u>
Company <u>Ocala/Marion TPO</u>	Company's Address <u>2710 E. Silver Springs Blv</u>	Telephone No. <u>(352) 438-2631</u>
Residence (City) <u>Ocala, Florida</u>	_____	E-Mail Address <u>rob.balmes@marionfl.org</u>

DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION	PURPOSE OR REASON FOR TRAVEL (NAME OF CONFERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDENTAL EXPENSES	
								AMOUNT	TYPE
8/31/2021	Ocala to Miami	FL APA Annual Conference	10:00 AM			306		\$17.45	Tolls
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9/2/2021	Ocala to Miami	FL APA Annual Conference			\$28.00				
9/3/2021	Miami to Ocala	FL APA Annual Conference	10:15 AM			306		\$12.66	Tolls

**SIGNATURES**  
I hereby certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to my official duties of the agency or contract/PO; any meals or lodging included in a registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and conforms in every respect with the requirements of Section 112.061, Florida Statutes, Chapter 69I-42 F.A.C., Department of Banking and Finance Bureau of Auditing Handbook, Department of Transportation Disbursement Handbook and the terms of the contract.

CONTRACTOR:  DATE: 9/17/2021  
 JOB TITLE: TPO Director

Pursuant to Section (3)(a), Florida Statutes and the terms of the Contract, I hereby certify or affirm that to the best of my knowledge the above consultant was on official business for the State of Florida and the travel was performed for the purpose(s) stated above.

CONTRACTOR'S SUPERVISOR: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TYPED or printed NAME: \_\_\_\_\_  
 TITLE: \_\_\_\_\_

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES <u>612</u>	COLUMN TOTAL	SUMMARY TOTAL
	\$56.00	<u>1.56 x @ \$0.445 RB</u> \$272.34	\$30.11	<u>\$358.45</u>
<b>JUSTIFICATION/EXPLANATION</b> <u>\$342.72 RB.</u>				
<u>\$428.83 RB.</u>				
<b>OTHER PERSONNEL IN PARTY</b>				

## Instructions for Completing the Contractor Travel Form

**Contractor:** Name of the individual who performed travel.

**Contract or PO No.:** Number of the contract or Purchase Order on which work was performed.

**Company:** The consultant's company.

**Company's Address:** City where the consultant's company is located.

**Residence (City):** City where the consultant resides.

**Contact Person:** Person to notify for inquiries related to the travel voucher.

**Telephone No:** The telephone number of the contact person.

**E-Mail Address:** E-Mail address of the contact person.

**Date:** (MM/DD/YYYY) Dates of actual travel.

**Travel Performed From Point of Origin to Destination:** Departing location to the city or town of where business will commence. List each location. NO ABBREVIATIONS.

**Purpose or Reason for Travel:** Give reason for travel. Specify name of conference, convention, seminar, training, etc. NO ABBREVIATIONS and NO ACRONYMS

**Hour of Departure and Return:** Actual time of departure and return. Must state A.M or P.M

**Class A & B Meal Allowance:** Itemize daily using the appropriate meal allowance: \$6 for breakfast, \$11 for lunch, and \$19 dinner per F.S. 112.061. Deduct any meals included in a registration fee paid by DOT.

**Per Diem/Actual Lodging:** Itemize daily. For per diem use the rate of \$80 per day prorated on a quarterly basis. When calculating per diem Class A travel day starts at midnight and Class B travel day begins at the time of departure. For actual lodging use single occupancy rate including taxes.

**Map Mileage:** Point to point mileage calculated from the Official Department of Transportation map (in-state) available on the Internet at <http://www3.dot.state.fl.us/mileage>.

**Vicinity Mileage:** Mileage other than map mileage incurred within headquarters or destination.

**Incidental Expenses:** List the amount and the type of charge being charged (do not itemize daily).

**Column Total:** Total cost for class A & B meal allowance.

**Column Total:** Total cost for Per Diem/Actual Lodging.

**Total Miles:** Total of map and vicinity mileage at \$0.445 per mile.

**Column Total:** Total cost of incidental expenses.

**Summary Total:** Total cost to the Department of Transportation.

**Contractor:** Individual who performed the travel.

**Date:** Date the travel form was prepared.

**Job Title:** Job title of the traveler.

**Contractor's Supervisor:** Traveler's supervisor.

**Date:** Date the authorized official approved/signed the travel form.

**Typed or Printed Name:** Typed or printed name of the authorized official.

**Title:** Job title of the authorized official.

**Justification/Explanation:** Explain any unusual claims for reimbursement.

**Other Personnel in Party:** List the names of other personnel traveling with you.

### Meal Allowances and Travel Status are as follows:

Refer to Disbursement Handbook, Section 112.061, F.S. and Chapter 69I-42 F.A.C. and Department of Financial Services for complete instructions.

**CLASS A TRAVEL STATUS** - Continuous travel of 24 hours or more away from official headquarters.

**CLASS B TRAVEL STATUS** - Continuous travel of less than 24 hours requiring overnight absence from official headquarters.

### MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

**BREAKFAST** \$6.00 - When travel begins *before* 6 a.m. and extends *beyond* 8 a.m.

**LUNCH** \$11.00 - When travel *begins* before 12 noon and extends *beyond* 2 p.m.

**DINNER** \$19.00 - When travel *begins* before 6 p.m. and extends *beyond* 8 p.m., or when travel occurs during nighttime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)



## MEETING NOTICE

Please be advised that the next Central Florida MPO Alliance meeting will be held on:

**Date:** Friday, October 8, 2021 (IN-PERSON MEETING)  
**Time:** 10:00 a.m.  
**Location:** MetroPlan Orlando – David L. Grovdahl Board Room  
250 S. Orange Avenue, Suite 200  
Orlando, FL 32801

**PUBLIC ACCESS:** To join the meeting from your computer, tablet or smartphone, please use this link:  
<https://us02web.zoom.us/j/87024600342?pwd=R3lnZzNDd2hCbzRxYk1Ua3ZXbHNuQT09>  
Passcode: 031886

*The MetroPlan Orlando offices are open to the public for Board and Advisory Committee meetings. MetroPlan Orlando is following CDC guidelines for group gatherings to maintain safe physical distancing. Masks/face coverings are optional. Members of the public may participate in person, space permitting, or may access this meeting virtually via the Zoom link above, or by dialing in. The agenda packet for this meeting is available at [MetroPlanOrlando.org](http://MetroPlanOrlando.org) in the Calendar section.*

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## AGENDA

Thank you for silencing all electronic devices during the meeting.

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- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call/Confirmation of Quorum
- IV. Public Comment

People wishing to comment on action items in-person must complete a Speakers Introduction Card. If joining the meeting remotely, an electronic "[Speakers Introduction Card](#)" must be submitted. Instructions will be provided on unmuting audio and phone lines. The Chairperson will recognize speakers online and then those physically present. Each speaker, whether in person or remote, is limited to two minutes.



## V. Reports

Tab 1

### a. Delegation Reports

- Lake-Sumter MPO Report
- MetroPlan Orlando Report
- Ocala/Marion TPO Report
- Polk TPO Report
- Space Coast TPO Report
- River to Sea TPO Report

### b. FDOT District Reports

- District I
- District V
- Florida's Turnpike Enterprise

## VI. Action Items

### a. Previous Meeting Minutes

TAB 2

Minutes of the July 9, 2021, Central Florida MPO Alliance meeting are provided for information.

### b. 2022 Proposed Meeting Schedule

TAB 3

The 2022 proposed meeting schedule is provided for information and discussion.

### c. 2022 CFMPOA Officers

TAB 4

At the last meeting in each calendar year, members of the Central Florida MPO Alliance shall select one of its members as Chairperson, another member as Vice-Chairperson, and a third member as Secretary. These three officers shall serve a term of one year until their successors are selected.

## VII. Presentations

### a. Federal Lands Access Program (FLAP) Grant

Presenter(s): Mike Woods

### b. Project Update: SunTrax

Presenter(s): Ms. Carol Scott, Florida's Turnpike Enterprise

### c. Brightline Project Update

Presenter: Mr. Mike Cegelis, Brightline

## VIII. Public Comments

People wishing to comment on items of a general nature must complete a Speakers Introduction Card. If joining the meeting remotely, an electronic ["Speakers Introduction Card"](#) must be submitted. Instructions will be provided on how to unmute audio and phone lines. The Chairperson will recognize

speakers online and then those physically present. Each speaker, whether in person or remote, is limited to two minutes.

**IX. Member Comments**

- X. Next meeting – February 11, 2022 *(Subject to Change)*  
MetroPlan Orlando  
250 S. Orange Avenue, Suite 200  
Orlando, FL 32801

**XI. Adjournment**

*Persons who require translation services, which are provided at no cost, should contact **MetroPlan Orlando at (407) 481-5672 x307** or by email at [jsmith@metroplanorlando.org](mailto:jsmith@metroplanorlando.org) at least three business days prior to the event.*

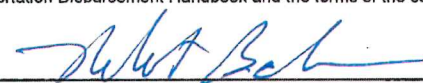
*As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.*

**CONTRACTOR TRAVEL FORM**

Contractor <u>Robert Balmes</u>	Contract or PO # _____	Contact Person <u>Robert Balmes</u>
Company <u>Ocala/Marion TPO</u>	Company's Address <u>2710 E. Silver Springs Blv</u>	Telephone No. <u>(352) 438-2631</u>
Residence (City) <u>Ocala, Florida</u>		E-Mail Address <u>rob.balmes@marionfl.org</u>

DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION	PURPOSE OR REASON FOR TRAVEL (NAME OF CONFERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDENTAL EXPENSES	
								AMOUNT	TYPE
10/8/2021	Ocala to Orlando	Central FL Alliance Meeting	8:00 AM			81		\$4.99	Tolls
10/8/2021	Orlando to Ocala	Central FL Alliance Meeting	12:30 PM		\$17.00	81		\$4.99	Tolls

**SIGNATURES**  
I hereby certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to my official duties of the agency or contract/PO; any meals or lodging included in a registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and conforms in every respect with the requirements of Section 112.061, Florida Statutes, Chapter 69I-42 F.A.C., Department of Banking and Finance Bureau of Auditing Handbook, Department of Transportation Disbursement Handbook and the terms of the contract.

CONTRACTOR:  DATE: 10/11/2021

JOB TITLE: TPO Director

Pursuant to Section (3)(a), Florida Statutes and the terms of the Contract, I hereby certify or affirm that to the best of my knowledge the above consultant was on official business for the State of Florida and the travel was performed for the purpose(s) stated above.

CONTRACTOR'S SUPERVISOR: \_\_\_\_\_ DATE: \_\_\_\_\_

TYPED or printed NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES <u>162</u>	COLUMN TOTAL	SUMMARY TOTAL
	\$17.00	X @ \$0.45 <u>.56</u> \$72.09 <u>RB</u>	\$9.98	<del>\$99.07</del> <u>\$90.72 RB</u> <u>\$117.70 RB</u>
<b>JUSTIFICATION/EXPLANATION</b> <u><del>\$92.96 RB</del></u> <u>\$117.70 RB</u>				
<b>OTHER PERSONNEL IN PARTY</b>				

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**Typed or Printed Name:** Typed or printed name of the authorized official.

**Title:** Job title of the authorized official.

**Justification/Explanation:** Explain any unusual claims for reimbursement.

**Other Personnel in Party:** List the names of other personnel traveling with you.

### Meal Allowances and Travel Status are as follows:

Refer to Disbursement Handbook, Section 112.061, F.S. and Chapter 69I-42 F.A.C. and Department of Financial Services for complete instructions.

**CLASS A TRAVEL STATUS** - Continuous travel of 24 hours or more away from official headquarters.

**CLASS B TRAVEL STATUS** - Continuous travel of less than 24 hours requiring overnight absence from official headquarters.

### MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

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**LUNCH** \$11.00 - When travel *begins* before 12 noon and extends *beyond* 2 p.m.

**DINNER** \$19.00 - When travel *begins* before 6 p.m. and extends *beyond* 8 p.m., or when travel occurs during nighttime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)

Form T1  
**MARION COUNTY**  
 VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES

PAYEE: Robert Balmes  
 EMPLOYEE ID #: 11612 ACCOUNT CODE: BR408549-540101  
 Department: TPO

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
10/8/2021	Ocala to Orlando	Central FL MPO Alliance	8:00 AM		81		\$4.99	Tolls
10/8/2021	Orlando to Ocala	Central FL MPO Alliance	12:30 PM	\$17.00	81		\$4.99	Tolls

I certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to official duties of Marion County; any meals or lodging included in a conference or convention registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and same conforms in every respect with the requirement of Section 112.061, Florida Statutes, and Marion County Travel Policy.

	162	# Miles	
	0.58 1.56	@ Per Mile	
\$17.00	<del>\$93.96</del>		\$9.98
			TOTAL \$120.94

Payee Signature:   
 Date Prepared: 10/11/2021

Less Advance Received. \$90.72 R.B. R.B. \$117.70  
 Less Class "C" Travel Meals. R.B. \$117.70  
**Net Amount Due** \$120.94

Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowledge, the above travel was on official business of Marion County and was performed for the purposed(s) stated above.

Department Head Signature: \_\_\_\_\_  
 Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_  
 Administration Approved By: \_\_\_\_\_  
 Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_  
 Procurement Signature: \_\_\_\_\_  
 Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Travel Advance

Check # \_\_\_\_\_  
 Check Date \_\_\_\_\_



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Florida Department of Transportation (FDOT), District 5  
Tentative Five-Year Work Program Update**

---

**Summary**

Anna Taylor, Government Liaison Administrator FDOT District 5, will provide an update on the Tentative Five-Year Work Program and Public Hearing process, which takes place from October 25 to October 29, 2021.

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



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Florida Department of Transportation (FDOT), District 5  
Office of Safety**

---

**Summary**

Loreen Bobo, Safety Administrator FDOT District 5, will provide a presentation on the topic of transportation safety and the recently formed Office of Safety in DeLand.

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



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Congestion Management Plan Final Draft**

---

**Summary**

As you are fully aware, the TPO has been undertaking a major update to the Congestion Management Process (CMP). A presentation was provided to the Board in August for the draft Congestion Management Plan document. The TPO provided a 30-day open comment period for submission of feedback regarding the draft document from August 3 to September 10. A summary of the comments received is included with this memo, along with TPO responses.

Based on feedback received and a further review conducted of the draft document by staff, a final draft version has been completed and included with this memo.

**Attachment(s)**

- Draft CMP Comments Summary
- CMP Presentation
- Final Draft Congestion Management Plan

**Committee Recommendation(s)**

The Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) approved the final draft version of the Congestion Management Plan on October 12, 2021.

**Action Requested**

Approve Congestion Management Plan.

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



## Draft CMP Comments Summary

### Public Comments (7)

- I experience excessive traffic delays heading south out of Ocala on **SW 27th Ave (475A)**. In the late afternoon on weekdays, backup typically extends nearly to the Westbury entrance gate. The backup clears at the traffic light at 66th St. Perhaps an adjustment of that signal timing could alleviate this problem. **TPO Response: CR 484 from CR 475A to CR 475 has been identified in the CMP for future congestion study and mitigation strategies.**
- The biggest problem in Marion County is drivers not knowing how to drive on multi-lane highways. You can have 12 lane highways and if people are lined up across all lanes driving below the speed limit it creates congestion and multi-lane changes for frustrated drivers. Educating senior drivers especially would help immensely. I have witnessed seniors driving in front of emergency vehicles and not yielding. This is very dangerous. **TPO Response: Comment discussed with citizen, and he was asked to participate in the Safety Action Plan.**
- I wanted to look at the map posted, but I'm unable to pull it up on my phone. The one area that I run into daily that is congested no matter what is **SE 25th Ave and SE Ft. King St**. The turn arrows don't stay green long enough, and when turning on to Ft. King if there are trucks in opposite turn lanes you can't see around them or over them. There is going to be a fatal wreck there one day. PLEASE do something to mitigate the hazard. **TPO Response: Comment was shared with City of Ocala Engineering for their awareness, including citizen contact information.**
- Please, please, please, consider resurfacing **NE 42nd Place**. Due to the upcoming new Armstrong Homes subdivision approved by the Commissioners on 36th Ave. & 35th Street, the amount of traffic is going to be increased dramatically due to mandates to "tie in" for emergency vehicles. The west half of 42nd Place is like driving on the moon, & you have to avoid the potholes (which are full depth down to the limerock layer) by driving the road like you have a "Clown Car". Patching no longer works!! **TPO Response: Comment was passed on to Marion County MSTU, including citizen contact information.**
- On Hwy 41, North of Dunnellon, the intersections at **Hwy 40 and SW 99th PI (Winn Dixie) both need a turn signal** at their lights. This would be for people traveling South and making a left turn. When the traffic is heavy, sometimes there is no opportunity to turn when the lights are green. **TPO Response: Comment was shared with City of Dunnellon. This segment of US 41 is programmed for widening with project letting estimated July 2023. Comment will also be shared with FDOT project team through TAC.**

- I live on the southwest side of Ocala near Liberty middle school and Hammett Bowen Elementary school. This area has outgrown its current infrastructure in and around the schools. Causing major delays and traffic jams and yes sometimes accidents. Is there something that can be done to improve the congestion in this area. Specifically **95th street and 49th Avenue area** to and around the waterway subdivisions. **TPO Response: Comment shared with TAC and County staff.**
- We need a road going **north and south on the right side of I-75 for local traffic.** We have **475 on the left side of I-75** but none on the right side. Especially if you talking about doing all the construction in the SW. 475 cannot handle any more traffic as it is 2 lane road. A lot of the traffic that going to Marion oaks and west causes all the back up at I-75. It a mess all morning, afternoon and evenings. You can see people driving through store parking lots trying to get by the stop lights. **TPO Response: Comment documented as part of general awareness of the overall need for greater north-south transportation mobility west of I-75.**

#### **Board Comments (2) on congested corridors**

- **SR 464/SE 17th Avenue** corridor and at the **SE 25th intersection** needs to be assessed. Stacking and turning issues. Often takes more than one light cycle to turn at 25th.
- **CR 475A at CR 484 and CR 475A at SW 66th** – turning issues and stacking on 475A from intersection at CR 484 and at SW 66th.

**TPO Response: CR 484 from CR 475A to CR 475 and the SR 464/SE 17th at SE 25th have both been identified for future congestion study and mitigation strategies in the CMP. Both are areas of concern requiring future project solutions.**

#### **TAC Comments (2) from meeting on August 10**

- Figure 17 – provide further explanation regarding the tiers of congestion by year. (extreme and congested corridors). For example, if a corridor is extremely congested in 2026, what was it in 2021? If a corridor is identified as congested in 2021 still just congested in 2026, etc. Clarifying language to help general understanding by the public.
- LOS Table additions
  - Add functional classification per corridor segment
  - Add FDOT Classes – I and II for state signalized arterials.

**TPO Response: These comments were addressed in final draft document.**

# Congestion Management Plan (CMP)

**Final  
Draft**

**TPO Board Meeting**

October 26, 2021



# CMP Update Timeline 2021

**TPO Board  
Adoption:  
10/26**

CMP



**2/9**

**Kick-Off**

**3/31**

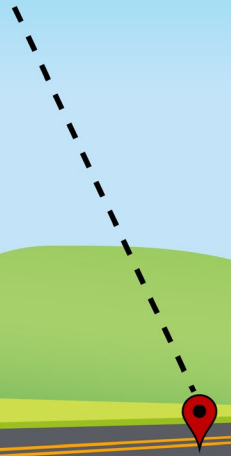
**SURVEY**

**6/22**

**UPDATE**

**8/24**

**DRAFT**



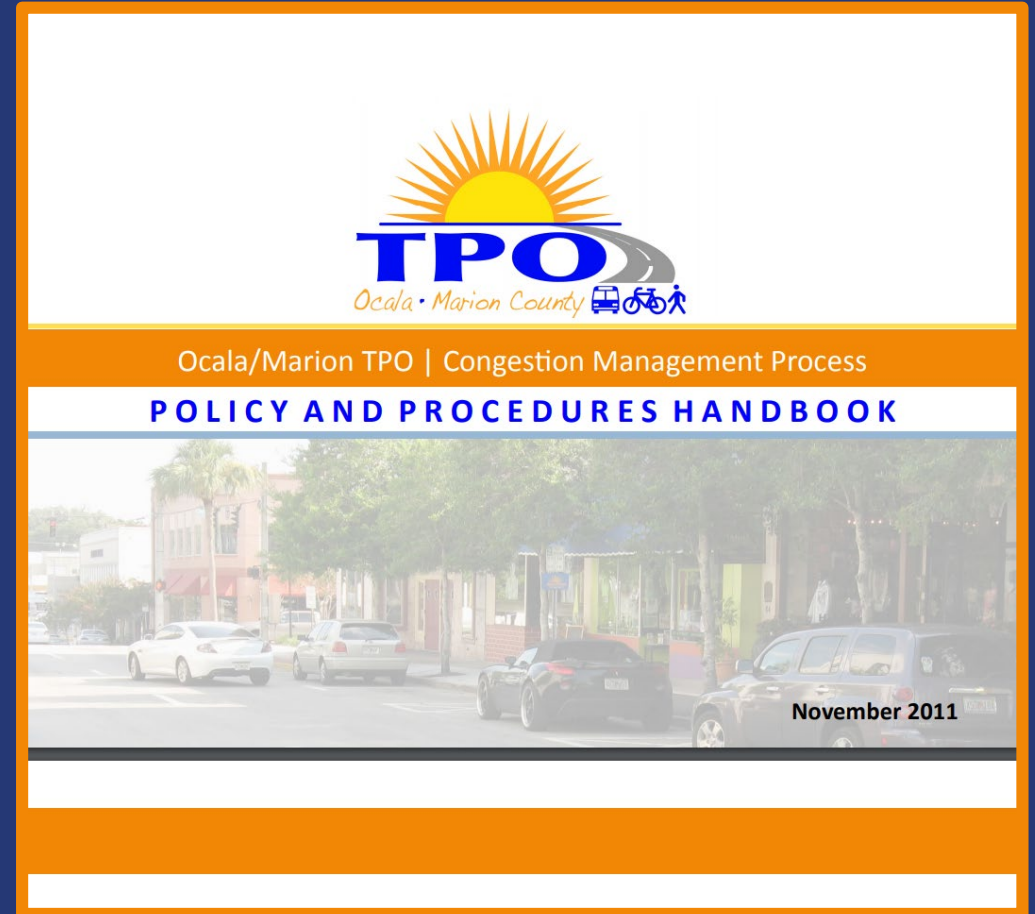
# Overview

**A Systematic  
Approach for  
identifying and managing congestion  
on the Major Roadway Network in  
Marion County (State and Local)**



# MOST RECENT UPDATE

- TPO's Last Update to CMP was in 2011
  - Policy Procedures
  - State of the System Reports



# PURPOSE

- Meet State Requirements
  - FL Statute 339.175
- When TPO becomes TMA (Transportation Management Area), post 2020 Census, a CMP is required to meet 23 C.F.R\* 450

\* CFR = Code Federal Regulation



# Ocala Marion CMP

## Update Every 5 Years

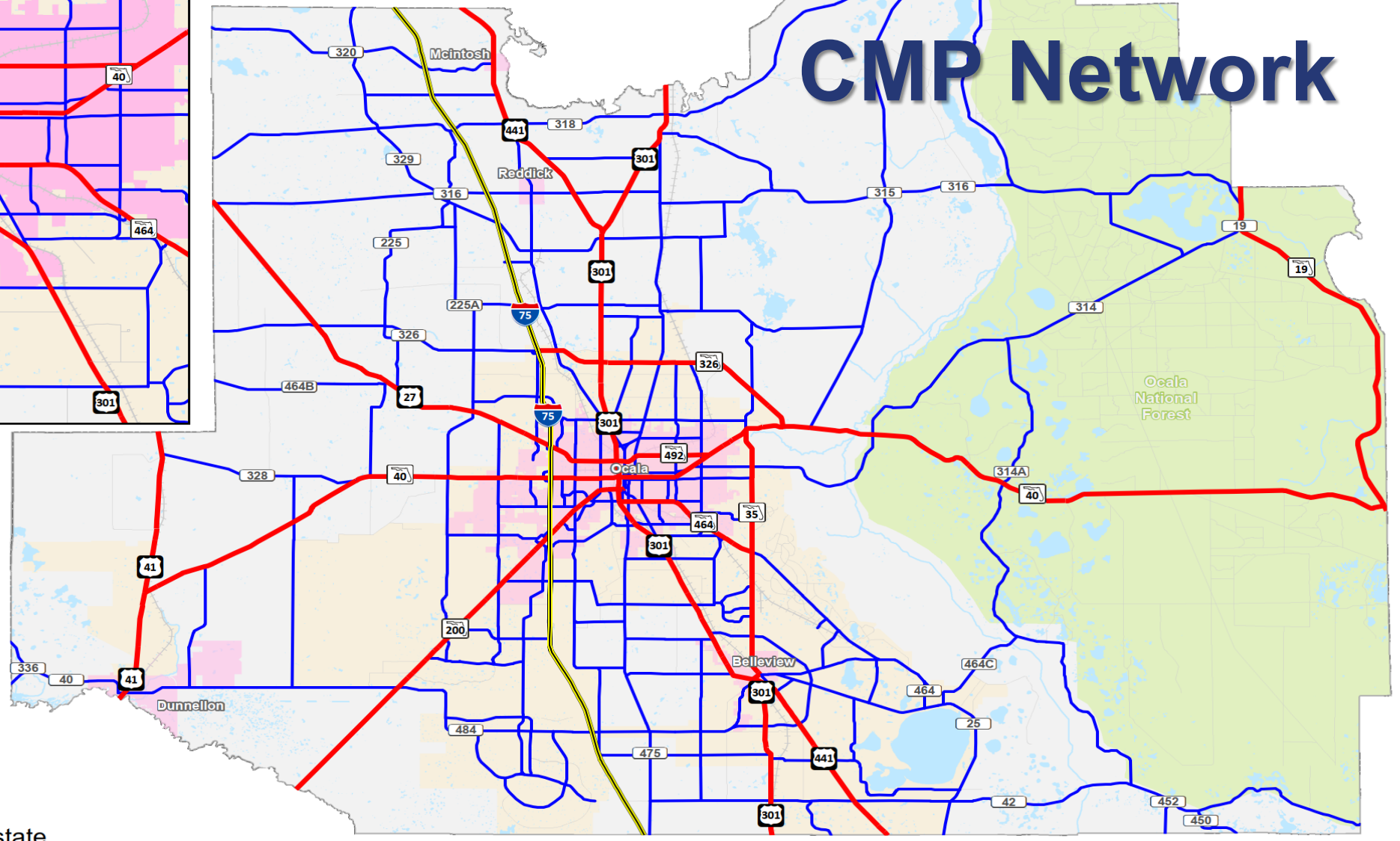
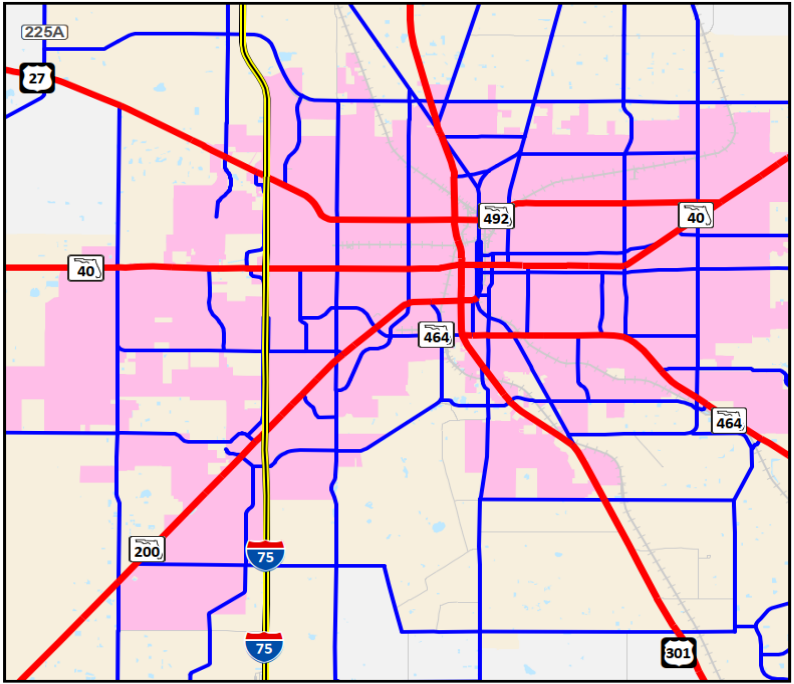
- 1 Develop Regional Objectives
- 2 Define CMP Network
- 3 Develop Multimodal Performance Measures

## Frequent Updates






- 4 Collect Data/Monitor System Performance
- 5 Analyze Congestion Problems and Needs
- 6 Identify and Assess Strategies
- 7 Program and Implement Strategies
- 8 Evaluate Strategy Effectiveness



# CMP Network

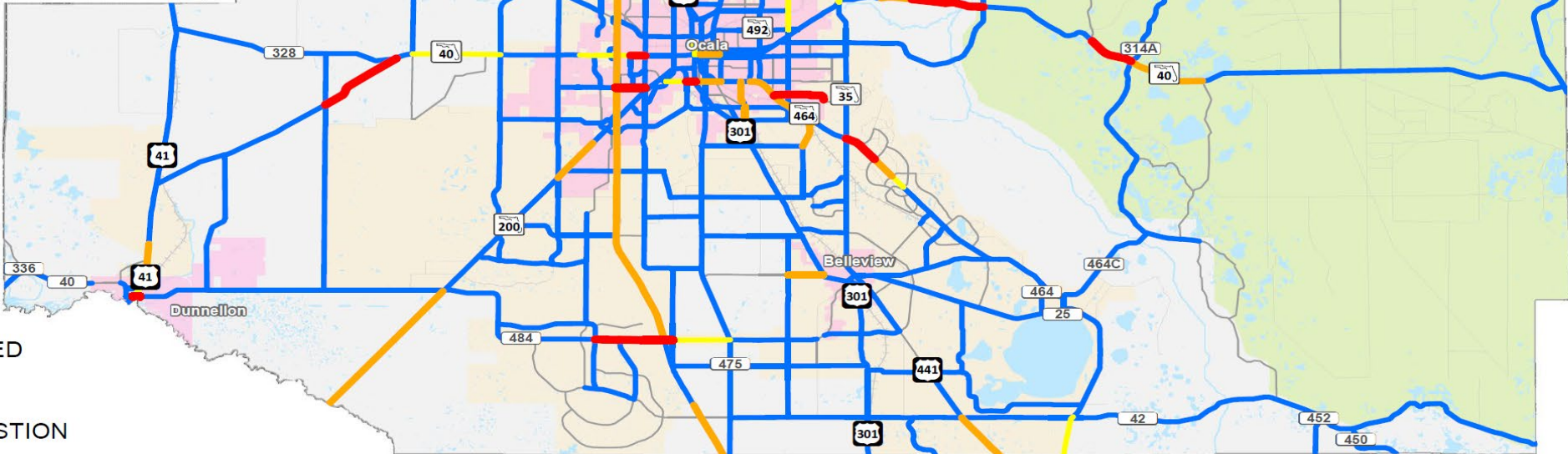
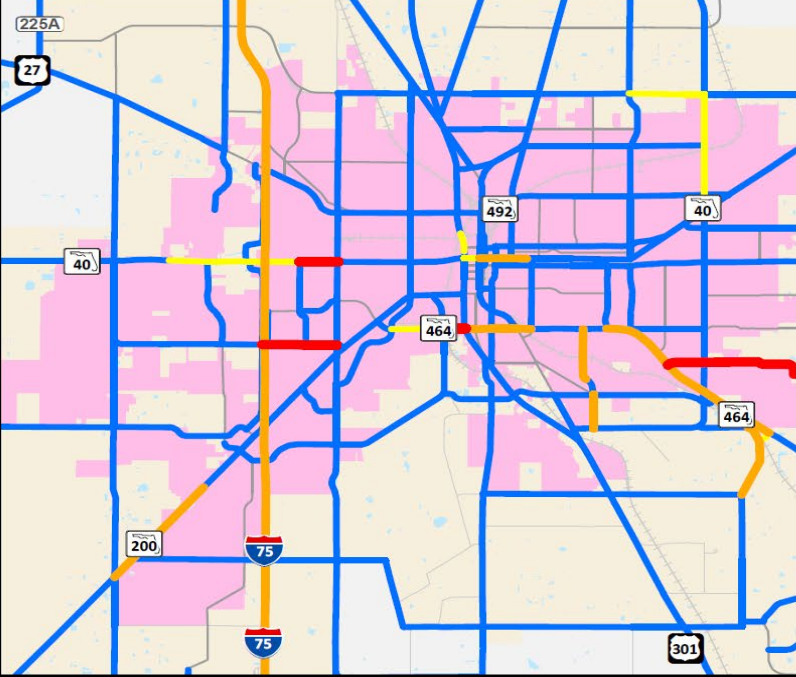


## Marion County CMP Network








-  NHS Interstate
-  NHS Non-Interstate
-  Other CMP Network Roadways
-  City Boundaries
-  Urban Area Boundary



# Congested Corridors



### Marion County Congested Corridors

-  EXTREMELY CONGESTED
-  CONGESTED
-  APPROACHING CONGESTION
-  NOT CONGESTED
-  Not Counted
-  City Boundaries
-  Urban Area Boundary



# Public Comments

---

- SW 27th/CR 475A
  - Safety and driver behavior
  - SE 25th at Fort King, SE 17th
  - US 41/SW 99th PL
  - 95th St/SW 49th
  - N/S Mobility, west of I-75
-

# Board Comments

---

- SE 17th/SR 464 Corridor
- SE 17th/SR 464 at SE 25th
- CR 475A at CR 484 and at SW 66th

# Next Steps

---

- Ongoing Monitoring
  - Online Interactive CMP Map
  - Online CMP Story Map
  - Integration of CMP in the LOPP
  - State of System Updates (2-3 years)
-

---

Questions or Comments?

Request for TPO Board Adoption

---

OCALA MARION TPO

# Congestion Management Plan

## Congestion Management Process and State of the System Report



RESOLUTION OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION (TPO) ADOPTING THE  
2021 CONGESTION MANAGEMENT PLAN (CMP)

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, Florida State Statutes [F.S. 339.175 (6)(c)(1)] requires all MPO's in Florida to develop and maintain a congestion management system for the metropolitan area and cooperate with the Florida Department of Transportation (FDOT) in the development of all other transportation management systems required by state and federal law; and

WHEREAS, a Congestion Management Process is a management system and process conducted by the Ocala/Marion TPO to improve safety and reliability of traffic operations by providing strategies to reduce travel demand on the roadway network or providing improvements to the overall transportation network of Ocala/Marion County; and

WHEREAS, The 2021 Congestion Management Plan was approved by the Ocala/Marion County Transportation Planning Organization on October 26, 2021.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the 2021 Congestion Management Plan (CMP) to guide future transportation planning efforts to mitigate congestion and congestion related impacts to the transportation system of Ocala/Marion County.

CERTIFICATE

The undersigned duly qualified and acting Chair 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 October 2021.

By: \_\_\_\_\_  
Michelle Stone, TPO Chair

\_\_\_\_\_  
Rob Balmes, TPO Director





Prepared For:

Prepared By:



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Appendix F: Congestion Management Plan Public Survey Results Summary

# Chapter 1

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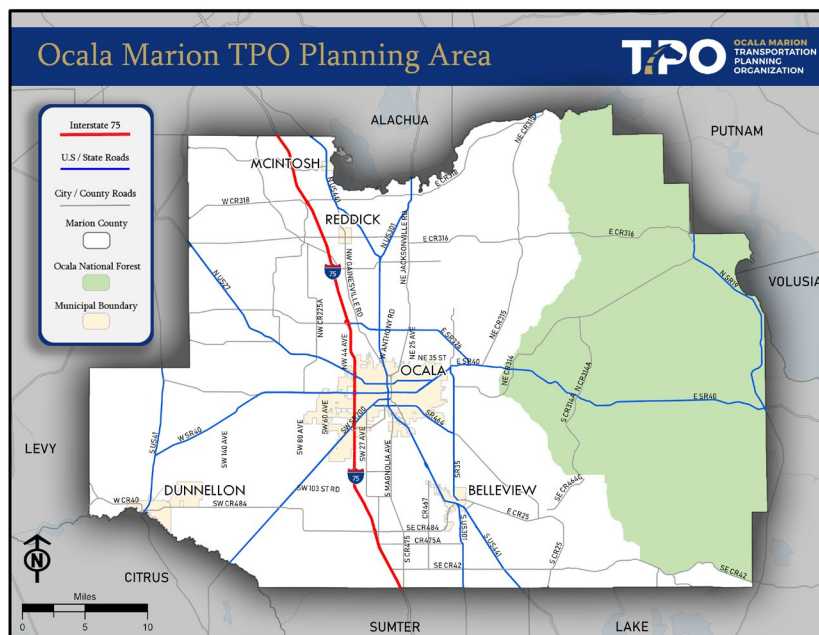
# Introduction



# Introduction

The Ocala Marion Transportation Planning Organization (TPO) is a federally-mandated public agency responsible for the planning and implementation of transportation projects, 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. **Figure 1** illustrates TPO planning area which includes all of Marion County.

Figure 1: Ocala Marion TPO Planning Area



The Congestion Management Process (CMP) is a management system and process conducted by the Ocala Marion TPO to improve safety and reliability of traffic operations by providing strategies to reduce travel demand on the roadway network or providing improvements to the overall transportation network.

Per the Federal Highway Administration (FHWA), the CMP is, “a systematic approach collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.”

The Ocala Marion TPO is required by Florida Law (Florida Statutes 339.175) to develop a CMP as part of its routine planning efforts. This Congestion Management Plan outlines the Policies and Procedures to address federal and state requirements and documents the State of the System Report for 2021. The Plan serves as a major update to the previously adopted Policy and Procedures Handbook and State of System Report adopted by the TPO in 2011.

Federal guidance includes an Eight-Step Congestion Management Process. These eight steps guide the contents of this document and are described at length in Chapter 2. Chapter 3 summarizes the State of the System for the Congestion Management Process network. The following provides a summary of the Congestion Management Plan contents.



## CHAPTER 2 - CMP POLICY AND PROCEDURES

The implementation of the Federal Eight-Step Congestion Management Process requirements is described in Chapter 2 which is broken up into the sections described below.

**Goals and Objectives:** A series of CMP goals are developed to guide the process of monitoring congestion and improving the mobility of persons and goods in Marion County. The CMP goals will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation.

**Network Identification:** The geographic area of application and the transportation network for the Ocala Marion TPO CMP is described.

**Development of Performance Measures:** Identifying the performance measures to monitor the effectiveness of the transportation system in the CMP.

**System Performance Monitoring Plan:** The development of an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected.

**Congested Corridor Selection and CMP Strategies:** A summary of the implementation and management of the CMP strategies, including the process for selecting congested corridors for review and future projects for implementation.

**Monitor Strategy Effectiveness:** Describing provisions to monitor the performance of strategies implemented to address congestion to help determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.



## CHAPTER 3 - STATE OF THE SYSTEM REPORT

The purpose of State of the System Report is to report the performance of the transportation system in the TPO's planning area, and identify congested corridors. This chapter provides analysis of the major corridors within the TPO's planning area and is presented in the following sections:

**System Performance and Trends:** A summary of the overall system performance and trends relative to the performance measures identified in Chapter 2.

**Congested Corridors:** Identifies congested corridors within Marion County in 2021 and 2026.

## CHAPTER 4 - CONGESTED CORRIDOR EVALUATION

The Congested Corridor Evaluation chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed in Chapter 3. Roadways that are congested today or forecasted to be congested in five years are considered. Corridors are identified as being “not congested,” “approaching congestion or minimally congested,” or “extremely congested”.

**Not Congested (currently or in five years with improvements):** Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

**Approaching Congestion:** Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

**Congested:** Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway’s capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

**Extremely Congested:** Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.

## Chapter 2

---

# CMP Policy and Procedures



# CMP Policy and Procedures

## CMP OVERVIEW

The CMP is intended to provide benefit to the public by improving travel conditions with approaches that often may be implemented more quickly or at a lower cost than many capacity improvements such as adding travel lanes or creating new travel corridors. Longer-term solutions are also identified in the CMP with the intention that they will be considered in the TPO's Long Range Transportation Plan (LRTP), which is a document that plans for at least 20 years in the future.

A Transportation Management Area (TMA) is required to develop and implement a CMP as a part of the metropolitan planning process. A TMA is an urbanized area (UZA) with a population that exceeds 200,000 people, or any area where designation as a TMA has been requested. The area covered by the Ocala Marion TPO does not meet the criteria but has developed this CMP "to provide the information needed to make informed decisions regarding the proper allocation of transportation resources" as required by Florida law. It is anticipated that following the designation of Metropolitan Areas using the 2020 Census that portions of the Ocala Marion TPO and Lake~Sumter MPO planning areas will receive TMA designation.

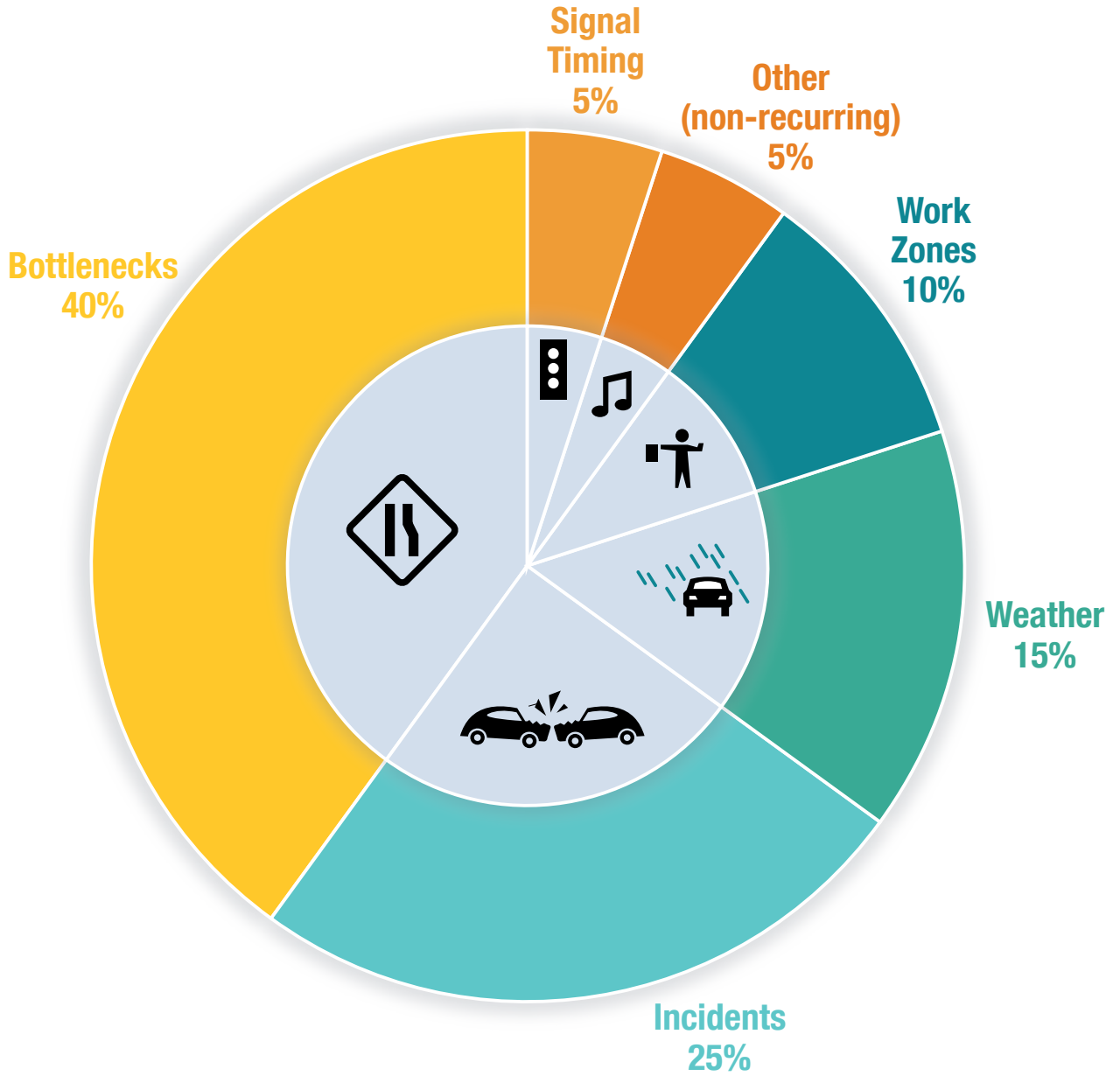
## Causes of Congestion

Congestion impacts nearly all aspects of a transportation system, which affects most of a community's residents and visitors. A study by FHWA identified six primary causes of congestion as is described below and depicted in **Figure 2**. This CMP uses these national data, which suggests that local causes are likely to be similar, with bottlenecks and traffic incidents typically being the top two causes of congestion.

- **Bottlenecks** often occur where roadways narrow or where vehicles stack up (often at traffic signals). These are most frequent source of congestion and characteristically cause a roadway to operate below its adopted level of service standards.
- **Traffic incidents** includes crashes, stalled vehicles, debris on the road, etc. Comprising 25% of congestion issues.
- **Poor weather** cannot be influenced by any agency.
- **Work zones** account for 10% of congestion causes and is attributed primarily to activities involved with network construction and maintenance.
- **Signal timing** may cause congestion when the operations of the signal are not timed appropriately for the volume of traffic.
- **Nonrecurring events** are considered those events that do not occur on a regular basis such as weekday rush hour. Events such as sporting events or concerts may cause unusually high traffic volumes and changes in traffic patterns in locations that typically do not experience them.

As shown in **Figure 2**, bottlenecks are the largest cause of congestion nationally, followed by traffic incidents and bad weather. Bad weather cannot be controlled, but policies and improvements can be implemented to control traffic incidents and bottlenecks.

Figure 2: FHWA Causes of Congestion



Source: FHWA

# FEDERAL REQUIREMENTS

The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21st Century (TEA-21). The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) passed into law in August 2005.

The requirements were further evolved under Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012. The Fixing America's Surface Transportation (FAST) Act of 2015 sustained these requirements and provides the guidelines and subsequent rule-making for this document. Additional information related to federal regulations related to congestion management can be found in Appendix E.

## National Goals

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 accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and 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;
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; and
10. Enhance travel and tourism.

## Federal Eight-Step Process

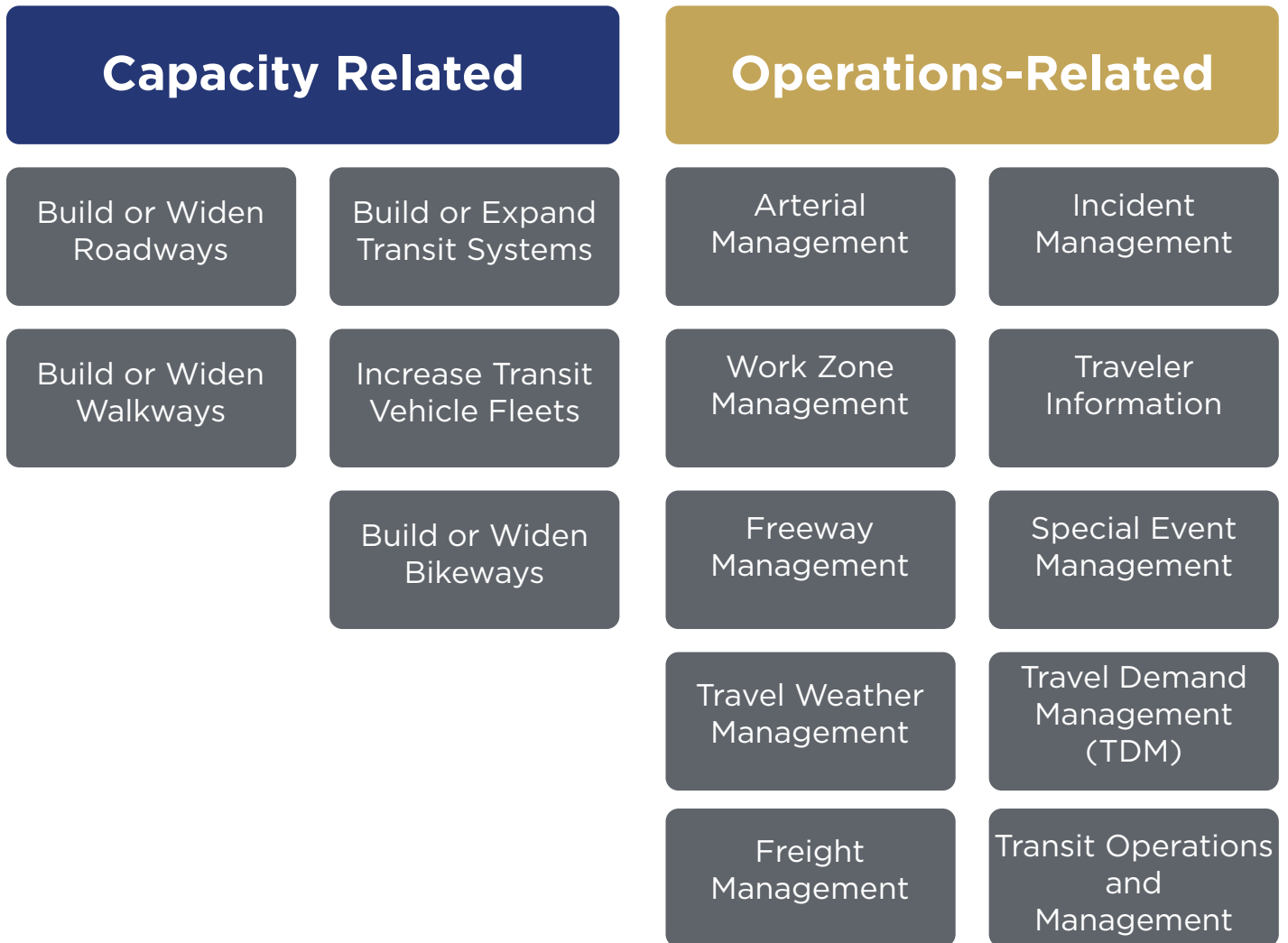
Eight distinct actions are identified by the Federal Highway Administration as the primary elements of a successful CMP. These actions provide a clear sequence of activities to provide a robust and thorough CMP. **Figure 3** illustrates the Federal Eight-Step Congestion Management Process.

Figure 3: Federal Eight-Step Congestion Management Process



**Figure 4** lists strategies for travel time reliability which relate to and may be used in addressing congestion management.

*Figure 4: Capacity and Operations Strategies for Travel Time Reliability*

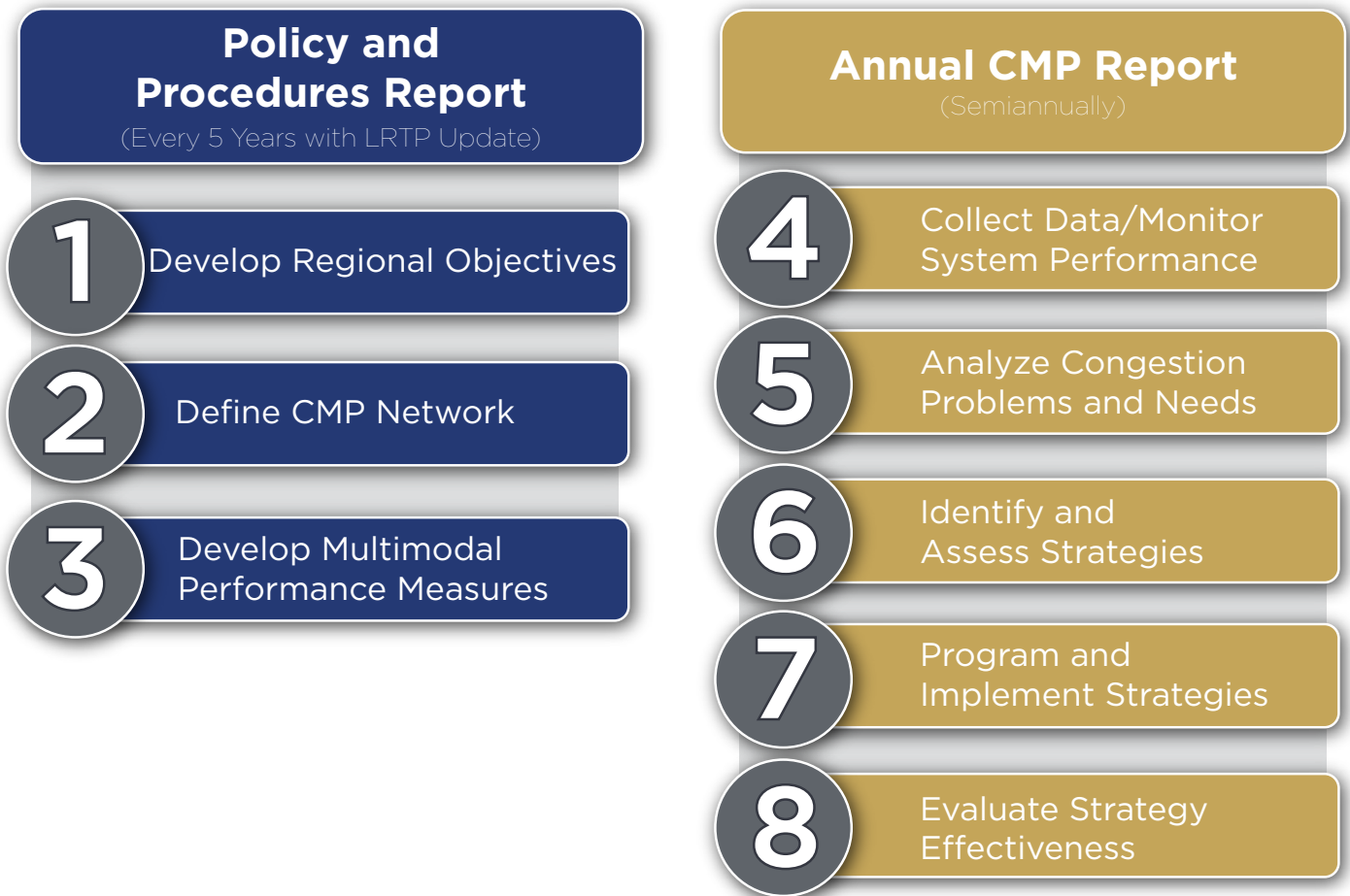


# Ocala Marion TPO Eight-Step Congestion Management Process

This section documents the revised Congestion Management Process for the Ocala Marion TPO that will be used to address the Federal requirements and unique local needs and opportunities of the communities in Marion County. This process closely matches the Federal Eight-Step Process and includes additional detail in specific sections where appropriate.

**Figure 5** demonstrates the Eight-Step Process that will be used by the TPO. As noted, the first three steps will typically be updated concurrent with each update of the LRTP which takes place every five years along with guidance on how Steps 4 to 8 will be implemented. Steps 4 to 8 will potentially be updated every two to three years. The remainder of this section details the eight steps and how they will be implemented.

Figure 5: Ocala Marion TPO's Approach to the Federal Eight-Step Process





## CMP In the Metropolitan Planning Process

The CMP is a dynamic tool integrated into the steps the TPO will take when prioritizing projects in general and in the LRTP and TIP. The plan is objective-driven and performance-based, generating a strong evaluation process that leads to implementing appropriate and effective strategies.

Potential mitigation efforts, as identified in the CMP move into project development and into TIP programming for funding and implementation. Those projects that are executed are closely monitored to evaluate the effectiveness locally and regionally. In Marion County, CMP projects could be funded using boxed funds identified in the LRTP along with other local revenues. Funding the projects in this manner would enable the TPO to regularly add those of the highest priority and to expand funding levels as necessary to address local needs.

### *CMP Coordination with List of Priority Projects (LOPP) Process and Local Programs*

As part of the CMP, the Ocala Marion TPO will identify and use information about congested corridors to support the annual List of Priority Projects (LOPP) process, which is done annually by the TPO in collaboration with local governments in Marion County. Additionally, the CMP information will help support programming of local capital projects. By coordinating the identification of congested corridors with the programming of capital spending, it is anticipated that operational and system improvements will address congestion in the near-term, delaying the need for additional travel lanes. This will decrease the overall cost of implementing transportation solutions included later in this report.

Coordination with local government may also occur during the development of the initial Level of Service (LOS) evaluations. Coordination occurs again when the final LOS evaluations are produced, to identify longer-term congestion mitigation projects via Capital Improvements Plan (CIP) update. Action 6 of the CMP process will identify long-term recommendations would be made available for local government use.



## *Public Involvement Process*

The purpose of CMP public involvement activities is to provide the public with information about congestion monitoring activities in place in Marion County and planned congestion-mitigation strategies. The continuing goal is to develop congested corridors and alternative transportation improvement strategies to alleviate congestion and enhance the mobility of persons and goods.

Federal regulations warrant involvement of the public during key stages of transportation projects. As such, the Ocala Marion TPO will involve the public in key stages of transportation improvement projects within and beyond the CMP. Without the actively engaging the community, lack of public support and awareness may adversely impact the success of any potential transportation project. This outreach to the public includes developing and implementing a survey to gather congestion and safety related concerns from the public.



Proposed CMP improvement projects/strategies will be presented to the citizens of Marion County through the TPO's regular planning process. The CMP public involvement process includes various activities to inform the public and gather input and is integrated with activities conducted throughout the LRTP planning process.

Key elements of the CMP public involvement process include the following:

- Meetings with the Technical Advisory Committee (TAC)
- Meetings with the Citizens Advisory Committee (CAC)
- Presentations to TPO Board
- Information dissemination through various TPO public involvement opportunities such as postings to the website and newsletters

Other stakeholders may be included with the TAC as warranted. These stakeholders may include and are not limited to local law enforcement agencies, goods movement representatives, community traffic safety teams (CTST), etc. These additional members would generally serve on an ad hoc basis to address specific issues.

## *CMP Actions/Recommendations*

A set of CMP Actions/Recommendations to enhance the TPO planning process are included in Appendix E.

# CMP GOALS AND OBJECTIVES

A series of CMP goals are developed to guide the process of monitoring congestion and improving the mobility of persons and goods in Marion County. These were compiled based on the relevant goals and objectives established in the Ocala Marion TPO 2045 LRTP as well as CMP goals used by other communities in Florida and other states that would also be appropriate for Marion County.

The goals and objectives as established by the 2045 LRTP are presented below and were used as Guiding Principles for the development of the CMP Goals.

## Ocala Marion TPO 2045 LRTP Goals and Objectives

### **Goal 1: Promote Travel Choices that are Multimodal and Accessible**

**Objective 1.1:** Increase transit ridership by providing more frequent and convenient service

**Objective 1.2:** Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county

**Objective 1.3:** Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population

**Objective 1.4:** Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability

### **Goal 2: Provide Efficient Transportation that Promotes Economic Development**

**Objective 2.1:** Improve access to and from areas identified for employment development and growth

**Objective 2.2:** Foster greater economic competitiveness through enhanced, efficient movement of freight

**Objective 2.3:** Address mobility needs and reduce the roadway congestion impacts of economic growth

### **Goal 3: Focus on Improving Safety and Security of the Transportation System**

**Objective 3.1:** Provide safe access to and from schools

**Objective 3.2:** Increase the accessibility and mobility of people and freight within the region and to other areas

**Objective 3.3:** Improve security by enhancing the evacuation route network for natural events and protecting access to military asset

**Objective 3.4:** Reduce the number of fatal and severe injury crashes for all users

## **Goal 4: Ensure the Transportation System Meets the Needs of the Community**

**Objective 4.1:** Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations

**Objective 4.2:** Support community education and involvement in transportation planning

**Objective 4.3:** Coordinate with local government to consider local land use plans when identifying future transportation projects

**Objective 4.4:** Collaborate with various agencies including FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel to create strategies for developing a multimodal transportation system

## **Goal 5: Protect Natural Resources and Create Quality Places**

**Objective 5.1:** Limit impacts to existing natural resources, such as parks, preserves, and protected lands

**Objective 5.2:** Avoid or minimize negative impacts of projects and disruption to residential neighborhoods

**Objective 5.3:** Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events

**Objective 5.4:** Enhance access to tourist destinations, such as trails, parks and downtowns

## **Goal 6: Optimize and Preserve Existing Infrastructure**

**Objective 6.1:** Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies

**Objective 6.2:** Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use

**Objective 6.3:** Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades

**Objective 6.4:** Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network

**Objective 6.5:** Improve the reliability of the transportation system through operational and incident management strategies

## CMP GOALS

The following CMP goals will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation. The CMP goals are consistent with the LRTP goals and will be evaluated with each update to the CMP.

### Goal 1: Monitor System Performance

### Goal 2: Improve Safety

### Goal 3: Congestion Reduction

### Goal 4: Engage the Public

### Goal 5: System Preservation

## NETWORK IDENTIFICATION

This section of the CMP presents an overview of the geographic area of application and the transportation network.

### Area of Application

The CMP application area is inclusive of the Ocala Marion TPO metropolitan planning area and includes the multimodal transportation system being evaluated and monitored to identify congestion management policies and strategies.

### Transportation Network

Consistent with federal guidelines, the Ocala Marion CMP covers a multimodal transportation network. In addition to evaluating congestion on the roadway network, the Ocala Marion CMP evaluates appropriate transit, bicycle/pedestrian/multiuse path and freight movement networks within its designated area of application. The CMP roadway network is described below.

### Roadway CMP Network

The Ocala Marion TPO roadway network includes all existing functionally classified roadways and roads with construction funded in the next five years, known as the existing-plus-committed (E+C) network. **Figure 6** illustrates the existing plus five-year committed roadway network and includes roadway projects through 2026. This map represents the study area and network for the CMP.

## CMP Network - Introduction

The Ocala Marion TPO CMP roadway network includes three tiers of roadways:

**Tier 1** - Interstate National Highway System (NHS) Roadways

**Tier 2** - Non-Interstate NHS Roadways

**Tier 3** - Non-NHS Roadways

The map in **Figure 6** illustrates the Ocala Marion TPO CMP Network. This represents the study area and network for the Ocala Marion TPO CMP.

### *Interstate NHS Roadways (Tier 1 CMP Network)*

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). The NHS serves as the backbone of our nation's surface transportation system. Our regional, state, and national population has and will continue to grow. The intent of the NHS is to mirror the benefits that resulted from the Interstate Highway System to areas that are not served directly by it.

The Federal Highway Administration responded to the mandate of Congress and developed the concept of a national highway system as a way of focusing federal resources on the nation's most important roads. All of the roadways on the NHS are included in the Ocala Marion TPO's CMP Network. The TPO will be required to frequently report performance statistics on the NHS routes and were separated into the first tier of CMP network roadways to facilitate the update of these statistics. Within the Ocala Marion TPO, the only NHS Interstate Roadway is Interstate-75 (I-75).

### *Non-Interstate NHS Roadways (Tier 2 CMP Network)*

Tier 2 of the CMP network includes other NHS regional/major roadways: This represent other major regional roadways on the State Highway System and non-State Highway System roadways. The following roadway corridors represent the NHS Non-Interstate Tier 2 CMP Network roadways:

- US 27
- US 41
- US 301
- US 441
- SR 40
- SR 200
- SR 326
- SR 492



## *Non-NHS Roadways (Tier 3 CMP Network)*

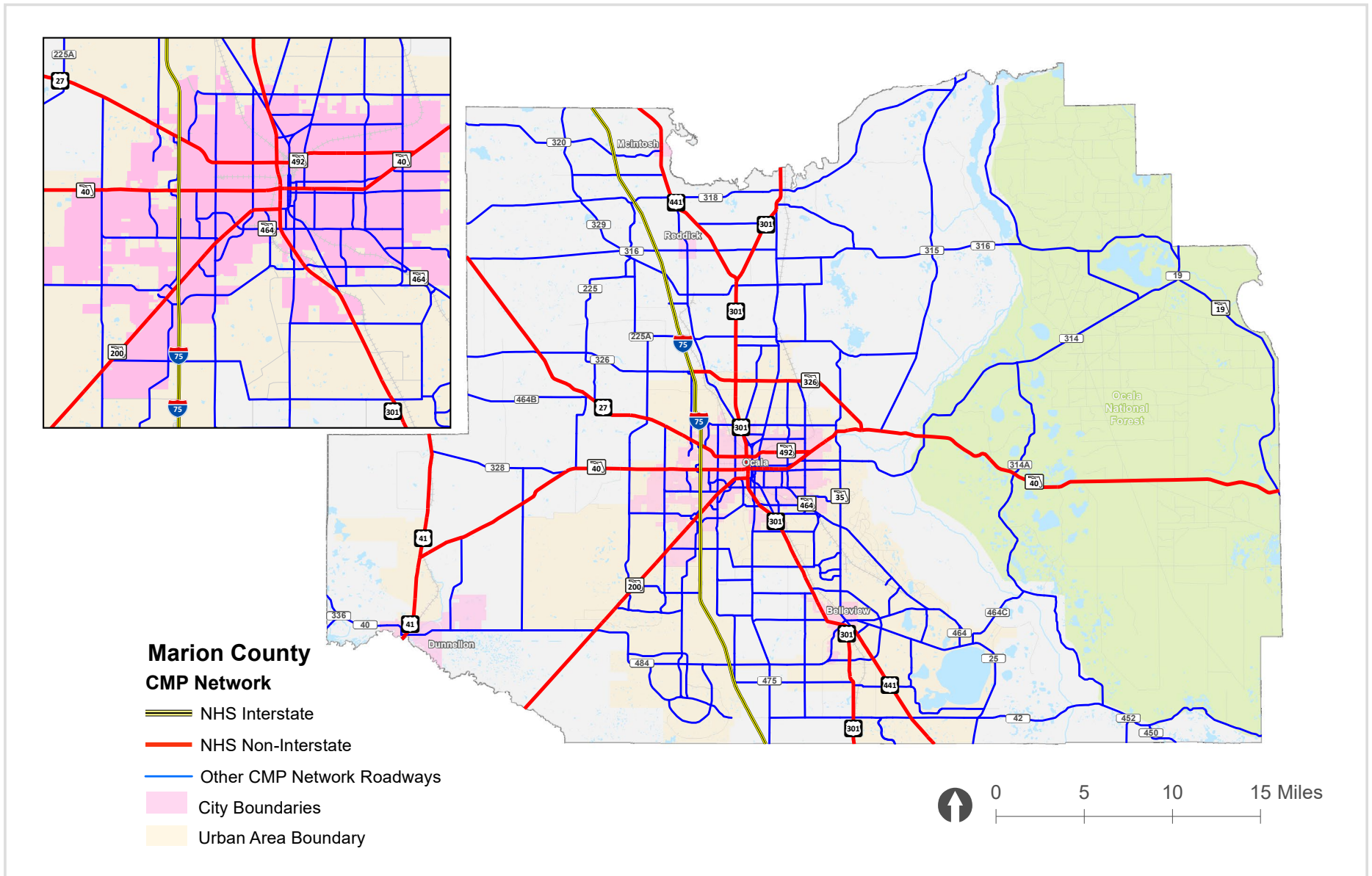
Tier 3 of the CMP network includes other regional/major roadways: on the State Highway System and non-State Highway System roadways. The following roadway corridors represent some of the non-NHS Tier 3 CMP Network roadways:

- SR 19
- SR 25
- SR 35
- SR 464
- CR 21
- CR 25
- CR 25A
- CR 35
- CR 40
- CR 42
- CR 200A / JACKSONVILLE RD
- CR 225
- CR 225A
- CR 312
- CR 314
- CR 314A
- CR 315
- CR 316
- CR 318
- CR 320
- CR 326
- CR 328
- CR 329
- CR 336
- CR 450
- CR 452
- CR 464
- CR 464A
- CR 464B
- CR 464C
- CR 467
- CR 475
- CR 475A
- CR 475B
- CR 484
- BAHIA RD
- BASELINE RD EXT
- BUENA VISTA BLVD
- CHESNUT RD
- E FORT KING ST
- EMERALD RD
- EMERALD RD EXT
- JUNIPER RD
- MAGNOLIA AV N
- MAGNOLIA AV S
- MARION OAKS
- MARION OAKS BLVD
- MARION OAKS CRSE
- MARION OAKS LN
- MARION OAKS MANOR EXT
- MARION OAKS MNR
- MARION OAKS TRL
- MIDWAY RD
- N BAHIA RD
- NE 1 AV
- NE 12 AV
- NE 127 ST RD
- NE 160 AV RD
- NE 17 AV
- NE 175 ST
- NE 19 AV
- NE 2 ST
- NE 203 AV
- NE 24 ST
- NE 25 AV
- NE 28 ST
- NE 3 ST
- NE 35 ST
- NE 36 AV
- NE 40 AV
- NE 44 AV
- NE 47 AV
- NE 49 ST
- NE 70 AV
- NE 8 AV
- NE 90 ST
- NE 95 ST
- NE 97 ST
- NE JACKSONVILLE RD
- NE WATULA AVE
- NW 100 ST
- NW 110 AV
- NW 110 ST
- NW 118 ST
- NW 120 ST
- NW 135 ST
- NW 150 AV
- NW 160 AV
- NW 165 ST
- NW 193 ST
- NW 21 ST
- NW 27 AV
- NW 3 ST
- NW 35 AV

- NW 35 ST
- NW 38 AV
- NW 40 AV
- NW 44 AV
- NW 44TH AVE
- NW 49 ST
- NW 60 AV
- NW 95 ST
- NW MARTIN L KING AV
- OAK RD
- PINE RD
- POWELL RD
- SE 1 AV
- SE 100 AV
- SE 108 TER RD
- SE 11 AV
- SE 110 ST
- SE 110 ST RD
- SE 114TH ST RD
- SE 132 ST RD
- SE 147 PL
- SE 17 ST
- SE 19 AV
- SE 22 AV
- SE 23 PL
- SE 24 RD
- SE 24 ST
- SE 25 AV
- SE 28 ST
- SE 3 AV
- SE 30 AV
- SE 31 ST
- SE 36 AV
- SE 38 ST
- SE 41 CT
- SE 44 AV
- SE 44 AV RD
- SE 47 AV
- SE 52 CT
- SE 52 ST
- SE 64 AVE RD
- SE 8 ST
- SE 80 ST
- SE 92 PL RD
- SE 92 PLACE LOOP
- SE 95 ST
- SE JUNIPER CIR
- SE MAGNOLIA EXT
- SE SUNSET HARBOR RD
- SE WATULA AVE
- SILVER RD
- SPRING RD
- SW 1 AV
- SW 10 ST
- SW 103 ST RD
- SW 13 ST
- SW 140 AV
- SW 17 ST
- SW 180 AV RD
- SW 19 AV
- SW 19 AV RD
- SW 20 ST
- SW 27 AV
- SW 3 ST
- SW 31 AV
- SW 32 AV/SW 34 ST
- SW 33 AV
- SW 37 AV
- SW 38 AV
- SW 38 ST
- SW 40 AV
- SW 40 ST
- SW 42 ST
- SW 44 AV
- SW 46 AV
- SW 49 AV
- SW 49TH AVENUE
- SW 5 ST
- SW 60 AV
- SW 66 ST
- SW 67 AV RD
- SW 7 AV
- SW 7 RD
- SW 80 AV
- SW 80 ST
- SW 95 ST
- SW MARTIN L KING AVE
- W ANTHONY RD
- W FORT KING ST



Figure 6: Ocala Marion TPO CMP Network



# DEVELOPMENT OF PERFORMANCE MEASURES

Performance measures are used as tools to measure and monitor the effectiveness of the transportation system in the CMP. They assist in identifying, tracking and monitoring congestion. However, these measures are dependent upon the transportation network and the availability of data. They are typically used to measure the extent and severity of congestion and for the evaluation of the effectiveness of the implemented strategies.

As identified by FHWA, a set of good performance measures:

- Includes quantifiable data that is simple to present and interpret and has professional credibility;
- Describes existing conditions, can be used to identify problems and to predict changes;
- Can be calculated easily and with existing field data, techniques available for estimating the measure, achieves consistent results; and
- Applies to multiple modes, meaningful at varying scales and settings.

## Performance Measures

The performance measures for the CMP were selected to address the existing conditions for multi-modal transportation network in the area. The measures are also in compliance with the federal direction of using measures that cover multimodal networks. The measures are organized into seven major categories. These seven categories are:

1. Safety
2. Roadway Capacity
3. Roadway Reliability
4. Public Transit
5. Bicycle/Pedestrian/Multiuse Trail Facilities
6. Goods Movement
7. Transportation Demand Management



# Relationship of Performance Measures to the Goals and Objectives

**Table 1** illustrates an example of the relationship between the performance measures identified above and the Goals for the Congestion Management Process.

**Table 1. Relationship of Goals to Performance Measures**

● Primary Relationship   ○ Secondary Relationship

Performance Measure		GOAL 1: MONITOR SYSTEM PERFORMANCE	GOAL 2: IMPROVE SAFETY	GOAL 3: CONGESTION REDUCTION	GOAL 4: ENGAGE THE PUBLIC	GOAL 5: SYSTEM PRESERVATION
Safety Performance Measures (% Year Rolling Average)	Number of Fatalities					
	Fatality Rate					
	Serious Injuries	○	●	○	○	
	Serious Injury Rate					
	Non-Motorized Safety (Fatalities + Serious Injuries)					
Roadway Capacity Performance Measures	Percent of VMT and Roadway Miles below adopted Level of Service Standard	○	○	●		
	V/C Ratio					
	V/MSV Ratio					
Travel Time Reliability Performance Measures	Percent of the Interstate System providing for Reliable Travel Times					
	Percent of the Non-Interstate NHS providing for Reliable Travel Times					
	Percent of the Interstate System where Peak Hour Travel Times meet expectations (Optional)	○	○	●		
	Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Optional)					
Goods Movement Performance Measures	Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes					
	Percent of the Interstate System Mileage Providing for Reliable Truck Travel Times	○	○	●		
	Percent of the Interstate System Mileage Uncongested					
	Number of Crashes Involving Heavy Vehicles					
Public Transit Performance Measures	Percent of Congested Roadway Centerline Miles with Transit Service					
	Passenger Trips per Revenue Hour	○	○	●		
	Average Peak Service Frequency					
	On-Time Performance					
Bike/ Pedestrian/ Trail Facility Performance Measures	Annual Ridership					
	Percent of Congested Roadway Centerline Miles with Bicycle and/or Sidewalk Facilities	○	○	●		
TDM	Miles of Multi-Use Trails					
	Number of Registered Carpools or Vanpools	○	○	●		
System Preservation (Optional - Non- CMP)	Percent of Interstate & Non-Interstate NHS Pavement in Good/Poor Condition	●				●
	Percent of NHS Bridges in Good/Poor Condition					

## Safety Performance Measures (Based on 5-Year Rolling Average)

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Non-motorized safety (number of non-motorized fatalities + serious injuries)

## Roadway Capacity Performance Measures

- Percent of Roadway Miles by LOS Type
- Percent of Vehicle Miles Traveled by LOS Type
- V/C ratio
- V/MSV ratio

## Reliable Travel Time Performance Measures

- Percent of the Interstate System providing for Reliable Travel Times
- Percent of the non-Interstate NHS providing for Reliable Travel Times
- Percent of the Interstate System where Peak Hour Travel Times meet expectations (Optional)
- Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Optional)

## Public Transit Performance Measures

- Percent of congested roadway centerline miles with transit service
- Average peak service frequency
- On-time performance
- Transit Ridership

## Bicycle/Pedestrian/Multiuse Path Facility Performance Measures

- Percent of Congested Roadway Centerline Miles with Bicycle Facilities
- Percent of Congested Roadway Centerline Miles with Sidewalk Facilities
- Miles of existing Multiuse Paths

## Goods Movement Performance Measures

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes
- Number of Crashes Involving Heavy Vehicles

## Transportation Demand Management Performance Measures

- Available information on registered vanpools/carpools and riders.

## System Preservation (Optional - Non-CMP)

- Percent of pavements of the Interstate System in Good condition
- Percent of pavements of the non-Interstate NHS in Good condition
- Percent of pavements of the Interstate System in Poor condition
- Percent of pavements of the non-Interstate NHS in Poor condition
- Percent of NHS Bridges Classified as in “Good” Condition
- Percent of NHS Bridges Classified as in “Poor” Condition

These performance measures were identified based on numerous monitoring activities currently conducted and/ or planned by various local and state agencies for Marion County. Detailed descriptions of each of these measures, together with an explanation of how the required data are or will be collected, are presented below. Developing additional performance measures resulting from implementation of MAP-21 and the FAST Act.

## **Safety Performance Measures (5 Year Rolling Average)**

Crashes at intersections and roadway segments are used as an indicator of congestion. Considered a measure of non-recurring congestion, this measure uses data that are widely available through the many local and state agencies that track them on an ongoing basis throughout the CMP application area. All data is collected and summarized in the form of a 5 year rolling average.

### **Number of Fatalities**

This is a summary of the number of fatalities from motor vehicle crashes. This is measured by the number of fatalities and not the number of fatality crashes.

### **Fatality Rate**

This is a summary of the number of fatalities from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100 million). This is measured by the number of fatalities and not the number of fatality crashes.

### **Serious Injuries**

This is a summary of the number of incapacitating injuries from motor vehicle crashes. This is measured by the number of persons receiving incapacitating injuries and not the number of incapacitating injury crashes.

### **Serious Injury Rate**

This is a summary of the number of incapacitating injuries from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100 million). This is measured by the number of persons receiving incapacitating injuries and not the number of incapacitating injury crashes.

### **Non-Motorized Safety (Fatalities + Serious Injuries)**

This is a summary of the number of fatalities and incapacitating injuries from motor vehicle crashes that involve pedestrians or bicyclists. This is measured by the sum of the number of fatalities and incapacitating injuries and not the number of fatality or incapacitating injury crashes.

**Data Collection/Availability** – Crash data in Marion County is collected by the TPO from the University of Florida Signal Four Analytics database and also received from FDOT on an annual basis.

## **Additional Resources**

In March 2021 FDOT published an updated Strategic Highway Safety Plan (SHSP). This newest plan establishes a focus toward achieving “Vision Zero”, a goal of zero traffic fatalities. The plan identifies four approaches to improve safety:

- Engineering
- Enforcement
- Education
- Emergency Response

The plan also identifies the need for quality Information Intelligence, Innovation, Insight Into Communities, and Investments and Policies to achieve Vision Zero.

These overarching approaches address the following 11 SHSP Emphasis Areas within the Roadways, Road Users, and User Behavior categories:

Each year the TPO is required to update safety targets for five safety performance measures established by MAP-21. The TPO Governing Board decides annually if these targets may differ from the statewide targets established by FDOT.

## **Roadway Performance Measures**

Percent of Vehicle Miles of Travel (VMT) and Roadway Miles Below the Adopted Level of Service (LOS) Standard. This measure summarizes the proportion of vehicle miles of travel and roadway miles below the adopted level of service standard to help quantify the level of congestion within the County.

**Data Collection/Availability** – The City of Ocala, Marion County, and FDOT collect traffic data annually. FDOT updates capacity data and performs LOS analysis on an annual basis for various planning purposes. The Maximum Service Volume (MSV) and LOS are generally based on FDOT Quality/Level of Service (Q/LOS) methodology.

## **V/C Ratio and V/MSV Ratio**

The volume-to-capacity (V/C) ratio is used as the major tool in measuring roadway conditions and is a measure of the amount of traffic on a given roadway in relation to the amount of traffic the roadway was designed to handle. The volume to maximum service volume (V/MSV) is used to measure the amount of traffic on a roadway in relation to the adopted acceptable amount of traffic the roadway should be able to handle.

The City of Ocala, Marion County, and FDOT collect traffic volume data annually. The Ocala Marion TPO publishes the traffic counts in a Geographic Information System (GIS) platform and published report. FDOT updates capacity data and performs LOS analysis on an annual basis for various planning purposes.

## **Reliable Travel Time Performance Measures**

FDOT has an established a Mobility Performance Measures Program based on a benchmarking technique and is referred to as the Florida Reliability Method. The Florida Reliability Method was derived from the Department’s definition of reliability of a highway system as the percent of travel on a corridor that takes no longer than the expected travel time plus a certain acceptable additional time. In this context, it is necessary to define the three major components of reliability:

1. **Travel time** – The time it takes a typical commuter to move from the beginning to the end of a corridor. Since speed is determined along each segment as the traveler moves through the corridor, this travel time is a function of both time and distance. This is representative of the typical commuter’s experience in the corridor.
2. **Expected travel time** – The median travel time across the corridor during the time-period being analyzed. The median is used rather than the mean so that the value of the expected travel time is not influenced by any unusual major incidents that may have occurred during the sampling period. These major incidents will be accounted for in the percentage of how often the travel takes longer than expected but will not change the baseline to which that unusually high travel time is being compared.
3. **Acceptable additional time** – The amount of additional time, beyond the expected travel time, that a commuter would find acceptable during a commute. The acceptable additional time is expressed as a percentage of the expected travel time during the period being analyzed.

### **Percent of the Interstate System providing for Reliable Travel Times**

Percent of the Interstate System providing reliable travel times.

### **Percent of the non-Interstate NHS providing for Reliable Travel Times**

Percent of the non-Interstate NHS System providing reliable travel times. This will typically only be measured on the State Highway system and a limited number of non-State Highway System facilities.

## **Public Transit Performance Measures**

### **Average Service Frequency and Number of Routes**

This measure summarizes the number of routes in Marion County (fixed-route local bus service), including the average service frequency.

**Data Collection/Availability** – Ocala and Marion County’s transit system, SunTran, maintains databases of various transit service and operational data including route networks. This data is typically available in GIS or spreadsheet formats and used regularly by SunTran for service planning purposes.

### **Passenger Trips (Annual Ridership)**

Annual ridership summarizes the total number of un-linked passenger trips from all transit routes that operates in the CMP application area in Marion County. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

**Data Collection/Availability** – The ridership data is considered one of the key performance indicators for any transit systems and are collected regularly. Transit ridership data is maintained and summarized by SunTran in various transit and related documents.

## **Passenger Trips per Revenue Hour**

Passenger Trips per Revenue Hour summarizes the total number of un-linked passenger trips from all transit routes that operates in the CMP application area in Marion County divided by the total revenue hours. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. The total revenue hours are provided by SunTran.

**Data Collection/Availability** – SunTran regularly collects this data, which are reported in various day- to-day operations reports and annual reports such as the National Transit Database (NTD).

## **Bicycle/Pedestrian/Multiuse Path Facility Performance Measures**

### **Percent of Congested CMP Roadway Centerline Miles with Bicycle Facilities**

This measure identifies the proportion of congested CMP centerline miles, where some type of bicycle facility exists, as defined by the respective planning agencies. Some communities consider paved shoulders and wide curb lanes to be bicycle facilities, excepting interstates and toll facilities.

**Data Collection/Availability** – The data are regularly collected and maintained by Ocala Marion TPO and summarized in various local plans.

### **Percent of Congested CMP Roadway Centerline Miles with Sidewalk Facilities**

The proportion of congested CMP roadway network centerline miles on which a sidewalk is available is measured.

**Data Collection/Availability** – The data are regularly collected and maintained by the TPO and summarized in various local plans.

### **Miles of Multiuse Paths**

This measure summarizes the total number of miles of multiuse path facilities in Marion County. Multiuse path facilities usually are off-street facilities designated for the exclusive use of nonmotorized travel. They may be used by pedestrians, cyclists, wheelchair users, joggers, and other non-motorized users.

**Data Collection/Availability** – The data are regularly collected and maintained by the TPO and summarized in various local plans.

## **Goods Movement Performance Measures**

### **Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes**

Measures the total vehicle miles of travel below the adopted LOS standard in Marion County on the NHS. The VMT for a roadway segment is calculated by multiplying the Annual Average Daily Traffic (AADT) of that segment by the length of the segment in miles.

**Data Collection/Availability** – The VMT performance data is calculated with the update of the State of the System Report.

### **Percent of the Interstate System Mileage providing for Reliable Truck Travel Times**

Percent of the Interstate System providing reliable truck travel times.

**Data Collection/Availability** – Truck Travel Time Reliability Data will be summarized by FDOT for the Interstate System.



## **Percent of the Interstate System Mileage Uncongested**

This measures the total vehicle miles of travel below the adopted LOS standard in Marion County on Interstate 75.

**Data Collection/Availability** – Level of service performance data is calculated with the update of the State of the System Report.

## **Number of Crashes Involving Heavy Vehicles**

These crashes involve heavy vehicles. It is considered a measure of nonrecurring congestion that is often more significant when it involves heavy vehicles. This measure uses data that are widely available through the many local and state agencies that track these data on an ongoing basis throughout the CMP application area.

**Data Collection/Availability** – Crash data is derived from the University of Florida Signal Four Analytics database.

## **TDM Performance Measures**

### **Number of Registered Carpools or Vanpools**

TDM Performance Measures could include the annual number of registered carpools and vanpools in CMP application area. A carpool is defined as a group of two or more people who commute to work or other destinations together in a private vehicle, while a vanpool is typically a prearranged group of 5 to 15 people who share their commute to work.

**Data Collection/Availability** – FDOT’s reThink Your Commute, through a contracted operator, provides carpool/ vanpool services in Marion County and neighboring areas. reThink Your Commute maintains data on the number of carpools and vanpools operating in Marion County on an annual basis. The organization also maintains a list of registered carpool/vanpool users to match to carpools and vanpools.

### **System Preservation (Optional – Non-CMP)**

Federal legislation (MAP-21 & FAST Act) requires the reporting of pavement conditions and bridge conditions on the National Highway System. While this is not a CMP related performance measure, it is appropriate to include these performance measures in the CMP Annual State of the System report.

- Percent of pavements of the Interstate System in Good condition
- Percent of pavements of the non-Interstate NHS in Good condition
- Percent of pavements of the Interstate System in Poor condition
- Percent of pavements of the non-Interstate NHS in Poor condition
- Percent of NHS Bridges Classified as in “Good” Condition
- Percent of NHS Bridges Classified as in “Poor” Condition

**Data Collection/Availability** – Pavement condition data for the Interstate and Non-Interstate National Highway System roadways will be provided by FDOT. Non-State NHS pavement condition data will need to be provided by the appropriate jurisdiction and data availability may be limited. Bridge condition information will be provided by the FDOT for all NHS bridges.

# SYSTEM PERFORMANCE MONITORING PLAN

The FHWA identifies congestion monitoring as just one of several aspects of transportation system performance that leads to more effective investment decisions for transportation improvements. Safety, physical condition, environmental quality, economic development, travel time reliability, quality of life, and customer satisfaction are among the aspects of performance that also require monitoring.

The goal of the Ocala Marion TPO CMP system monitoring plan, as presented in **Table 2**, is to develop an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected.

The components of the monitoring plan include roadways, public transit/rideshare, bicycle/pedestrian/multiuse path, transportation demand management (TDM), and goods movement where:

- Roadways are monitored through annual LOS analysis using traffic counts and other related data constantly collected throughout the region;
- Crashes are monitored to help measure safety and nonrecurring congestion;
- Transit performance is monitored continuously through various operating and capital plans;
- Bicycle/pedestrian/multiuse path inventory data are monitored and updated in various city and county databases;
- TDM-related data monitoring is done primarily by the reThink Your Commute Commuter Assistance Program, which maintains an array of databases and coordinates programs to find alternatives for single occupant vehicle (SOV) trips in Marion County and other counties in Central Florida;
- Significant goods movement corridors are evaluated to address mobility needs of the goods movement providers.



Table 2. System Performance Monitoring Plan

CATEGORY	PERFORMANCE MEASURES	MONITORING ACTIVITY	RESPONSIBLE AGENCY	CURRENT STATUS	GEOGRAPHIC AREA COVERED
Level of Service	Percent of Miles/VMT by LOS Type	Level of Service Analysis	Ocala Marion TPO	Ongoing	Ocala Marion TPO Roadway Network
	V/C Ratio				
	V/MSV Ratio				
Safety	Total Crashes	Crash Data Analysis	Ocala Marion TPO	Ongoing	FDOT, Marion County
	Crash Frequency				
	Crashes involving heavy vehicles				
Transit	Passenger Trips	National transportation Database Report/ Transit Development Plan	Ocala Marion TPO/ Cities/FDOT	Ongoing	Ocala Marion TPO Roadway Network
	Passenger Trips per Revenue Hour				
	Number of Routes & Service				
Bicycle and Pedestrian	Miles of Multiuse Path Facilities	Bicycle/ Pedestrian/ Multiuse Path Plans, LRTP and Databases	Ocala Marion TPO	Ongoing	Marion County
	Percent Congested Miles on Ped. and Bike facilities				
Carpooling	Number of Registered Carpools or Vanpools	Annual Reports and Interim Summaries by reThink Your Commute	reThink Your Commute	Ongoing	Marion County
Truck Traffic	Percent of VMT on Designated Truck Route Corridors on congested roadways	Roadway Databases and LRTP	Ocala Marion TPO / FDOT	Ongoing	Marion County

The TPO, as part of the system monitoring plan, will update the State of the System Report to coordinate with the LRTP, the Marion County Comprehensive Plans and Mobility Fee Update. Since traffic conditions typically do not change drastically from one year to the next, the TPO will update the policies and process of the CMP to coincide with the adoption of the LRTP. It is anticipated that the State of the System Report would then be updated every two years.

# CONGESTED CORRIDOR SELECTION AND CMP STRATEGIES

## Introduction

The process of completing CMP Steps 4 to 8 are focused on the identification of congestion, potential strategies to address congestion that lead to implementation, and evaluating the impact of implemented congestion strategies on the transportation system. This section summarizes the identification of potential CMP strategies. This includes the process for selecting new corridors and future projects for implementation and may also include an implementation schedule, responsibilities, costs, and possible funding sources for each strategy currently proposed for implementation.

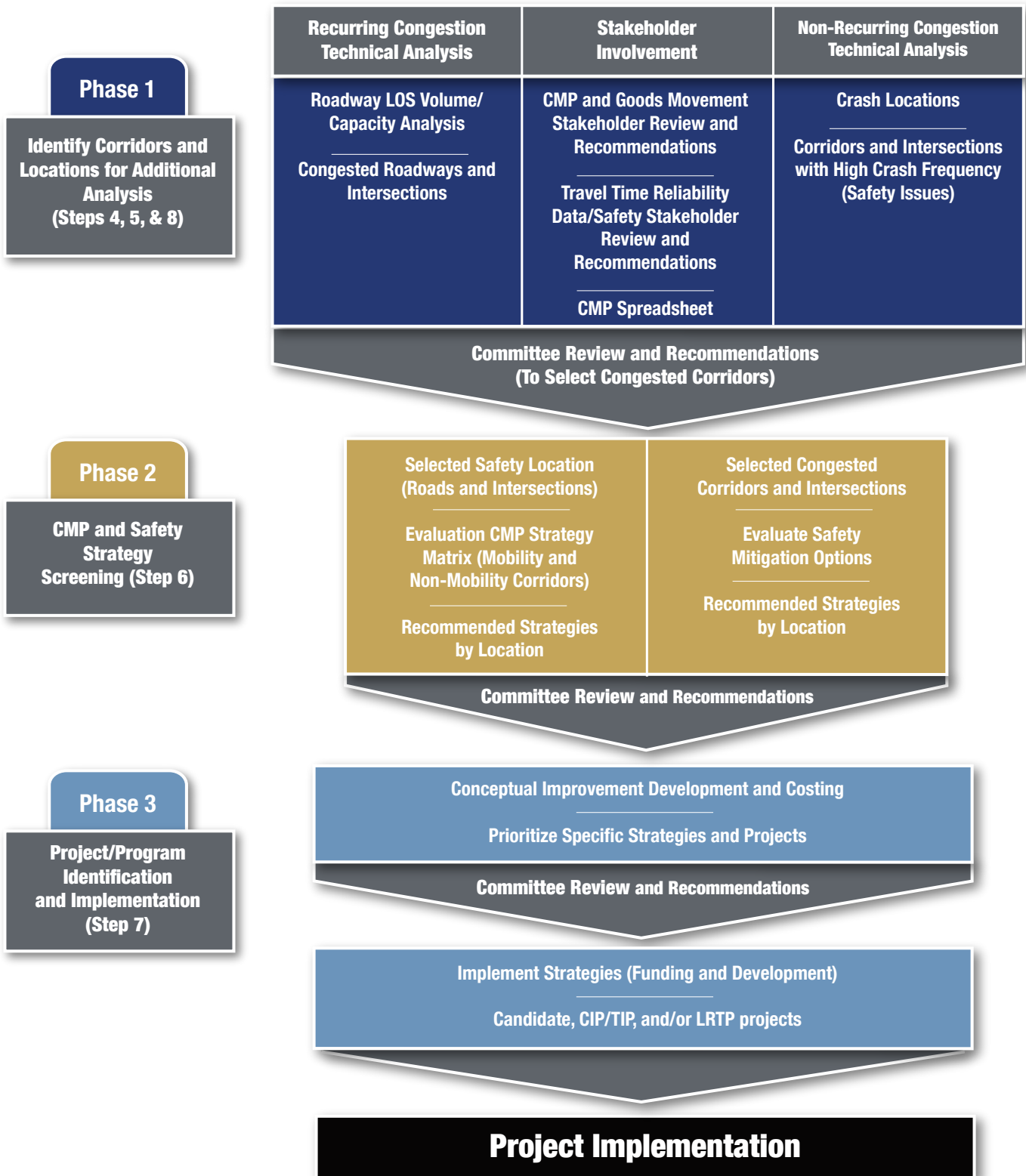
## Congested Corridor Selection and Project Selection Process

The purpose of the CMP is to identify implementable projects. The list of known congestion issues maintained by the TPO should continue to be used as a primary source in identifying opportunities. However, continued monitoring of the transportation system will provide additional information regarding new congestion where solutions will be needed. The 3-phase CMP process outlined in **Figure 7** involves identifying and screening congested corridors to identify potential projects/programs that may be implemented.

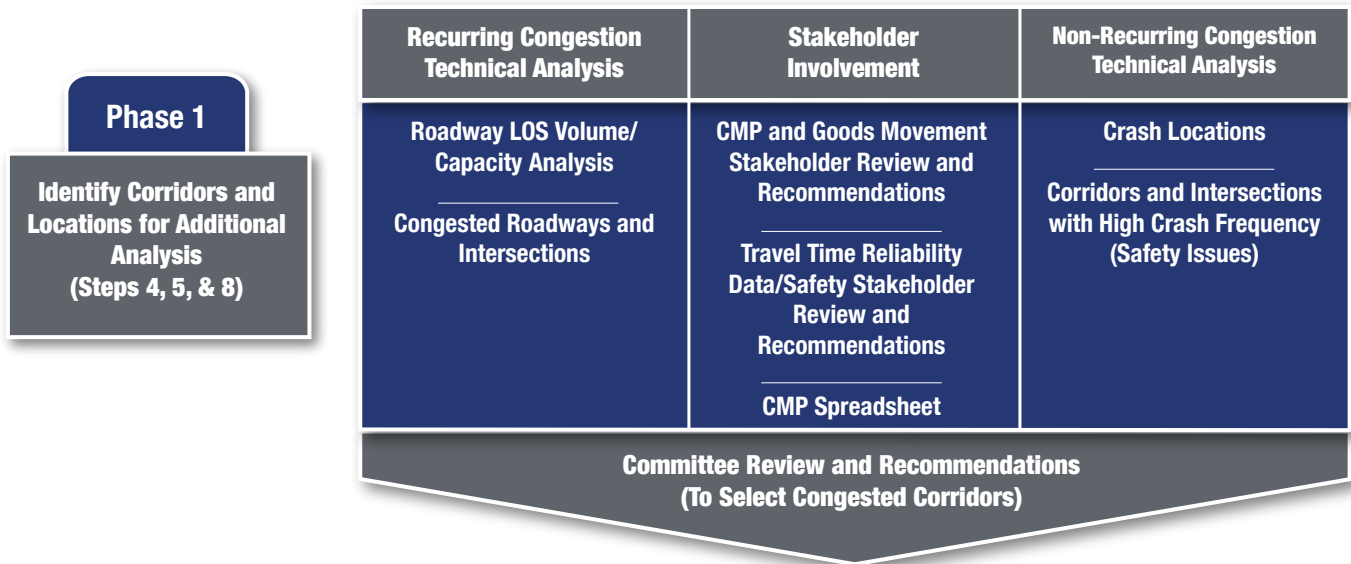
The process follows three phases and complements the federal eight-step process described in Chapter 2. Corridors to be evaluated are selected by coordinated efforts of TPO committees.



Figure 7: Corridor/Strategy Selection Process



The following pages provide additional details on each phase of the corridor and strategy selection process.



## Identify Congested Corridors and Locations for Additional Analysis (Phase 1) - Steps 4, 5, & 8

Monitoring efforts are used to review the level of service on the roadway network to identify recurring congestion. Roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP screening process. The TPO uses a tiered approach in identifying potential projects for implementation in the CMP. This approach includes a series of conditions or criteria for evaluating congestion and identifying the appropriate solution.

- **Not Congested (currently or in five years without improvements):** Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.
- **Approaching Congestion or Minimally Congested:** Corridors that are approaching congestion or are minimally congested based on one of the following three criteria (projects on these corridors may have the greatest impact):
  - » **Approaching Congestion** – Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard with either the existing conditions or forecasted five-year condition without improvement.
  - » **Congested Today** – Existing corridors with traffic volumes that exceed the adopted level of service standard that do not exceed the physical capacity of the roadway.
  - » **Congestion in 5 Years** – Corridors forecasted in five years to have traffic volumes that exceed the adopted level of service standard that do not exceed the physical capacity of the roadway.
- **Extremely Congested:** Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.

Crash data management procedures also are used to identify corridors or intersections with a high frequency of crashes that result in non-recurring congestion. Safety improvements not only reduce the potential harm to persons in our communities but also can reduce congestion.

Generally, non-congested corridors do not need to be addressed by the CMP; however, the other two categories may require one or more congestion-relieving strategies. Extremely congested corridors typically will require either capacity improvements or a shift to other mobility strategies that rely significantly on public transportation or reductions in travel demand. In some cases, extremely congested corridors may respond favorably to the implementation of operational improvements; these would be considered on a case-by-case basis where appropriate. The corridors approaching congested or minimally congested will generally be the most responsive to CMP improvement strategies.

After the congested network and corridors have been identified, two to three corridors are selected for detailed analysis and identification of recommended strategies. The TPO's committees review the selection of corridors.

Once corridors are selected and evaluated, they typically will not be reevaluated for three to five years. Corridors are selected based on the following:

1. If they are not in the 5-year work program or identified as projects in the 10-year plan and the corridors are forecasted to operate below their adopted level of service standard.
2. Corridors that would receive the greatest mobility or operational benefit from the CMP process.

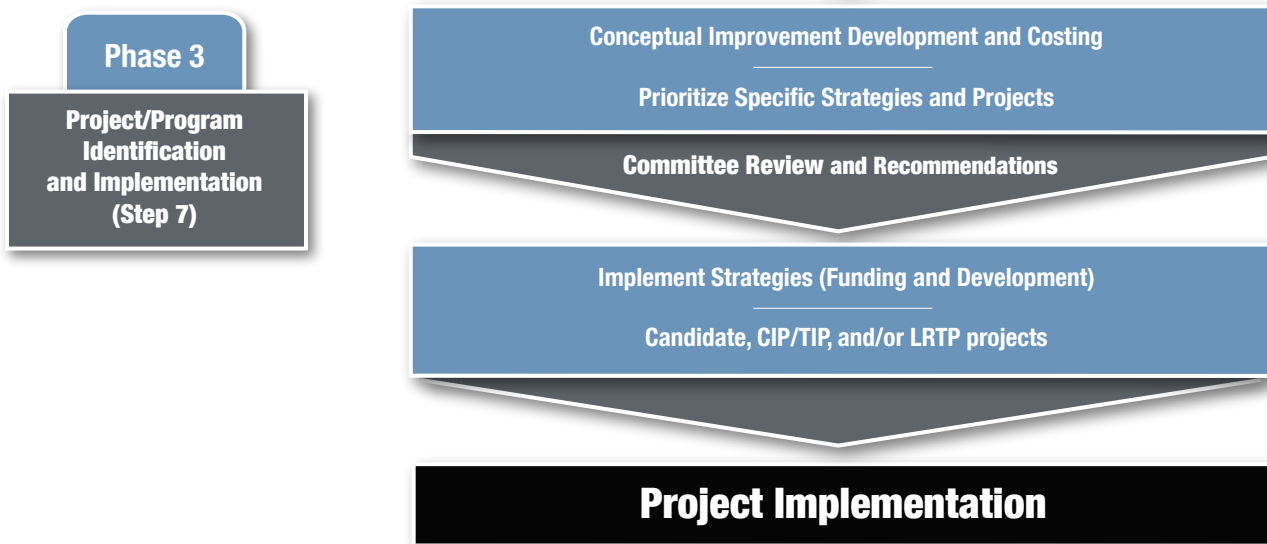
The evaluation of the 5 year systemwide level of service analysis with programmed improvements addresses the requirement to evaluate strategy effectiveness (Step 8).



## *CMP and Safety Strategy Screening (Phase 2) - Step 6*

Once congested corridors are selected for review, they are screened to identify mitigation strategies to reduce congestion or improve safety and reduce crashes. The Congestion Mitigation Process Strategy Matrix (found in Appendix B) is used to address recurring congestion, and the Safety Mitigation Strategy Matrix (found in Appendix C) is used to address nonrecurring congestion. The matrix includes strategies in five tiers as identified in the Ocala Marion CMP Strategy Toolbox, as illustrated later in this section. The CMP Strategy Matrix typically is used in a workshop setting to quickly review a corridor, and the Safety Mitigation Strategy Matrix is applied based on a review of crash data.

Because this phase is typically the most time-consuming and data-intensive, it is not always necessary to screen the congested corridors if previous analysis or evaluation has been conducted. In the case of the list maintained by the TPO, congestion issues may have already been identified or documented through citizen comment and observation making it simpler to identify the appropriate strategy to address the congestion issue.



### *Evaluate Project or Program for Implementation (Phase 3) - Step 7*

The congestion or safety mitigation strategies that are identified as having the greatest potential benefit are then evaluated in greater detail based on committee and/or technical recommendations. During this phase, additional analysis is performed on potential projects and programs to identify the specific improvement, implementation issues, and costs. Recommendations for implementation are then made for approved projects or programs. This may result in a need to refocus existing resources, such as existing rideshare programs or local maintenance crews where possible, programming improvements in the local agency capital improvement programs or transportation improvement program, or using boxed-funds controlled by the TPO, and finally may be identified as candidate projects for implementation in future LRTPs. This identification of projects and programs is coordinated with the TPO committees, and information is provided to the local government staff for future consideration during the capital budgeting process.



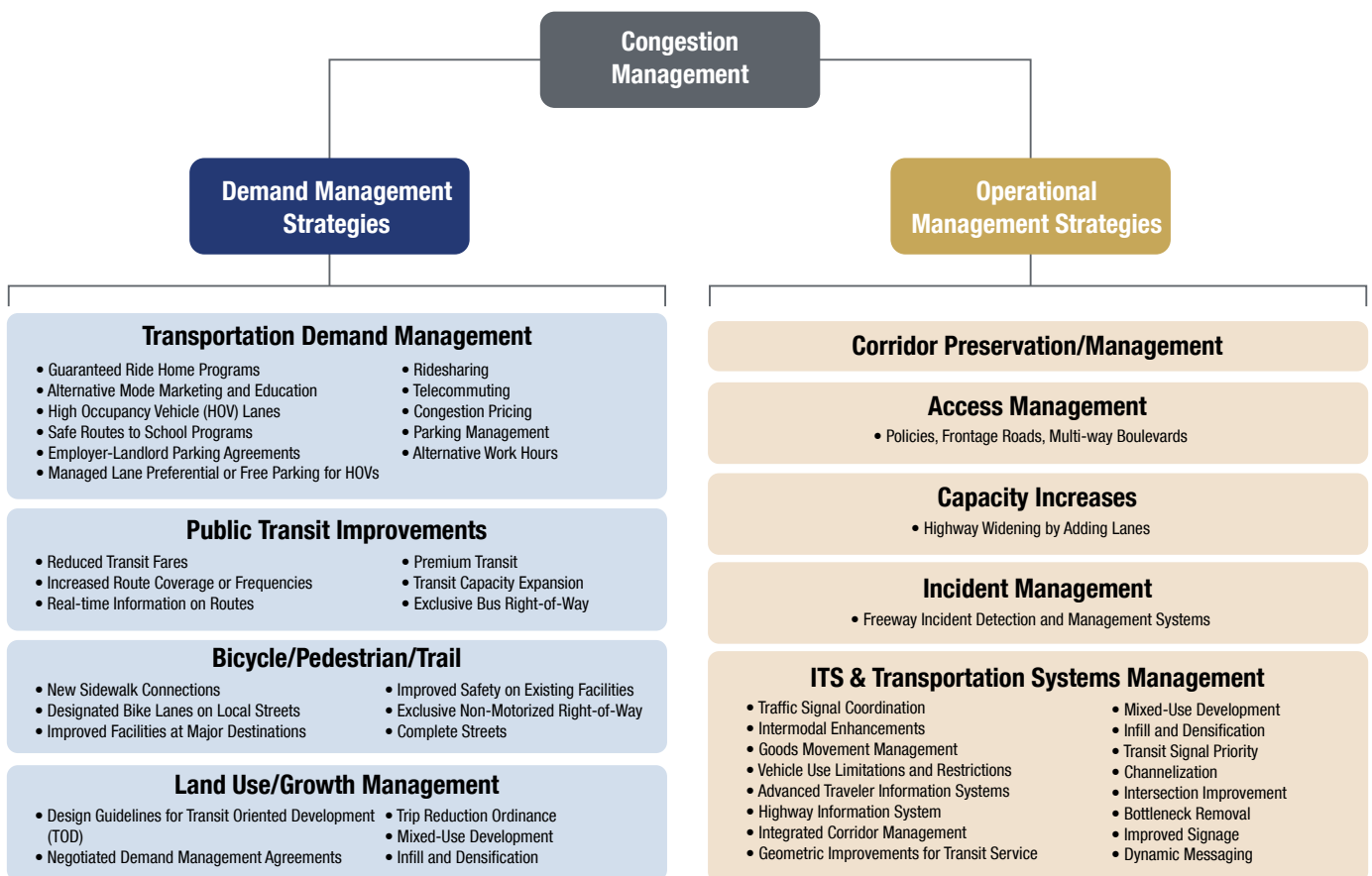
# CONGESTION MANAGEMENT STRATEGIES

This section of the CMP Update identifies and evaluates the strategies intended for mitigating existing and future congestion in the CMP roadway network. A Toolbox of Strategies is presented to help decision makers and planners in effectively using these congestion reduction strategies. The Final Rule on Statewide and Metropolitan Transportation Planning published on February 14, 2007, states that, “development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Program (TIP).”

A full range of potential strategies has been identified for the multimodal CMP network. These strategies are included in the full CMP Toolbox of Strategies found in Appendix E.

**Figure 8** summarizes the demand and operational management strategies included in the Ocala Marion TPO CMP Toolbox of Strategies. A full range of demand and operational management strategies are identified for the TPO to assist in efforts to mitigating existing and future congestion.

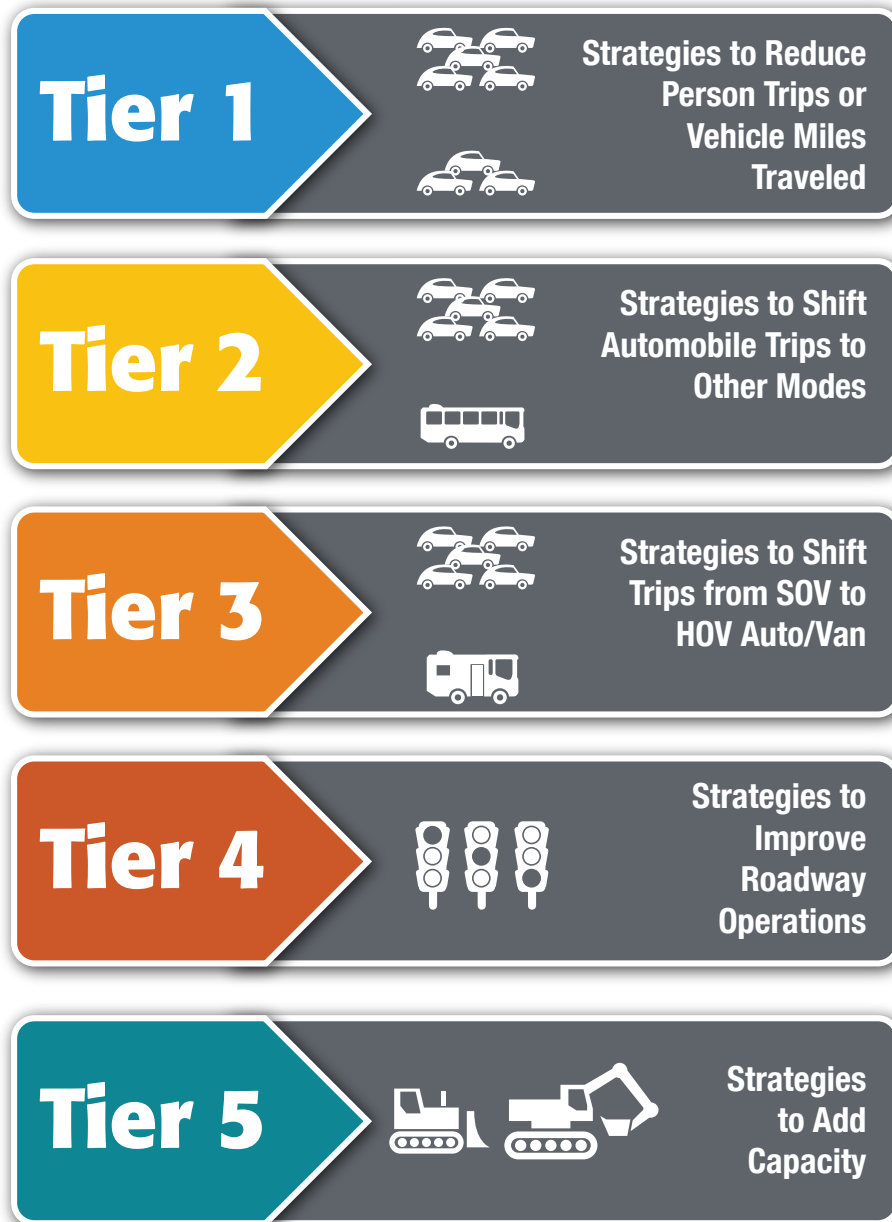
Figure 8: Congestion Management Strategies



# CMP TOOLBOX OF STRATEGIES

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other TPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom. The toolbox is presented below in **Figure 9**.

Figure 9: Ocala Marion TPO CMP Toolbox of Strategies



The “top-down” approach promotes the growing sentiment in today’s transportation planning arena and follows FHWA’s clear direction to consider all available solutions before recommending additional roadway capacity. is divided by tiers, strategies, and specific examples. Appendix C includes specific examples, while Appendix E includes outlines the tiers and strategies in the toolbox.

# CONGESTION MITIGATION MATRIX

The CMP Strategy Matrix is used to address recurring congestion. The matrix is included in Appendix B. The matrix includes strategies in five tiers as identified in the CMP Strategy Toolbox. The CMP Strategy Matrix typically is used in a workshop setting with agency stakeholders to quickly screen through the strategies to identify appropriate strategies that may provide a benefit within the corridor. Following the screening of a corridor using the matrix, strategies which were identified as having a high level of potential benefit or medium level of potential benefit are considered for additional analysis where appropriate. The CMP Strategy Matrix identifies the general level of applicability by mode given the different trip types as follows:

- **Regional Trips:** Long distance trips and/or pass-through trips through the county. Typically these trips are auto dependent unless served by premium transit modes.
- **Regional Access Trips:** Moderate distance trips that have at least one trip end (origin or destination) within the corridor. Typically, these trips are auto dependent unless served by a mix of premium or fixed route transit.
- **Local Access Trips:** These are shorter trips with at least one trip end within the corridor. Typically transit and bicycle modes can compete favorably with the auto modes of travel relative to travel time.
- **Local Circulation Trips:** These are very short trips where both trip ends likely occur within close proximity to the corridor. Typically, walking and bicycling have travel times comparable to auto usage. Public transportation is typically not viable in the absence of frequent local circulator transit service since walking times are of relatively short duration.

# CMP SAFETY MITIGATION MATRIX

The Ocala Marion TPO CMP process also includes a “CMP Safety Mitigation Matrix” for use in streamlining the identification of potential safety issues identified in the identification of congested corridors by making use of crash data produced by FDOT. FDOT produces maps and reports by crash type or cause which can be used to identify safety issues on the major roadway network for both congested and non-congested roadways. Reducing the number of crashes that occur on major roadways can reduce nonrecurring congestion. While the delay incurred resulting from crashes cannot be determined easily, it is a significant contribution of delay on major roadways. To support the integration of crash reduction as a means to reduce non-reoccurring congestion, a CMP Safety Mitigation Matrix was developed.

The CMP Safety Migration Matrix is provided in Appendix C. This Matrix is similar to the CMP Strategy Matrix in that it should be used to screen and identify potential strategies that would reduce congestion caused by specific crash types. The Matrix identifies crash types and the typical strategies that could be implemented to improve safety and reduce these crashes for the Safety Emphasis Areas identified in the State of Florida Strategic Highway Safety Plan. In most cases, additional detailed study will be required to identify the specific safety strategy or strategies to be implemented for a specific location.

# MONITOR STRATEGY EFFECTIVENESS

The FHWA guidelines call for CMPs to include provisions to monitor the performance of strategies implemented to address congestion. Regulations require, “a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area’s established performance measures.” This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.



## Chapter 3

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# State of the System Report



# State of the System Report

## INTRODUCTION

As a key tool in the Ocala Marion TPO CMP, a State of the System Report will be developed to track the effectiveness of the implemented strategies, to the extent possible with the available project level data, and conditions of the multimodal transportation system as a whole. The same set of quantifiable performance measures established for the CMP will be used to measure system performance at corridor and system levels. The measures that will be utilized in the State of the System Report include:

- **Roadway Performance Measures** including percent of roadway miles and VMT by LOS Type as well as roadway traffic volume to capacity and volume to maximum service volume ratios.
- **Transit Performance Measures**, including passenger trips per revenue hour, passenger trips, and the number of routes.
- **Bicycle/Pedestrian/Multiuse Path Performance Measures**, including percent of congested CMP roadway centerline miles with bicycle facilities, percent of congested CMP roadway centerline miles with sidewalk facilities, and miles of multiuse paths.
- **TDM Performance Measures**, including the number of registered carpools or vanpools in the CMP study area
- **Goods Movement Performance Measures**, including the % of total VMT on truck routes on congested roadways.

## ORGANIZATION OF THE CHAPTER

This chapter provides an updated analysis of the major corridors within the TPO's planning area and is presented in the following sections:

- Summary of **system performance and trends** relative to the performance measures identified in Chapter 2
- Identification of the **congested corridors** in Marion County in 2021 and 2026
- Summary

## SYSTEM PERFORMANCE TRENDS

This section examines the performance of the system, first in a summary format and then in a more detailed form based on the specific performance measures for the CMP. This evaluation, together with the other components of the CMP, is intended to provide a better understanding of the performance of the transportation system in order to select and implement congestion mitigation and mobility strategies.

### **Safety Performance Measures**

- The number of fatal crashes over the last five years has steadily increased from 70 crashes in 2016 to 108 crashes in 2020.
- The number of severe injury crashes has decreased significantly from 372 crashes in 2016 down to 304 crashes in 2020.
- Non-motorized fatalities and serious injuries have remained relatively steady since 2016, except for a peak of 62 in 2019.

### **Roadway Capacity Performance Measures**

- Less than 5% of centerline miles on the CMP network are congested today (2021), and less than 7% are expected to be congested with the existing plus committed network by 2026.
- Approximately 16% of vehicle-miles of travel on the CMP network are considered congested today (2021), and approximately 38% are expected to be congested with the existing plus committed network by 2026. More than 85% of the congested vehicle-miles of travel in horizon year 2026 are expected to be on I-75.

### **Goods Movement Performance Measures**

- More than 15% of the centerline miles for truck routes (which make up the CMP network) are considered congested.
- More than 25% of the vehicle miles of travel are considered congested.

### **Transit Performance Measures**

- Based on the latest roadway capacity performance measures and the existing SunTran routes within Marion County, transit service is provided on just 2.8% of (non-Interstate) roadways identified as Congested or Extremely Congested.
- The peak service frequency along existing SunTran routes within Marion County is 70 min, or approximately 0.86 buses per hour, according to the latest available data (Fiscal Year 2020) from SunTran.
- In Fiscal Year 2020, SunTran reported that 76% of transit service provided within Marion County was deemed on-time.
- SunTran reports that annual ridership in the latest available data (Fiscal Year 2020) was 256,510 passengers and the service overall provided 8.84 passenger trips per revenue hour.

### **Bicycle/Pedestrian/Trail Facility Performance Measures**

- There are currently at least 39 miles of multi-use trails within Marion County with plans to expand and provide additional connections within the network.
- Approximately 65% of non-Interstate congested roadways have sidewalk on at least one side of the roadway, but just 6.8% have bicycle facilities.

### **TDM Performance Measures**

- Currently there are only 2 registered carpools and 12 registered vanpools in the region.

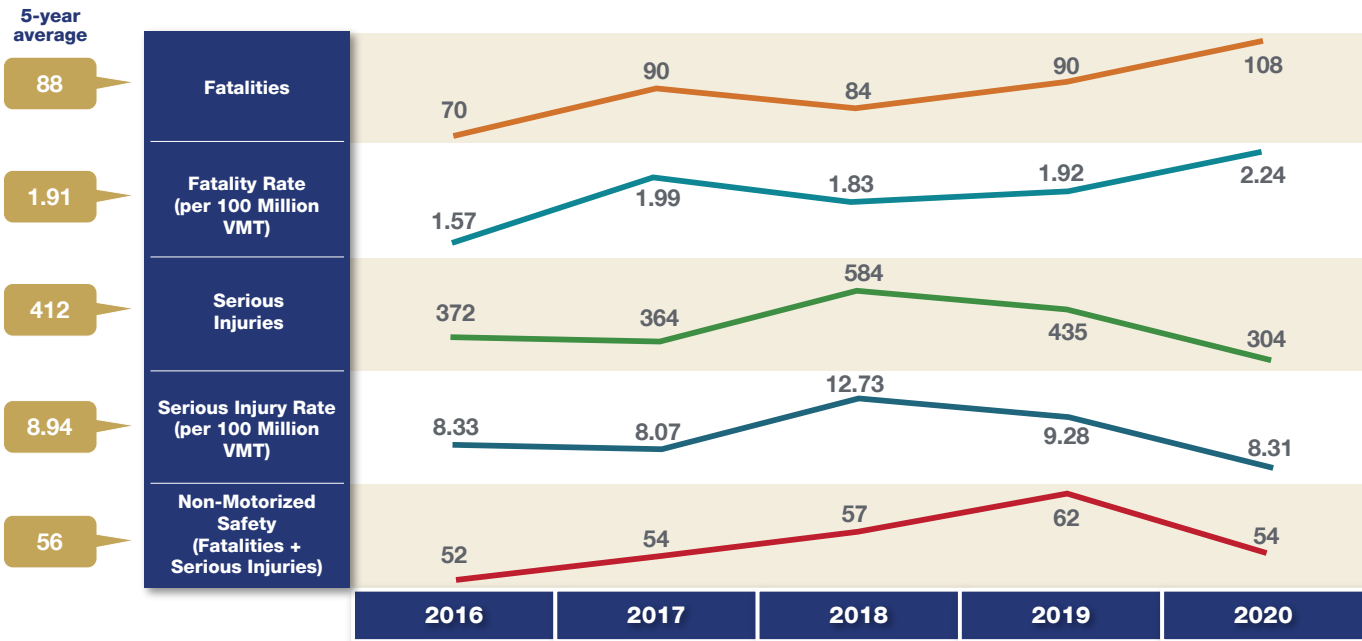
### **Public Involvement Performance Measures**

- Stakeholders were involved throughout the CMP process. Five (5) Technical Advisory Committee (TAC) meetings, five (5) Citizens Advisory Committee (CAC), and four (4) Ocala Marion TPO Board meetings were held during development and adoption of the CMP. A public survey was conducted in March 2021 to identify public concerns about congestion in the County.

# SAFETY PERFORMANCE MEASURES

The most recent five years of complete available crash data (2016 – 2020) indicate a downward trend in overall crashes, but an upward trend in fatal crashes. Crashes resulting in serious injury peaked in 2018, with 584, and have since decreased. The following includes information on crash severity by year within Marion County. Figure 10 depicts trend lines over the last five years related to fatalities, fatality rates, severe injuries, serious injury rate, and non-motorized safety.

Figure 10: Ocala Marion Region - Five-Year Safety Performance Summary



There are two primary safety statistics: total fatalities and fatality rate. Total fatalities is the sum of traffic-related deaths in the region without any adjustment. From 2016 to 2020 total fatalities in the region increased by more than 50 percent. A standard safety measure is to calculate a crash rate since it considers the increased opportunities for crashes to occur resulting from the increase in travel in an area. Crash rates are calculated by taking the number of fatal crashes and dividing by the vehicle-miles of travel (VMT) and are reported as fatalities per 100 million VMT. The fatality crash rate in the Ocala Marion region has increased from 1.57 in 2016 to 2.24 in 2020. Together both the total fatalities and fatality crash rate represent a troubling trend.

Marion County is experiencing a troubling trend of increased fatalities, but serious injury crashes and the associated serious injury crash rate have decreased significantly since peaking in 2018. As travel increases in an area due to population growth or increased economic activity, it is not uncommon for the frequency of traffic crashes to increase. The rate of non-motorized (bicycle and pedestrian) fatal and serious injury crashes had steadily increased between 2016 and 2019 before decreasing in 2020.



# ROADWAY CAPACITY PERFORMANCE MEASURES

As part of the State of the System Report, the roadway performance was analyzed for the three tiers of the CMP network, including NHS roadways and major non-NHS roadways. Monitoring the overall roadway performance each year provides an illustration of the general level of congestion. Below are the findings for existing (2021) conditions and for the five-year horizon year (2026) summarized both by centerline miles and by annual vehicle-miles of travel.

**Table 3: Congested Centerline Miles - Ocala Marion TPO CMP Network**

Existing (2021) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	8.53	11.22	17.73	0.00
NHS Non-Interstate	144.39	7.00	7.65	6.94
Non-NHS CMP Roadways	560.72	9.28	3.64	0.53
<b>Countywide</b>	<b>731.64</b>	<b>27.5</b>	<b>29.02</b>	<b>7.47</b>
% of total of centerline miles of highway	91.8%	3.5%	3.7%	1.0%

Horizon Year (2026) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	2.69	0.00	17.06	15.54
NHS Non-Interstate	132.46	11.09	7.36	0.74
Non-NHS CMP Roadways	553.69	6.34	5.42	6.01
<b>Countywide</b>	<b>688.84</b>	<b>17.43</b>	<b>29.84</b>	<b>22.29</b>
% of total of centerline miles of highway	88.6%	2.2%	3.8%	2.9%

**Table 4: Congested Vehicle Miles of Travel- Ocala Marion TPO CMP Network**

Existing (2021) Conditions - Million Vehicle-Miles Traveled (MVMT)				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	243	399	442	0
NHS Non-Interstate	905	60	53	38
Non-NHS CMP Roadways	1,191	88	15	8
<b>Countywide</b>	<b>2,339</b>	<b>547</b>	<b>510</b>	<b>46</b>
% of total congested miles of travel	68.0%	15.9%	14.8%	1.3%

Horizon Year (2026) Conditions - Million Vehicle- Miles Traveled (MVMT)				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	90	0	743	647
NHS Non-Interstate	883	136	88	11
Non-NHS CMP Roadways	1,356	46	66	66
<b>Countywide</b>	<b>2,329</b>	<b>182</b>	<b>897</b>	<b>725</b>
% of total congested miles of travel	53.8%	4.2%	20.7%	16.7%

Additional details are provided in the following pages that include maps showing specific congested areas under existing (2021) conditions as compared to the existing plus committed network in horizon year (2026). The existing plus committed includes funded roadway construction projects. The maps display Level of Service, Volume to Maximum Service Volumes Ratios (V/MSV at LOS Standard) as well as Volume to Physical Capacities (V/C). The V/MSV ratios indicate the amount of capacity using the adopted LOS standard whereas the V/C ratios indicate conditions where a greater level of congestion is tolerated, in many cases a LOS E condition. The LOS standard for each roadway is based on the Transportation Element of the Comprehensive Plan for Marion County and the incorporated cities. The LOS standard for State maintained roadways is D for urban areas and C for rural areas. The LOS standard for non-State maintained roadways is E for urban areas and D for rural areas. Roadways within the Farmland Preservation Area have a LOS B standard and scenic roadways have a LOS C standard, unless otherwise specifically designated in the Comprehensive Plan.

Figure 11: Existing (2021) Daily Level of Service

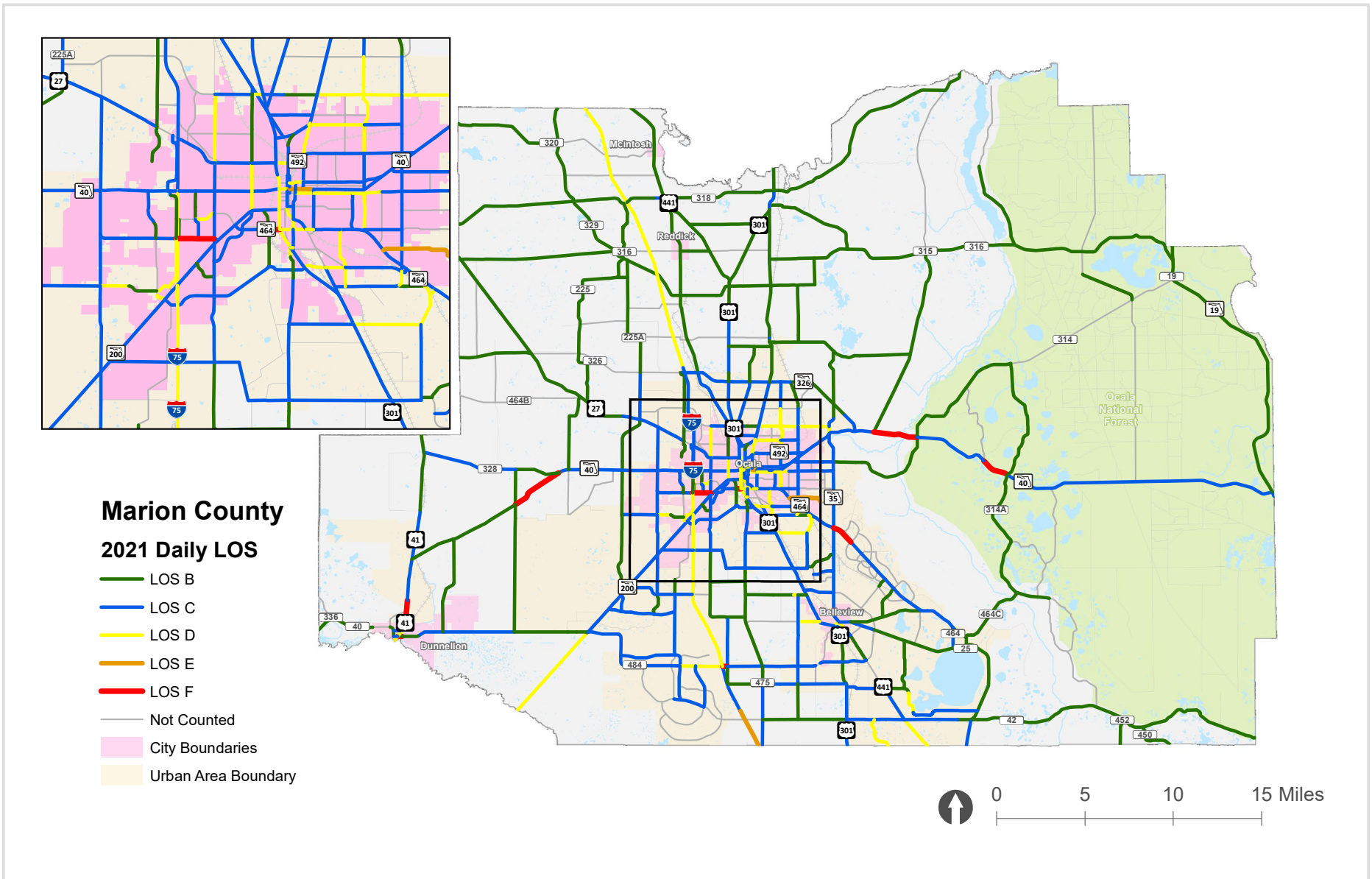


Figure 12: Existing + Committed (2026) Daily Level Of Service

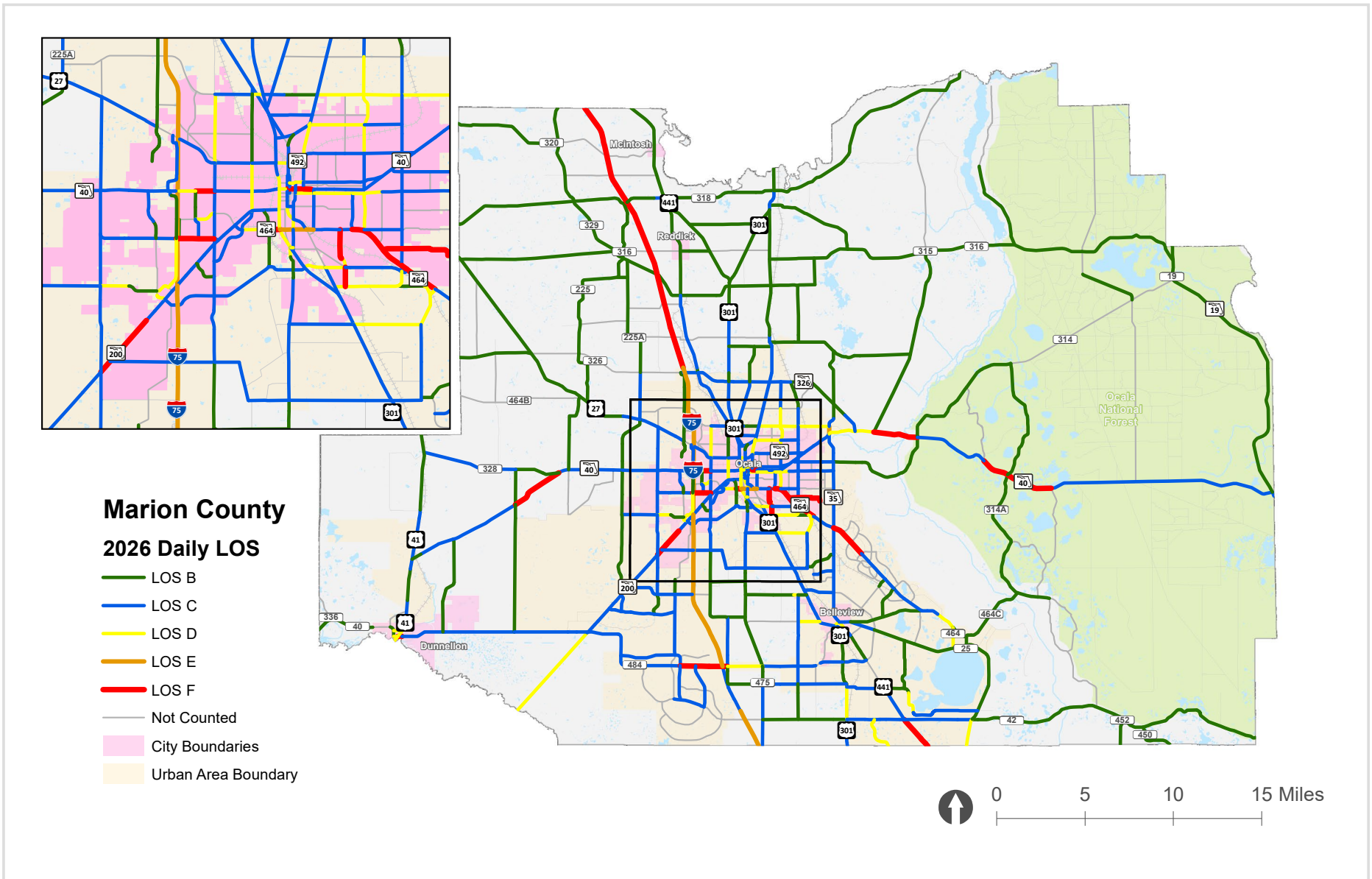
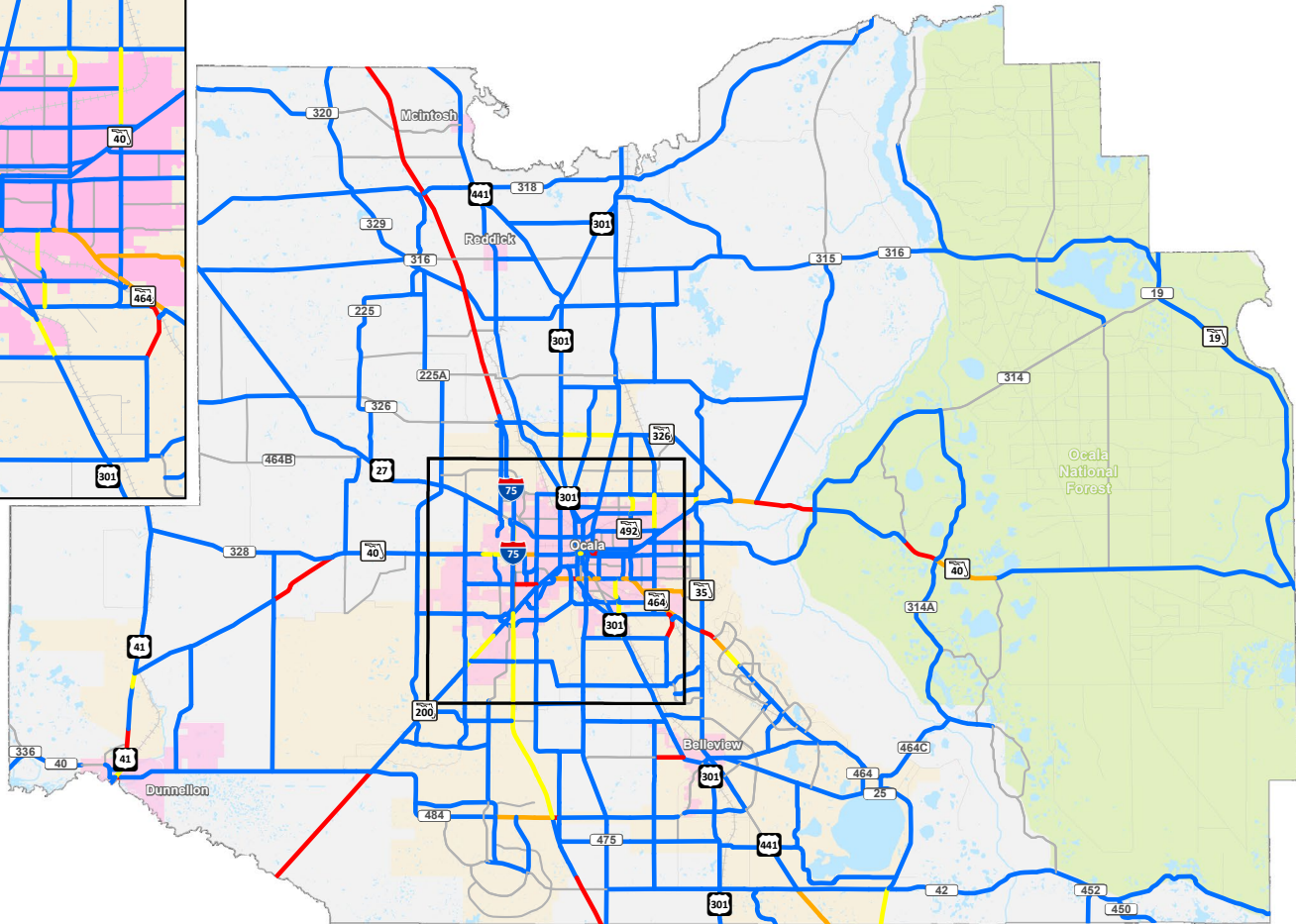
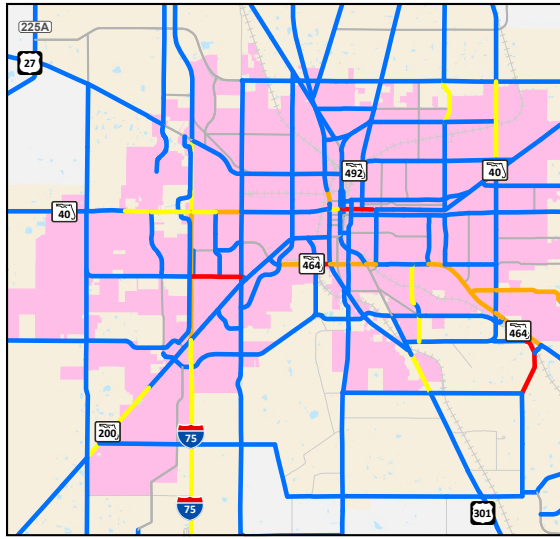


Figure 13: Existing (2021) Volume Maximum Service Volume (V/MSV)



**Marion County**

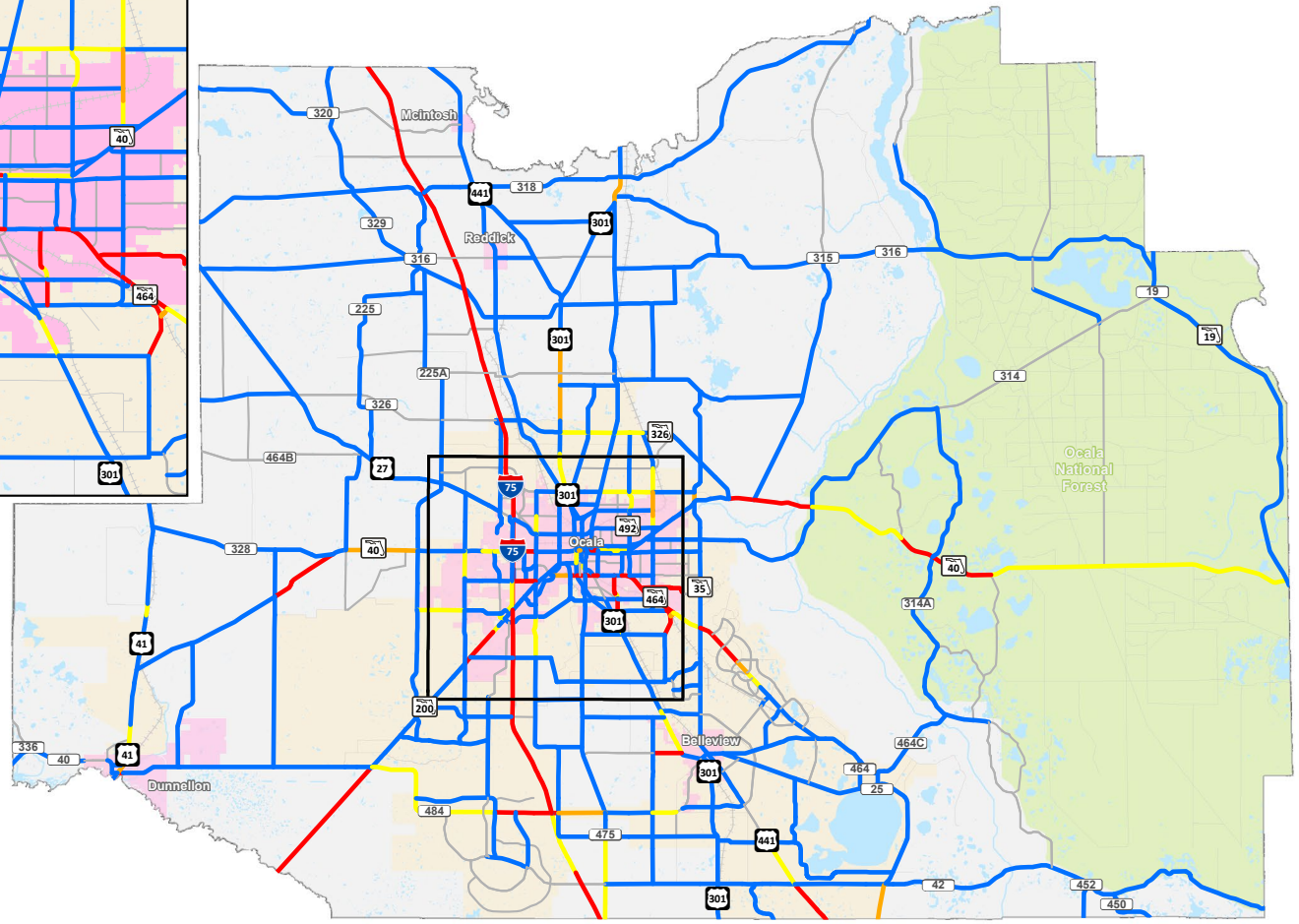
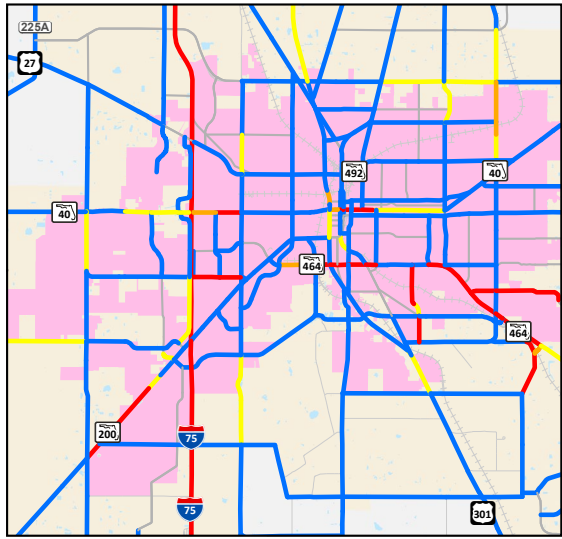
**2021 Daily V/MSV**

- V/MSV < 0.80
- 0.80 < V/MSV < 0.90
- 0.90 < V/MSV < 1.00
- 1.00 < V/MSV
- Not Counted
- City Boundaries
- Urban Area Boundary

Volume-to-MSV ratios are calculated as the peak hour directional volume divided by the maximum service volume of the roadway segment based on its adopted level of service standard.



Figure 14: Existing + Committed (2026) Volume Maximum Service Volume (V/MSV)



**Marion County  
2026 Daily V/MSV**

- V/MSV < 0.80
- 0.80 < V/MSV < 0.90
- 0.90 < V/MSV < 1.00
- 1.00 < V/MSV
- Not Counted
- City Boundaries
- Urban Area Boundary

Volume-to-MSV ratios are calculated as the peak hour directional volume divided by the maximum service volume of the roadway segment based on its adopted level of service standard.



Figure 15: Existing (2021) Volume to Physical Capacity (V/C)

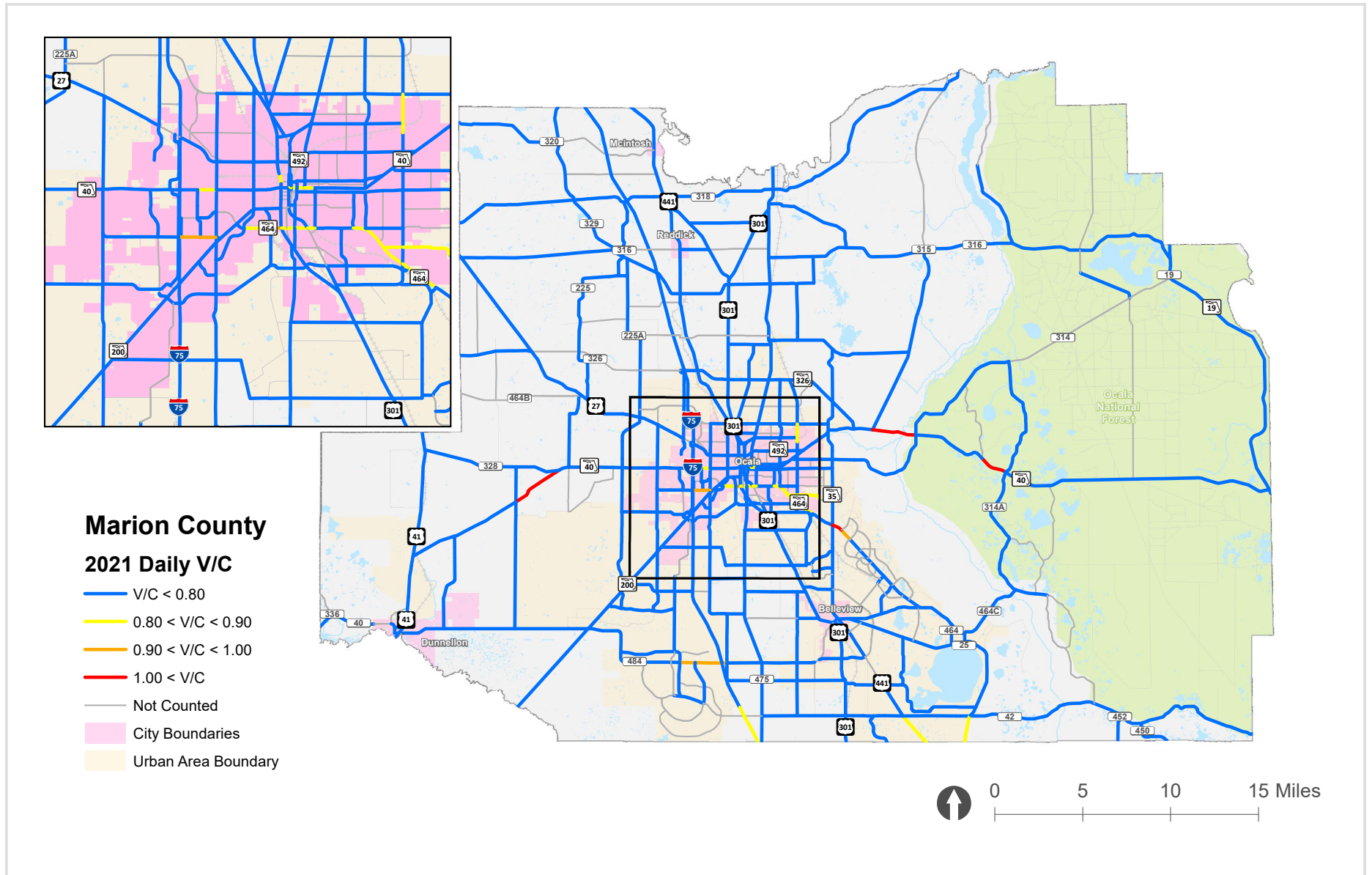
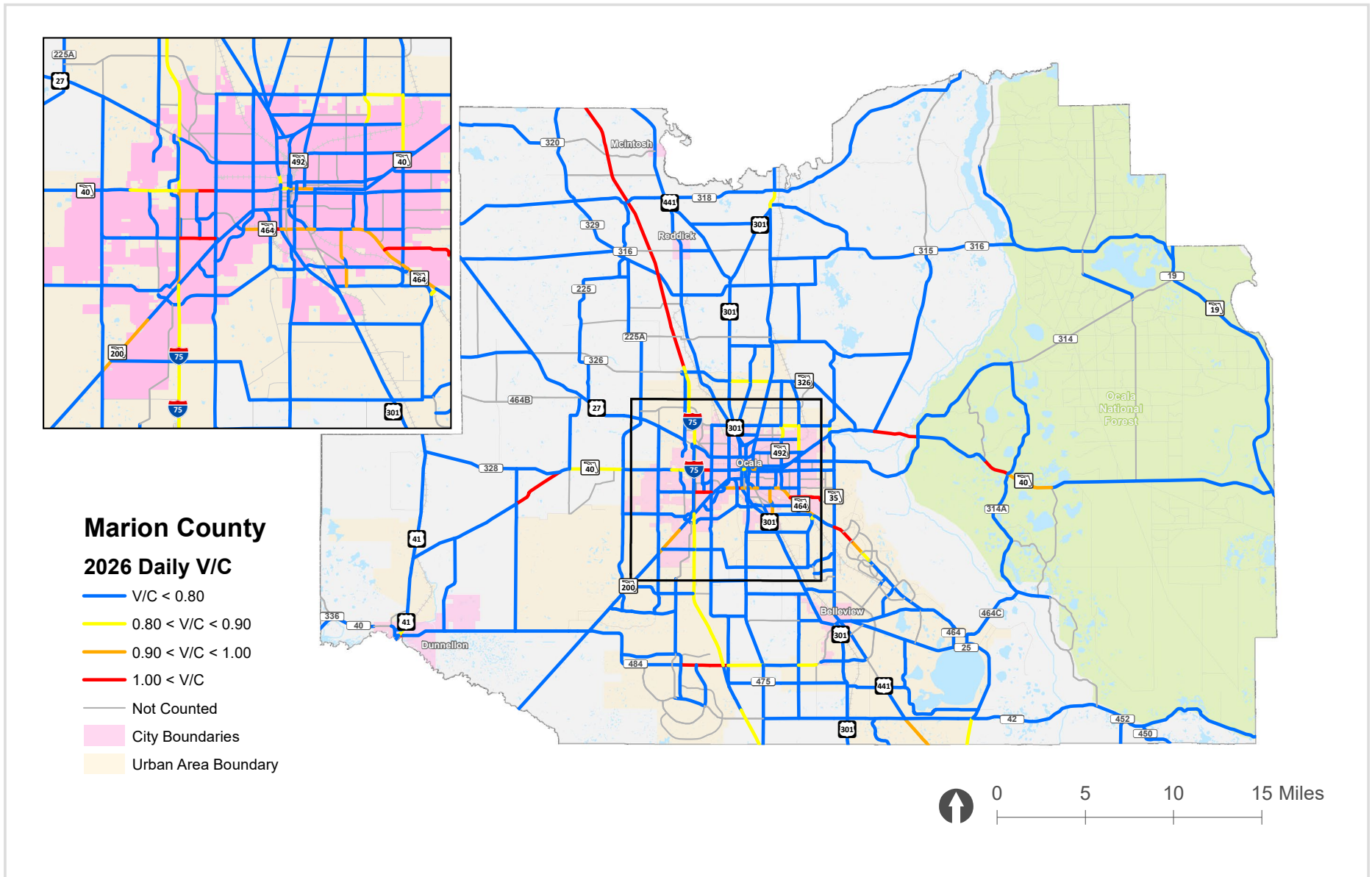


Figure 16: Existing + Committed (2026) Volume to Physical Capacity (V/C)





# RELIABLE TRAVEL TIME PERFORMANCE MEASURES

Travel-time reliability is defined as the consistency and dependability in travel times that are measured from day-to-day and/or across different times of the day. Travel-time reliability is significant to the CMP because it incorporates a systematic method to address the issue of traffic congestion caused by non-recurring events. Examples of non-recurring events are depicted below:



Non-recurring congestion can account for more delay than recurring congestion. Non-recurring congestion caused by incidents is especially problematic for the traveling public. It is possible for a commuter to factor in additional travel time to address routine congestion and they may be willing to accept that additional travel time as part of their normal commute. However, it is difficult to plan ahead for significant incidents, such as vehicle crashes to ensure on-time arrival.

Only recently were cost-effective data collection opportunities identified. In addition to more inexpensive travel-time monitoring technologies, there are three factors that have contributed to a greater focus on travel-time reliability. These factors include:

- **Constraints on Expansion of the Transportation System** – New roadway construction and roadway expansion has largely ended in the United States due to high costs, the built-out nature of urbanized areas, and the community desire for multimodal streets.
- **Expectations of the Traveling Public** – Surveys have shown that the traveling public often values travel-time reliability more than speed.
- **Federal Surface transportation Reauthorization Law** – When MAP-21 was signed into law, a process that involved performance measurement, target setting, and transportation investment reporting was established and seven national goals were set. Three years later, the FAST Act was signed into law and included the same national goals. One of the seven goals is System reliability – to improve the efficiency of the surface transportation system

The Federal Highway Administration (FHWA) finalized the identification of the required performance measures in January 2017 with the requirement to include the following measures:

- Percent of Person-Miles Traveled on the Interstate That Are Reliable
- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- Truck Travel Time Reliability (TTTR) Index (Goods Movement Performance Measure)

FDOT reports travel time reliability for Interstate, Non-Interstate NHS, and Goods movement. The latest information reported by FDOT is provided in Table 5.

*Table 5: Travel Time Reliability*

Performance of NHS			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
Interstate Reliability	75%	70%	100%
Non-Interstate Reliability	Not Required	50%	96%

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2018 Existing Conditions Ocala/ Marion County TPO
Truck Travel Time Reliability Index	1.75	2.00	1.42



# Goods Movement Performance Measures

Performance measures that have been identified to monitor Goods Movement are listed below. Existing performance information is also provided below.

- Amount of centerline miles for truck routes that are considered congested (the truck routes are comprised of the NHS roadways within the CMP network).
- Amount of vehicle miles of travel that are considered congested.

**Table 6: Goods Movement Performance Measures**

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2018 Existing Conditions Ocala/Marion County TPO
Truck Travel Time Reliability Index	1.75	2.00	1.42

**Table 7: Goods Movement - Congested Centerline Miles (2015 to 2021 Performance)**

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Ocala Marion Region	152.92	18.22	25.38	6.94
% of total goods movement on congested centerline miles of highway	75.2%	9.0%	12.5%	3.4%

**Table 8: Goods Movement - Congested Vehicle Miles of Travel (2021 Performance)**

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Ocala Marion Region	1,147.79	458.68	495.14	37.91
% of total goods movement on congested centerline miles of highway	53.6%	21.4%	23.1%	1.8%

# PUBLIC TRANSIT PERFORMANCE MEASURES

Ocala and Marion County's transit system, SunTran, regularly collects and maintains information related to various transit service and operational data, including route networks. The following represents the latest available public transit performance measure data as provided by SunTran.

*Table 9: Public Transit Performance Measures*

Transit Performance Measure	FY 2020 Data
Average Peak Service Frequency	70 minutes / 0.86 buses per hour
On-Time Performance	76%
Annual Ridership	256,510
Passenger Trips Per Revenue Hour	8.84

# BICYCLE/PEDESTRIAN/TRAIL FACILITY PERFORMANCE MEASURES

There are several performance measures that have been identified to monitor the bicycle and pedestrian mode of travel which are listed below. Existing performance information is also provided below.

- Percentage of congested roadways within urban or transitioning areas that have a bicycle facility on at least one side of the roadway.
- Percentage of congested roadways within urban or transitioning areas that have a sidewalk on at least one side of the roadway

Within Marion County miles of multi-use trails are also reviewed. Currently, there are at least 15 miles of multi-use trails with plans to expand and provide further connections. The expansion of the vast trail system within Marion County will continue to be reviewed as part of the State of the System Report.

*Table 10: Congested Roadway Centerline Miles with Bicycle Facilities*

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Bicycle Facilities	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.1 miles	15.9 miles
Congested Roadways with a Bicycle Facility	0.4 miles	0.4 miles
Congested Roadways without a Bicycle Facility	5.7 miles	15.5 miles
% of Congested Roadways with a Bicycle Facility	6.8%	2.6%

**Table 11: Congested Roadway Centerline Miles with Sidewalks**

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Sidewalks	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.1 miles	15.9 miles
Congested Roadways with a Sidewalk	3.9 miles	9.4 miles
Congested Roadways without a Sidewalk	2.2 miles	6.5 miles
% of Congested Roadways with a Sidewalk	64.7%	58.7%

*Note: Includes where there is a sidewalk on at least one side of the roadway*

## TDM PERFORMANCE MEASURES

Strategies that reduce travel demand can be a cost-effective solution to reduce congestion and provide expanded mobility options. Since 2010, the FDOT, District Five has provided commuter assistance programs through the reThink Your Commute. The program promotes transportation solutions such as carpools, vanpools, public transit, walking, and telecommuting to limit the number of single-occupant commuter trips that contribute to peak hour congestion on highways throughout District Five, which includes Marion County.

Both carpooling and vanpooling can be effective congestion mitigation strategies when they target consolidating trips to downtown areas, activity centers, and other major employers. The number of registered carpools and vanpools in the County is one of the CMP Performance measures. Attention is directed to the fact that these are "registered" carpools and vanpools that are reported by reThink Your Commute. Users are not required to register, and the number of persons participating in carpools and vanpools is likely to be much higher.

**Table 12: 2021 Registered Carpools and Vanpools**

	Carpool	Vanpool
Ocala Marion Region	2	12

*Source: FDOT*

# BRIDGE AND PAVEMENT PERFORMANCE MEASURES

FHWA has established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The 2019 pavement and bridge conditions within the TPO planning area based on data provided by FDOT and their relation to established FDOT targets are found in Table 13 and Table 14.

**Table 13: Pavement Condition (2019)**

Pavement Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
% of Interstate pavements in GOOD condition	Not Required	≥60%	66.4%
% of Interstate pavements in POOR condition	Not Required	≤5%	0.0%
% of non-Interstate NHS pavements in GOOD condition	≥40%	≥40%	37.8%
% of non-Interstate NHS pavements in POOR condition	≤5%	≤5%	0.0%

**Table 14: Bridge Condition (2019)**

Bridge Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
% of NHS bridges classified as in GOOD condition	≥50%	≥50%	59.1%
% of NHS bridges classified as in POOR condition	≤10%	≤10%	0%

# PUBLIC INVOLVEMENT PERFORMANCE MEASURES

Public involvement is a critical element to the success of the CMP development and implementation and the involvement of local technical experts (engineering, planning, public works, etc.) is especially important. Stakeholders were involved throughout the development of the CMP including the Ocala Marion TPO Citizen’s Advisory Committee (CAC) and Technical Advisory Committee (TAC). The public was also involved in the development of the CMP through the Ocala Marion TPO Board Meetings. Collectively, both Committees and TPO Board were involved in key elements of the decision making process, including the selection of CMP Goals, Performance Measures, and the CMP Network.

Table 15: CMP-Related Meetings with Outreach Groups

Outreach Group	2021 CMP-Related Meetings
Technical Advisory Committee (TAC)	5
Citizens Advisory Committee (CAC)	5
Ocala Marion TPO Board	4

The TPO's committees were actively involved in the developing the process for the CMP. As elements of the CMP are implemented, it is anticipated that an increasing number of groups such as Freight/Goods Movement Stakeholders and Community Traffic Safety Teams will become actively involved to support the identification of congestion related issues and how to mitigate them.

## CMP Public Survey

The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan. The survey results are used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, three (3) responses were sent to the TPO by email for a total of 258 survey participants.

The survey responses indicated primary congestion concerns from poorly timed traffic signals, capacity constrained roadways, short turn lanes, and lack of alternative travel routes. The respondents’ top ranked congestion mitigation measures were improving traffic signals, adding or lengthening turn lanes, and having an alternative travel route. The most mentioned congested corridors were SR 200, US 301/441, SR 40, SR 464/Maricamp Road, CR 484, U.S. 27, CR 475 and I-75. **Appendix F** contains a complete summary of the survey results.

## Summary of Public Comments

In addition to the public comment opportunities described above, the Draft Congestion Management Plan (CMP) was made available on the TPO’s website and provided to the CAC, TAC, and TPO Board for review. Comments from the public included various congestion concerns and indicated support for traffic signal improvements, specifically at the intersections of SW 27th Avenue and SW 66th Street, as well as US 41 at SR 40 and SW 99th Place. Other comments noted daily congestion at SE 25th Avenue and SE Ft. King Street.

Concerns about congestion and crashes in the vicinity of Liberty Middle School and Hammett Bowen Elementary school, particularly on SW 95th Street and SW 49th Avenue were also provided. Another comment expressed support for a new roadway for local traffic on the west side of I-75 to alleviate congestion on CR 475.

In addition to the comments provided by the public on the Draft CMP, the TPO Board provided comments related to stacking and turning issues on SR 464/SE 17th Street at SE 25th Avenue, and on CR 475A from the intersection at CR 484 to SW 66th Street.

Consistent with the technical analysis performed for this report, the locations where the public noted they have experienced congestion may be evaluated further. It should be noted that some locations noted during the public comment period, such as US 41, have already been identified within this report as congested corridors requiring additional analysis.

## CONGESTED CORRIDOR NETWORK SELECTION

Using the elements of the CMP evaluation process discussed on the previous page, congested corridors were identified. These corridors have a Volume to Maximum Service Volume (V/MSV) greater than 1.0 either today or projected within the next five years.

Using the Corridor Selection process described previously, the following corridors were selected as appropriate for a more detailed analysis. The specific corridors are:

- CR 464 (SR 35 to Emerald Rd)
- SE 24th Street (SR 464 to SE 28th St)
- SW 20th St (SW 38th Ave to SW 27th Ave)
- CR 484 (US 41 to Lakeshore Dr)
- CR 484 (CR 475A to CR 475)
- SR 464 (SW 19th Ave Rd to SE 44th Ave)
- SE 19th Avenue (SE 38th St to SE 31st St)
- CR 35 (SR 40 to NE 35th St)
- SE 44th Avenue Road (SE 52nd Street to SR 464)
- CR 25 (Sumter C/L to CR 42)
- US 441 (NW 2nd St to NW 6th St)
- US 441 (NW 77th St to NW 117th St)
- SR 40 (SW 110th Ave to SW 80th Ave)
- US 41 (CR 484 to SW Robinson Rd)
- US 301 (NE Jacksonville Rd to CR 318)

More information on these corridors is provided in Chapter 4 - Congested Corridor Evaluation.



## Chapter 4

# Congested Corridor Evaluation



# Congested Corridor Evaluation

## CORRIDOR SELECTION PROCESS

This chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed earlier in Chapter 3. Roadways that are congested today or forecasted to be congested in five years are considered.

Corridors are identified as being “not congested,” “approaching congestion or minimally congested,” or “extremely congested,” as summarized below:

**Not Congested (currently or in five years with improvements):** Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

**Approaching Congestion:** Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

**Congested:** Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway’s capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

**Extremely Congested:** Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.



The map in Figure 17 depicts the overall congestion on the CMP network during the 2021 to 2026 timeframe based on the earliest year in which the highest level of congestion occurs. Figure 17 is based on the information included in Table 16, which identifies the locations on the network that are Approaching Congestion, Congested, or Extremely Congested in Existing Year 2021 or Horizon Year 2026. Table 16 also includes volume-to-maximum service volume (V/MSV) ratios and volume-to-capacity (V/C) ratios for these corridors. Additionally, those corridors for which a funded or unfunded project has been identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO and additional study is recommended for short-term congestion mitigation are noted in Table 16.

The following segments represent those for which no such project has been identified to date:

- CR 464 (SR 35 to Emerald Rd)
- SE 24th Street (SR 464 to SE 28th St)
- SW 20th St (SW 38th Ave to SW 27th Ave)
- CR 484 (US 41 to Lakeshore Dr)
- CR 484 (CR 475A to CR 475)
- SR 464 (SW 19th Ave Rd to SE 44th Ave)
- SE 19th Avenue (SE 38th St to SE 31st St)
- CR 35 (SR 40 to NE 35th St)
- SE 44th Avenue Road (SE 52nd Street to SR 464)
- CR 25 (Sumter C/L to CR 42)
- US 441 (NW 2nd St to NW 6th St)
- US 441 (NW 77th St to NW 117th St)
- SR 40 (SW 110th Ave to SW 80th Ave)
- US 41 (CR 484 to SW Robinson Rd)
- US 301 (NE Jacksonville Rd to CR 318)

Figure 18 illustrates roadway segments that have been identified to be approaching congestion, congested, or extremely congested. The roadways are delineated in orange if one of the following is true:

- The roadway segment has a capacity project identified in the five-year work program or TIP but the construction phase is not yet funded within the current five year plan
- The roadway segment has been identified within the LOPP for a capacity improvement
- The roadway segment has been identified within the LRTP for a capacity improvement

The roadways delineated in blue are those for which no such project has been identified to date, and are listed above. Preliminary recommendations and areas for additional study are provided for the roadways shown in blue in Figure 18, as described in the next paragraph and outlined in Table 16.

Next steps include screening to identify mitigation strategies as part of Phase 2 of the Congested Corridor Selection and Project Selection Process discussed in Chapter 3. These strategies are also documented as part of the CMP Policy and Procedures in Chapter 1 and include strategies in five tiers that range from strategies to reduce person trips, strategies to shift trips to other modes, as well as operations and capacity strategies. From these strategies that have the greatest benefit and potential are selected and specific projects are identified and implemented as part of Phase 3. During this phase, additional analysis of potential projects is undertaken to identify the specific improvement, implementation issues, and costs that feed into the TIP and/or LRTP. Preliminary recommendations and areas for additional study are provided in Table 16.

Figure 17: Overall Congestion (2021 to 2026 Performance)

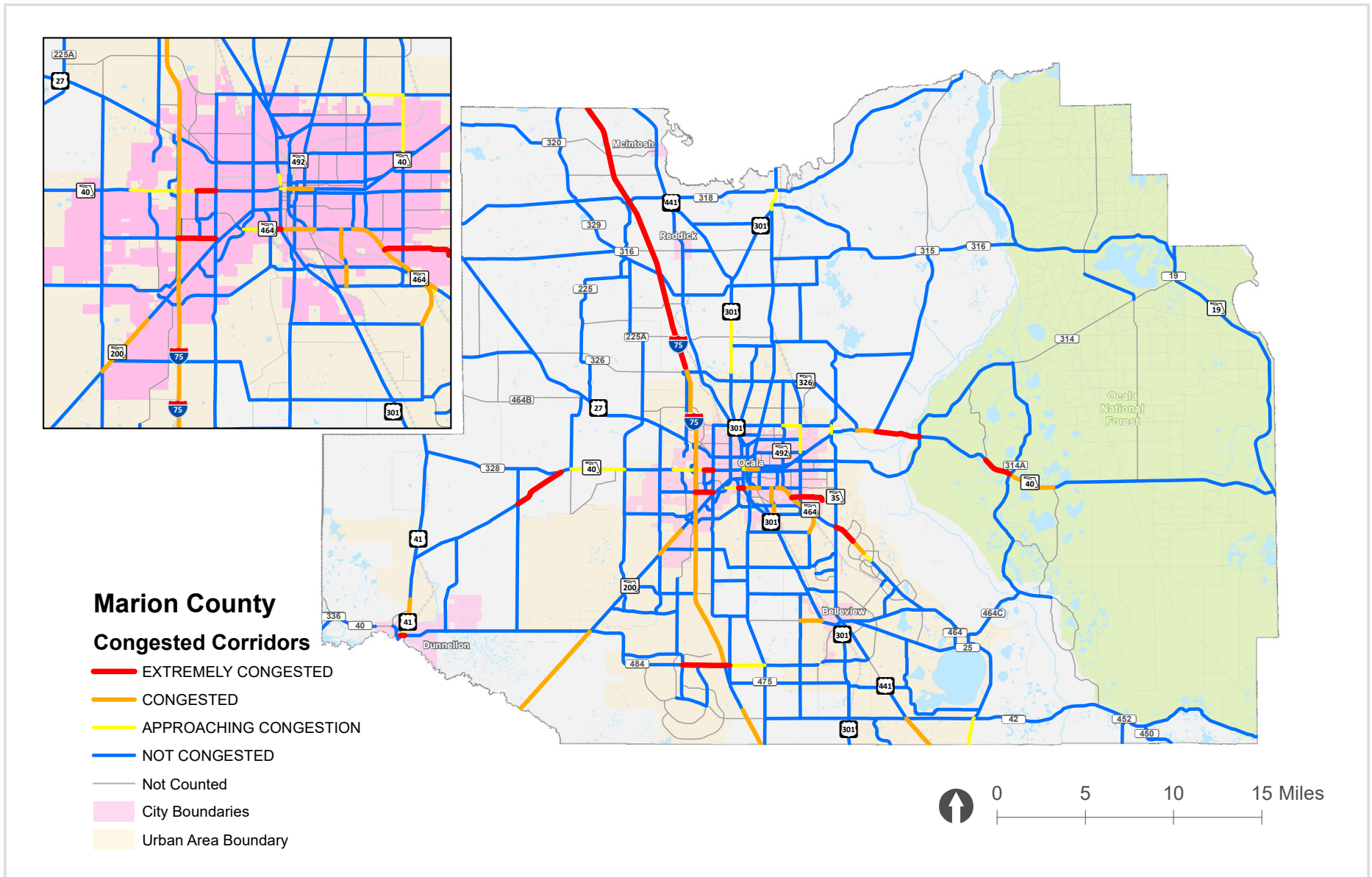


Table 16: Summary of Congested Corridors

Congestion Levels								
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%
CR 25	COUNTY LINE	CR 42	E	0.90	C	0.95	D	0.88
CR 35	SR 40	NE 35 ST	E	0.81	D	0.95	E	0.88
SR 464	SE 25 AV	SE 44 AV	D	0.95	C	1.06	F	0.98
CR 464	SR 35	EMERALD RD (N)	E	1.19	F	1.42	F	1.31
CR 484	SW 45 AV	I-75 RAMP (W)	E	0.98	D	1.19	F	1.10
CR 484	I-75 RAMP (E)	CR 475A	D	1.01	F	1.38	F	1.27
CR 484	CR 475A	CR 475	D	0.78	C	0.96	D	0.89
CR 484	US 41	LAKESHORE DR	E	1.08	F	1.18	F	1.09
I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	C	1.22	E	1.33	E	0.89
I-75	CR 484	SR 200	D	0.90	D	1.04	E	0.85
I-75	SR 200	SR 40	D	0.93	D	1.13	E	0.92
I-75	SR 40	US 27	D	0.81	C	1.03	E	0.84
I-75	US 27	SR 326	D	0.75	C	1.04	E	0.85
I-75	SR 326	URBAN AREA BOUNDARY	D	0.68	C	1.03	E	0.85
I-75	URBAN AREA BOUNDARY	CR 318	C	1.13	D	1.70	F	1.15
I-75	CR 318	COUNTY LINE (N)	C	1.12	D	1.57	F	1.06
NE 35 ST	NE 25 AV	NE 36 AV	E	0.77	D	0.90	D	0.83
NE 36 AV	NE 14 ST	NE 21 ST	E	0.86	C	0.90	C	0.84
NE 36 AV	NE 21 ST	NE 35 ST	E	0.89	C	0.93	C	0.86
SE 110 ST	CR 467	US 441	C	1.16	D	1.33	D	0.58
SR 464	SE 3 AV	SE 11 AV	D	0.98	D	1.02	E	0.91
SR 464	SE 22 AV	SE 25 AV	D	0.95	C	1.06	F	0.98
SE 19 AV	SE 38 ST	SE 31 ST	E	0.85	D	1.07	F	0.99
SE 24 ST	SR 464	SE 36 AV	E	0.96	E	1.31	F	1.21
SE 24 ST	SE 36 AV	SE 28 ST	E	0.96	E	1.31	F	1.21
SE 44 AV	SE 52 ST	SE 38 ST	C	1.50	D	1.69	D	0.73

Level of Congestion	Mitigation Strategy
Approaching	Add left-turn lanes at SE 175th Street, evaluate turn lane and signalization improvements at CR 42.
Approaching	Turn lanes at NE 35th Street, operational and safety improvements at SR 40, sidewalk extensions. Right-of-way would be needed for improvements along the corridor.
Congested (2026)	Bike lane improvements planned with resurfacing project (FDOT FM#4411411). Westbound right-turn lane at SE 25th Avenue. Signal timing/coordination between SE 36th Ave and SE 44th Ave Rd.
Extremely (2021)	Evaluate for intersection geometry / signal timing improvements. OPS37 in LRTP (ITS/Corridor Management).
Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
Approaching	Monitor for growth patterns.
Extremely (2026)	Downtown Dunnellon - Capacity Constrained. Evaluate effect of railroad crossing in proximity to the traffic signal at US 41 for improvements and/or alternative roadway connections to US 41.
Congested (2021)	FDOT FM#443623-1 PD&E ongoing.
Congested (2026)	FDOT FM#443623-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
Approaching	Marion County Project #70, 100D planned for widening to 4 lanes.
Approaching	FDOT FM#431798-2 to widen to 4 lanes. LOPP Project 51.
Approaching	FDOT FM#431798-4 to widen to 4 lanes. LOPP Project 51.
Congested (2021)	Monitor development and growth trends.
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Congested (2026)	Evaluate for intersection geometry / signal timing improvements at SR 464 and SE 31st Street. Evaluate sidewalk gaps.
Extremely (2026)	Evaluate for intersection geometry / signal timing improvements at the intersection with SR 464.
Extremely (2026)	ARTPLAN / Corridor analysis to evaluate actual operating conditions of the roadway.
Congested (2021)	Evaluate for intersection improvements / potential roundabout at SE 44th Ave Rd and SE 52nd St.

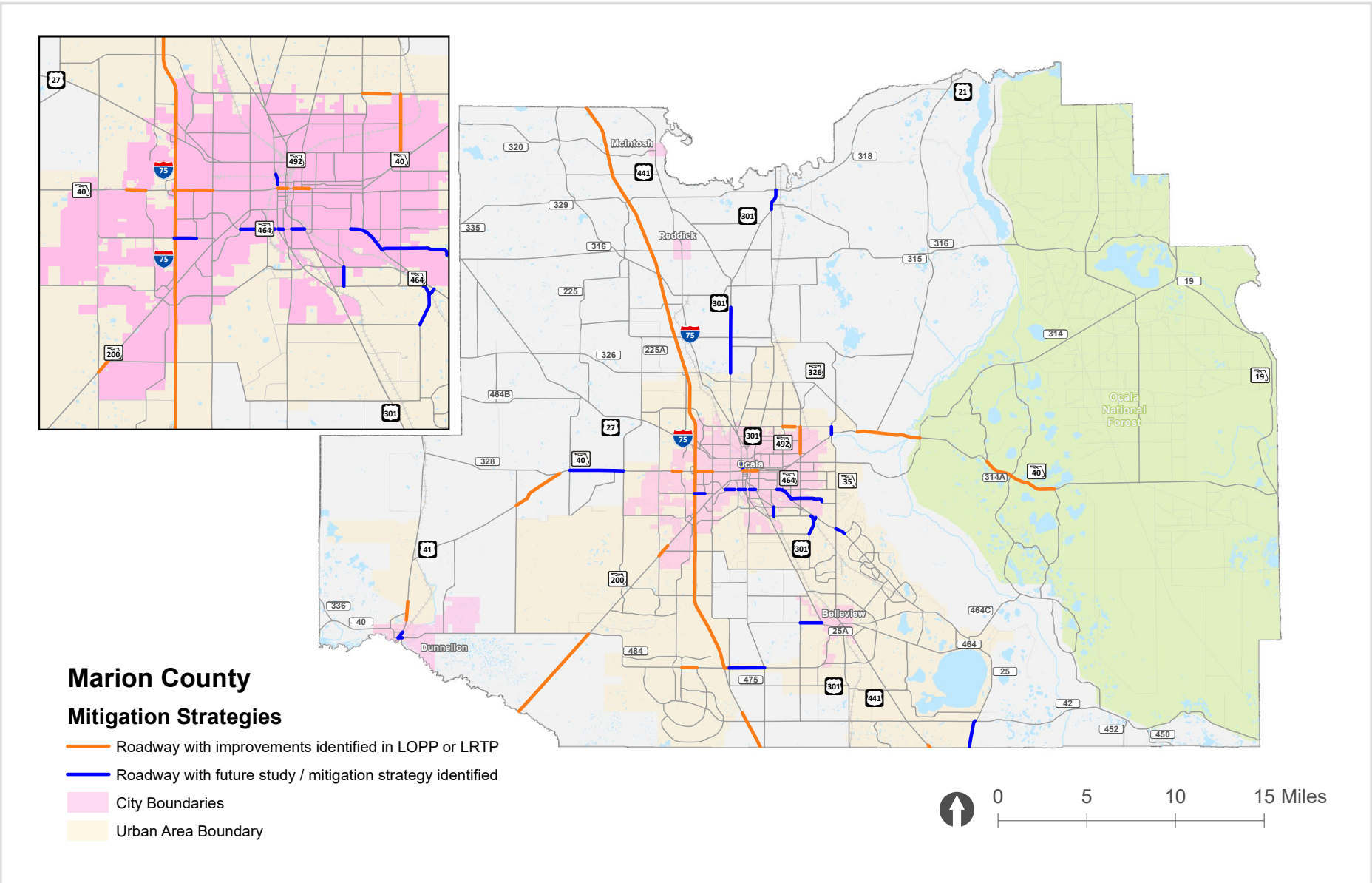
Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.

Congestion Levels (Continued)								
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%
SE 44 AV RD	SE 44 AV	SR 464	E	0.72	D	0.91	D	0.84
SR 200	COUNTY LINE	1/4 MI SW OF CR 484	C	1.12	D	1.34	D	0.69
SR 200	SW 60 AV	SW 48TH AVE	D	0.86	C	1.03	F	0.96
SR 40	SW 140 AV	CR 328	C	1.71	F	2.04	F	1.72
SR 40	SW 110 AV	SW 85 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 85 AV	SW 80 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 52 AV	I-75 RAMP (WEST)	D	0.81	C	0.90	C	0.84
SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	D	0.82	C	0.95	C	0.88
SR 40	I-75 RAMP (EAST)	SW 33 AV	D	0.86	C	1.00	D	0.92
SR 40	SW 33 AV	SW 27 AV	D	0.92	C	1.10	F	1.01
SR 40	US 441	NW 2 AV	D	0.89	D	0.94	D	0.83
SR 40	NW 2 AV	N MAGNOLIA AV	D	0.89	D	0.94	D	0.83
SR 40	N MAGNOLIA AV	NE WATULA AV	D	1.01	E	1.06	F	0.94
SR 40	NE WATULA AV	NE 8 AV	D	1.01	E	1.06	F	0.94
SR 40	NE 8 AV	NE 10TH ST	D	1.01	E	1.06	F	0.94
SR 40	SR 326	CR 315	C	0.97	C	1.11	D	0.57
SR 40	CR 315	CR 314	C	1.44	F	1.63	F	1.37
SR 40	NE 145 AV	CR 314A	C	1.42	F	1.80	F	1.52
SR 40	CR 314A	SE 183 AV	C	0.92	C	1.16	F	0.98
SR 464	SW 19 AV RD	SW 7 AV	D	0.92	C	0.99	D	0.91
SR 464	SW 7 AV	US 441	D	1.07	F	1.16	F	1.03
SR 464	US 441	SE 3 AV	D	0.98	D	1.02	E	0.91
SW 20 ST	SW 38 AV	SW 27 AV	E	1.03	F	1.26	F	1.17
US 301	NE JACKSONVILLE RD	CR 318	C	0.63	C	0.91	C	0.81
US 41	CR 484	SW ROBINSON RD	D	0.84	D	0.92	D	0.82
US 41	SW 110 ST	SW 99 PL	D	1.57	F	0.84	C	0.78
US 441	COUNTY LINE (S)	CR 42	D	0.96	D	1.01	F	0.94
US 441	NW 2 ST	NW 6TH ST	D	0.93	D	0.98	D	0.87
US 441	NW 77 ST	NW 117 ST	C	0.79	C	0.94	C	0.60

Level of Congestion	Mitigation Strategy
Approaching	Evaluate for intersection improvements / potential roundabout at SE 44th Ave Rd and SE 52nd St.
Congested (2021)	FDOT FM# 238651-1 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 19.
Congested (2026)	SW 49th Avenue and SW 44th Avenue projects will alleviate traffic on this section of roadway. Monitor.
Extremely (2021)	FDOT FM# 238720-1. Project in design. ROW and CST not funded.
Approaching	Monitor for growth patterns.
Approaching	Monitor for growth patterns.
Approaching	LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Extremely (2026)	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2026)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-3 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 38.
Congested (2026)	FM# 410674-4 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 39.
Approaching	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Extremely (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441. Evaluate alternate north-south corridors (SE 3rd, Magnolia Extension).
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441.
Extremely (2026)	Evaluate for improvements at the intersections of SW 20th Street with SW 38th Avenue, SW 31st Avenue and SW 27th Avenue. Listed as an unfunded need in the LRTP to widen to 4 lanes.
Approaching	Monitor for growth patterns. High 5-year growth rate that may be stabilizing.
Approaching	Traffic signal timing / coordination. Four traffic signals within 1 mile. Listed as an OPS18 in the LRTP.
Congested (2021)	FDOT FM# 238648-1 construction funding in 2024 to widen to 4 lanes. Not congested in 2026 with the widening.
Congested (2026)	LRTP Project R5 Widening to 6 lanes in Cost Feasible Plan (2031-2035).
Approaching	Monitor for growth patterns. Stabilized traffic volume over past 5 years.
Approaching	Monitor for growth patterns. Potential signal improvements at NW 77th Street.

Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO. Congested Corridor Evaluation | 67

Figure 18: Mitigation Strategy Segments



# SUMMARY

The Ocala Marion TPO State of the System Report was created to identify potentially congested corridors and to provide information on methods that could be applied to reduce congestion in the region as part of the Congestion Management Process (CMP). Future Action items for the Congestion Management Process may include, but are not limited to:

1. Integrate the recommendations of the Ocala Marion TPO Congestion Management Process for the ongoing monitoring of the transportation system by key stakeholders including the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC)
2. Monitor the availability of data from the Florida Department of Transportation, especially as it relates to travel time reliability measures
3. Monitoring Federal and state requirements pertaining to performance evaluation and Congestion Management Process requirements including the setting of performance targets
4. Program two to three corridor / intersection studies per year based on the mitigation strategies identified in Table 16
5. Perform a State of the System update in two to three years to monitor system performance and effectiveness of congestion management strategy implementation
6. Publish an online interactive map and CMP resource page on the TPO's website with updates to coincide with the State of the System report



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# Congestion Management Plan Appendix



## **Appendix A**

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# Identifying Congested Corridors and Hot Spots

# CONGESTED CORRIDORS AND HOT SPOTS

Various criteria that primarily use traffic volume and capacity are used to select and categorize the congested corridors in Marion County. The methodology using these criteria to select congested corridors within the CMP application area is presented below. Thereafter, criteria used to identify congestion hot spots, i.e. intersections with recurring or non-recurring congestion, are also summarized.

## Selection Methodology

This methodology summarizes the steps used to identify the congested roadways for the Ocala Marion CMP. As indicated earlier, the CMP road network includes all existing and committed roadway segments as identified by the 2045 LRTP.

The selection methodology consists of two main steps. First, five criteria are used to categorize the roadways into three sub-categories. The sub-categories and corresponding criteria are presented below.

**Not Congested (currently or in five years without improvements)** - The corridors in this category are selected based on applying the following criteria at road segment level:

$$\begin{array}{l} \text{Not} \\ \text{Congested} \\ \text{Corridors} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) < \text{Segment}^i \text{ maximum service volume} \times 0.90$$

(i = 1, 2, 3, ... n)

**Approaching Congestion or Minimally Congested** – The corridors that are approaching congestion are analyzed at three levels. The criteria in each level of analysis are summarized below.

- **Approaching Congestion:** This includes corridors with segments that meet the following criteria, which are currently congested or congested in five years without improvements.

$$\begin{array}{l} \text{Corridors} \\ \text{Approaching} \\ \text{Congestions} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} 1.00 > \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) > 0.90$$

(i = 1, 2, 3, ... n)

- **Congested Today:** As summarized below, this category uses two criteria to identify the corridors that are congested today.

$$\begin{array}{l} \text{Corridors} \\ \text{Congested} \\ \text{Today} \end{array} = \begin{array}{l} \text{Existing Segments} \\ \text{with} \end{array} 1.08 > \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}} \right) \& \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) > 1.00$$

(i = 1, 2, 3, ... n)

- **Extremely Congested:** This category includes roadways in the 2014 E+C network that meets the following criteria are considered severely congested.

$$\begin{array}{l} \text{Extremely} \\ \text{Congested} \\ \text{Corridors} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}} \right) > 1.08$$

(i = 1, 2, 3, ... n)

In addition to the congested roadways selected using the criteria presented above, high crash locations identified in crash data analysis reports and Mobility Management Systems Task Force recommendations of congested intersections are used to identify the congestion “Hot Spots.”

## **Appendix B**

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# Congestion Mitigation Strategies Matrix

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments	
				Regional Traffic	Regional Access	Local Access	Local Circulation			
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	LT	<b>1.01 Congestion Pricing:</b> Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.	Low							
	ST/LT	<b>1.02 Alternative Work Hours:</b> There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.	Low							
	ST/LT	<b>1.03 Telecommuting:</b> Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.	Med							
	ST/LT	<b>1.04 Emergency Ride Home Programs:</b> These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.	Med							
	ST/LT	<b>1.05 Alternative Mode Marketing and Education:</b> Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping websites that compute directions and travel times for multiple modes of travel.	Med							

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments		
				Regional Traffic	Regional Access	Local Access	Local Circulation				
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	ST/LT	<b>1.06 Safe Routes to Schools Program:</b> This program provides funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.	High								
	ST/LT	<b>1.07 Preferential for Free Parking for HOVs:</b> This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.	Low								
	ST/LT	<b>1.08 Negotiated Demand Management Agreements:</b> As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).	Low								
	ST/LT	<b>1.09 Trip Reduction Ordinance:</b> These ordinances use a locality's regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.	Low								
	ST	<b>1.10 Infill developments:</b> This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.	High								
	ST/LT	<b>1.11 Design Guidelines for Pedestrian-Oriented Development:</b> Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.	High								



Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments			
				Regional Traffic	Regional Access	Local Access	Local Circulation					
Tier One	ST/LT	<b>1.12 Mixed-Use Development:</b> This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.	High									
Tier 2: Strategies to Shift Automobile Trips to Other Modes	ST/LT	<b>2.01 Transit Capacity Expansion:</b> This strategy adds new vehicles to expand transit services.	Med									
	ST/LT	<b>2.02 Increasing Bus Route Coverage or Frequencies:</b> This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.	Med									
	LT	<b>2.03 Implementing Regional Premium Transit:</b> Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.	Low									
	ST/LT	<b>2.04 Providing Real-Time Information on Transit Routes:</b> Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.	Low									
	ST	<b>2.05 Reducing Transit Fares:</b> This relatively easy-to-implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.	Low									

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 2: Strategies to Shift Automobile Trips to Other Modes	LT	<b>2.06 Provide Exclusive Bus Right-Of-Way:</b> Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.	Low						
	ST/LT	<b>2.07 New Sidewalk Connections:</b> Increasing sidewalk connectivity encourages pedestrian traffic for short trips.	Med						
	ST/LT	<b>2.08 Designated Bicycle Lanes on Facilities or Routes:</b> Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.	Med						
	ST	<b>2.09 Improved Bicycle Facilities at Transit Stations and Other Trip Destinations:</b> Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.	Low						
	ST	<b>2.10 Improved Safety of Existing Bicycle and Pedestrian Facilities:</b> Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.	High						
	LT	<b>2.11 Exclusive Non-Motorized ROW:</b> Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.	Med						

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 2	ST/LT	<b>2.12 Intermodal Enhancements:</b> Coordinating modes makes movement from one mode to the other easier. These enhancements typically includes schedule modification to reduce layover time or increase the opportunity for transfers, creation of multi-modal facilities, informational kiosks, and improved amenities at transfer locations.	Med						
Tier 3: Strategies to Increase Vehicle Occupancy	LT	<b>3.01 Ridesharing (Carpools, Vanpools, Lyft, Uber):</b> In ridesharing programs, participants are matched with potential candidates for sharing rides. This is typically arranged/encouraged through employers or transportation management agencies, which provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.	Med						
	ST/LT	<b>3.02 High Occupancy Vehicle Lanes:</b> This increases corridor capacity while at the same time providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.	Low						
	ST/LT	<b>3.03 Park-and-Ride Lots:</b> These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/vanpool programs, transit, and/or HOV lanes.	Low						
	ST/LT	<b>3.04 Employer-Landlord Parking Agreements:</b> Employers can negotiate leases so that they pay only for parking spaces used by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing non-driving employees with the cash equivalent of a parking space.	Low						
	ST/LT	<b>3.05 Parking Management:</b> This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.	Low						

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 3	LT	<b>3.06 Managed Lanes:</b> The Federal Highway Administration (FHWA) defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include the following: high-occupancy toll (HOT) lanes with tolls that vary based on demand; exclusive bus-only lanes; HOV and clean air and/or energy-efficient vehicle lanes; and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.	Low						
Tier 4: Strategies to Improve Roadway Operations	ST/LT	<b>4.01 Dynamic Messaging:</b> Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.	High						
	ST/LT	<b>4.02 Advanced Traveler Information Systems (ATIS):</b> ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.	High						
	ST/LT	<b>4.03 Integrated Corridor Management (ICM):</b> This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.	High						
	ST	<b>4.04 Transit Signal Priority (TSP):</b> This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.	Low						
	ST	<b>4.05 Truck Signal Priority:</b> This strategy gives priority to a traffic signal approach when trucks are detected. This can reduce truck travel times and potentially increases safety by reducing the number of trucks arriving at the end of the green phase, which may reduce red light running.	Med						
	ST	<b>4.06 Traffic Signal Coordination:</b> Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.	High						

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments				
				Regional Traffic	Regional Access	Local Access	Local Circulation						
Tier 4: Strategies to Improve Roadway Operations	ST/LT	<b>4.07 Channelization:</b> This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.	High										
	ST/LT	<b>4.08 Intersection Improvements:</b> Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.	High										
	ST/LT	<b>4.09 Bottleneck Removal:</b> This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.	High										
	LT	<b>4.10 Vehicle Use Limitations and Restrictions:</b> This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.	Low										
	ST	<b>4.11 Improved Signage:</b> Improving or removing signage to clearly communicate location and direction information can improve traffic flow.	Med										
	ST/LT	<b>4.12 Geometric Improvements for Transit:</b> This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.	Low										
	ST/LT	<b>4.13 Goods Movement Management:</b> This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.	Low										

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 4: Strategies to Improve Roadway Operations	ST/LT	<b>4.14 Freeway Incident Detection and Management Systems:</b> This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.	N/A						
	ST/LT	<b>4.15 Access Management Policies:</b> This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of sidewalk, bicycle, and trail networks.	High						
	ST/LT	<b>4.16 Corridor Preservation:</b> This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.	Med						
	ST/LT	<b>4.17 Corridor Management:</b> This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.	Med						
	ST/LT	<b>4.18 Complete Streets:</b> Routinely design and operate the entire right of way to enable safe access for all users including pedestrians, bicyclists, motorists, and transit Element that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.	High						
Tier 5: Strategies to Add Capacity	LT	<b>5.01 Add General Purpose Travel Lanes:</b> Increase the capacity of congested roadways through additional general purpose travel lanes (or passing lanes on rural two-lane facilities).	High						

**Appendix C**

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Safety Mitigation  
Matrix

## KEY SAFETY EMPHASIS AREAS FOR CMP INTEGRATION

Community Traffic Safety Program	Comprehensive Traffic Enforcement and Education Program	Motorcycle Safety Program
<p>Community Traffic Safety teams are multidisciplinary efforts (engineering, law enforcement, education, etc.) who work together to target community specific traffic safety issues.</p>	<p>The Comprehensive Traffic Enforcement and Education Program involves the aggressive enforcement of traffic laws in the following priority areas: Distracted Driving, Impaired Driving, Motorcycle Safety, Occupant Protection and Child Passenger Safety, Pedestrian and Bicycle Safety, Speed/Aggressive Driving, and Teen Driving. Comprehensive projects are funded in communities with a significant number of serious injuries and fatalities that are linked to priority traffic safety areas. Focusing on enhanced enforcement and educational efforts that support critical traffic laws, these efforts will reduce crashes and save lives. Goals of the program are to increase awareness, education, and enforcement of key traffic safety laws that will contribute to a minimum 5 percent annual reduction in fatalities.</p>	<p>This program area addresses crashes involving motorcyclists which is a significant cause of traffic fatalities in Florida.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> <li>• Increase public awareness and highway traffic safety programs</li> <li>• Expand the network of concerned individuals to build recognition and awareness about traffic safety</li> <li>• Support initiatives that enhance traffic laws and regulations related to safe driving</li> </ul>	<ul style="list-style-type: none"> <li>• Increase public awareness of highway traffic safety programs</li> <li>• Expand the network of concerned stakeholders to build recognition and awareness of traffic safety</li> <li>• Support initiatives that enhance traffic safety laws and regulations related to safe driving</li> <li>• Support and promote effective law enforcement efforts related to safe driving</li> </ul>	<ul style="list-style-type: none"> <li>• Collect and analyze data on motorcycle crashes, injuries, and fatalities to provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida</li> <li>• Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort</li> <li>• Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity</li> <li>• Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation</li> <li>• Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at State-approved training centers</li> <li>• Reduce the number of alcohol, drug, and speed-related motorcycle crashes in Florida</li> <li>• Support legislative initiatives that promote motorcycle safety-related traffic laws and regulations</li> <li>• Ensure State and local motorcycle safety programs include law enforcement and emergency services components</li> <li>• Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance</li> <li>• Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles</li> <li>• Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs</li> </ul>



KEY SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)

Pedestrian and Bicycle Safety Program	Public Traffic Safety Professionals Training	Speed/Aggressive Driving Program
<p>This program area addresses bicycle and pedestrian crashes which represent a disproportionate share of fatal crashes.</p>	<p>This program area seeks to improve the ability of law enforcement to implement effective traffic enforcement and accident investigation techniques.</p>	<p>Aggressive driving, as defined by State Statute, requires inclusion of at least two of the following contributing causes: speeding, unsafe or improper lane change, following too closely, failure to yield right-of-way, improper passing, and failure to obey traffic control devices.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> <li>• Increase awareness and understanding of safety issues related to vulnerable road users</li> <li>• Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement</li> <li>• Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures</li> <li>• Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking</li> <li>• Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• Increase traffic safety professionals' awareness of highway safety issues</li> <li>• Improve traffic enforcement and detection skills</li> <li>• Improve crash investigation and prosecution skills</li> <li>• Improve detection, prosecution, and adjudication of impaired driving cases</li> <li>• Increase understanding of the importance of accurate data collection and analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Support and promote effective law enforcement efforts to reduce aggressive driving</li> <li>• Support and promote effective law enforcement efforts to reduce speed-related crashes</li> <li>• Increase training and education on the problems of speed/aggressive driving</li> <li>• Identify and support initiatives that reduce instances of speeding and aggressive driving</li> </ul>

OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION

Aging Road Users Program	Distracted Driving Program	Impaired Driving Program	Occupant Protection and Child Passenger Safety Program
<p>At-risk aging road users addresses all modes of transportation. For data purposes in this emphasis area, aging road users are defined as 65-year-olds and older.</p>	<p>Distracted driving occurs when a driver allows any mental or physical activity to take the driver's focus off the task of driving. There are three main types of distraction: manual – taking your hands off the wheel; visual – taking your eyes off the road; and cognitive – taking your mind off driving.</p>	<p>Originally focused on alcohol impaired driving only, the state has expanded the focus to include drug impaired driving due to its prevalence and close association to alcohol impairment.</p>	<p>The goal of Florida's Occupant Protection and Child Passenger Safety Program is to improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries.</p>
Potential Strategies	Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> <li>• Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources</li> <li>• Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility</li> <li>• Provide information and resources regarding aging road user safety, access, and mobility</li> <li>• Inform public officials about the importance and need to support national, State, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility</li> <li>• Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users)</li> <li>• Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation</li> <li>• Promote safe driving and mobility for aging road users through licensing and enforcement</li> <li>• Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles)</li> <li>• Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders</li> <li>• Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation)</li> </ul>	<ul style="list-style-type: none"> <li>• Increase public awareness and outreach programs on distracted driving</li> <li>• Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles</li> <li>• Support legislative initiatives that enhance distracted driving-related traffic laws and regulations</li> <li>• Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers</li> <li>• Increase law enforcement officer understanding of Florida traffic crash reporting and distracted driving data collection</li> <li>• Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving</li> <li>• Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation</li> </ul>	<ul style="list-style-type: none"> <li>• Improve DUI enforcement</li> <li>• Improve prosecution and adjudication of impaired driving cases</li> <li>• Improve the DUI administrative suspension process</li> <li>• Improve prevention, public education, and training</li> <li>• Improve the treatment system (i.e., DUI programs, treatment providers, and health care providers)</li> <li>• Improve data collection and analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Support the Occupant Protection Resource Center which provides stakeholders with occupant protection public information and education materials, information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training</li> <li>• Promote safety belt and child restraint use to high-risk groups through the Florida Occupant Protection Task Force</li> <li>• Support the national Click It or Ticket mobilization through overtime enforcement efforts targeting safety belt and child restraint use during day and nighttime hours</li> </ul>

OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)

Paid Media Program	Teen Driver Safety Program	Traffic Records Program
<p>Florida's paid media plan is designed to heighten traffic safety awareness and support enforcement efforts by aggressively marketing State and national traffic safety campaigns. Each media purchase is program-specific and location and medium are selected based on the number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the State.</p>	<p>At-risk drivers, comprised of teen drivers who represent a disproportionate number of traffic crashes. For data purposes in this emphasis area, teen drivers are 15- to 19-year-olds.</p>	<p>This addresses Federal requirements and funding for traffic records. This emphasis area was meant to ensure traffic records aligned with the overall SHSP where possible and appropriate.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> <li>• Increase public awareness of highway traffic safety programs and enforcement</li> <li>• Expand the network of concerned individuals to build recognition and awareness</li> </ul>	<ul style="list-style-type: none"> <li>• Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support for the Florida Teen Safe Driving Coalition</li> <li>• Create a safe driving culture for teen drivers through outreach and education</li> <li>• Support initiatives that enhance safe teen driving-related traffic laws and regulations related to safe teen driving</li> </ul>	<ul style="list-style-type: none"> <li>• Develop and maintain complete, accurate, uniform, and timely traffic records data</li> <li>• Provide the ability to link traffic records data together</li> <li>• Facilitate access to traffic records data</li> <li>• Promote the use of traffic records data</li> </ul>

**Appendix D**

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CMP Database

# Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (ADV)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLAS	DAILY SERVICE VOLUME (ADV)	PEAK HOUR SERVICE VOLUME (ADV)	LANES (ADV)	DAILY SERVICE VOLUME (ADV)	PEAK HOUR SERVICE VOLUME (ADV)	URBAN/RURAL	DIVIDED/UNDIVIDED	MAINTAINING AGENCY	HHS	ADOPTED LOS BT FORWARD	2017 AADT	2017 DAILY VOLUME	2030 AADT	2030 DAILY VOLUME	2040 AADT	2040 DAILY VOLUME	2050 AADT	2050 DAILY VOLUME
1010	SE 92 PLACE LOOP	SR 35	US 441	4	ARTERIAL	UNINTERRUPTED		67,720	13,137	4	67,720	13,137	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1020	CR 224	CR 316	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1031	CR 225	CR 316	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B	
1034	CR 224	CR 326	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B	
1041	CR 224	CR 316	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B	
1050	CR 225A	CR 326	CR 326	2	COLLECTOR	UNINTERRUPTED		10,224	513	2	10,224	513	Rural	U	COUNTY	Other CMP Network Roadway	D	7,900	0.29	C	1.00%	8,100	0.29	C	
1060	CR 224	CR 326	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.15	B	
1070	CR 225	COUNTY LINE	CR 42	2	COLLECTOR	INTERRUPTED	1	32,244	634	2	19,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	11,000	0.9	C	1.00%	12,100	0.95	D	
1081	CR 226	SE 128 PL RD	CR 326	2	COLLECTOR	UNINTERRUPTED		20,340	1,449	2	20,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	1.00%	9,000	0.34	B	
1083	CR 25	SE 135 AV	CR 484	2	COLLECTOR	UNINTERRUPTED		20,340	1,449	2	20,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	1.00%	9,000	0.34	B	
1085	CR 25	SE 188 TER RD	CR 484	2	COLLECTOR	UNINTERRUPTED		20,340	1,449	2	20,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	1.00%	9,000	0.34	B	
1104	CR 25	SE 188 TER RD	CR 316	2	COLLECTOR	UNINTERRUPTED		20,340	1,449	2	20,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	1.00%	9,000	0.34	B	
1104	CR 25	SE 101 LOOP	CR 316	2	COLLECTOR	UNINTERRUPTED		20,340	1,449	2	20,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,000	0.41	C	1.00%	11,500	0.49	C	
1110	NE 28 ST	CR 25A (S)	CR 25A (S)	4	ARTERIAL	INTERRUPTED	1	41,700	2,100	4	41,700	2,100	Urban	D	STATE	NHS - Man-Driven Roadway	D	22,700	0.54	C	1.68%	29,700	0.69	C	
1120	CR 25A	US 441 (W)	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.4	C	1.00%	5,400	0.42	C	
1151	CR 25A	URBAN AREA BOUNDARY	SR 326	2	COLLECTOR	UNINTERRUPTED		20,340	1,449	2	20,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.3	B	1.00%	9,300	0.32	B	
1152	CR 25A	URBAN AREA BOUNDARY	CR 326	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	E	8,500	0.46	B	1.00%	9,300	0.49	C	
1160	CR 25A	CR 326	CR 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	E	2,400	0.26	B	1.00%	2,600	0.28	B	
1163	CR 25A	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	E	2,400	0.27	B	1.00%	2,600	0.28	B	
1170	CR 25A	US 441	CR 25	2	COLLECTOR	UNINTERRUPTED		20,340	1,449	2	20,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1180	CR 314	NE 7 AV	SE 137	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	2,600	0.1	B	1.00%	2,100	0.11	B	
1191	CR 314	SR 326	SR 401	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	2,600	0.11	B	1.00%	2,800	0.15	B	
1200	CR 314	SR 314A	SR 401	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	3,200	0.17	B	1.00%	3,800	0.17	B	
1203	CR 314	CR 314A	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1210	CR 314	SE 214 LOOP AV	CR 484	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	2,400	0.24	B	1.00%	2,600	0.26	B	
1221	CR 314	SR 40	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	5,400	0.29	B	1.00%	5,900	0.31	B	
1240	CR 314A	SR 40	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.00%	4,800	0.26	B	
1250	CR 315	CR 315	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1253	CR 315	NE 40	NE 90 ST	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	2,400	0.29	B	1.00%	2,600	0.3	B	
1254	CR 315	NE 90 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	4,000	0.21	B	1.00%	4,200	0.22	B	
1260	CR 316	CR 316	CR 21	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,100	0.17	B	
1270	CR 316	COUNTY LINE	CR 326	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,100	0.22	B	
1281	CR 316	US 27	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	E	800	0.09	B	1.00%	800	0.10	B	
1282	CR 316	E OF CR 225	I 75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1283	CR 316	E OF CR 225	CR 224	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1284	CR 316	I 75	CR 25A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1291	CR 316	NEW 38TH AVE	CR 25A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B	
1293	CR 316	NEW 38TH AVE	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,800	0.19	B	1.00%	1,900	0.20	B	
1294	CR 316	JACKSONVILLE RD	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	
1300	CR 316	NE 110TH AVE RD	NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.00%	2,900	0.15	B	
1310	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.00%	2,900	0.15	B	
1321	CR 316	NE 203 AV	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.18	B	1.00%	1,900	0.19	B	
1331	CR 316	NE 203 AV	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.18	B	1.00%	1,900	0.19	B	
1340	CR 316	COUNTY LINE	I 75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	D	2,000	0.22	B	1.00%	2,300	0.25	B	
1341	CR 316	NEW 40 AVE	NEW 40 AVE	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	4,800	0.25	B	1.00%	5,100	0.25	B	
1342	CR 316	NEW 40 AVE	NEW 40 AVE	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	4,800	0.25	B	1.00%	5,100	0.25	B	
1352	CR 316	US 441	NE 10 AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	1.00%	4,400	0.47	B	
1353	CR 316	NE 10 AVE	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	1.00%	4,400	0.47	B	
1361	CR 316	NE 301	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	486	2	19,170	486	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,100	0.22	B	
1381	CR 320	COUNTY LINE	CR 320	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	400	0.04	B	1.00%	400	0.04	B	
1391	CR 320	CR 320	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U</											

# Ocala Marion TPO CMP Database - September 2021

SECTID TO	ROAD NAME	FROM	TO	LANES (TOT)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLAS	DAILY SERVICE VOLUME (DOT)	PEAK HOUR SERVICE VOLUME (DOT)	LANES (DIR)	DAILY SERVICE VOLUME (DIR)	PEAK HOUR SERVICE VOLUME (DIR)	URBAN/RURAL	DIVIDED / UNDIVIDED	MAINTENANCE AGENCY	HS	ADOPTED LOS BY FISCAL YEAR	2017 ADPT	2017 DAILY VSBY	2017 DAILY LOS	GROWTH RATE	2036 ADPT	2036 DAILY VSBY	2036 DAILY LOS
1940.1	CR 475A	CR 484	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Rural	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	2.32%	7,200	0.25	B
1940.2	CR 475A	URBAN AREA BOUNDARY	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,170	718	2	14,170	718	Rural	U	COUNTY	Other CMP Network Roadway	E	3,500	0.26	B	2.32%	3,700	0.28	B
1950	CR 475A	SE 25 AV	CR 475A	2	COLLECTOR	UNINTERRUPTED		8,288	482	2	8,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	3,500	0.38	C	13.98%	6,700	0.72	C
1950	CR 475A	SE 36 AV	CR 475A	2	COLLECTOR	UNINTERRUPTED		12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.27	C	13.98%	6,700	0.53	C
1970	CR 475A	SW 35	CR 475A	2	COLLECTOR	UNINTERRUPTED		12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.35	C	1.60%	2,400	0.35	C
1980	CR 475A	CR 475A	CR 475A	2	COLLECTOR	UNINTERRUPTED		14,830	738	2	14,830	738	Rural	U	COUNTY	Other CMP Network Roadway	C	3,800	0.37	B	1.00%	4,000	0.38	B
1990.3	CR 484	LAKESHORE DR	CR 484	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	1.00%	12,200	0.42	C
1990.4	CR 484	E OF HENDRIX DR	SW 140 AVE	2	ARTERIAL	UNINTERRUPTED		19,170	959	2	19,170	959	Rural	U	COUNTY	Other CMP Network Roadway	D	30,400	0.54	C	3.36%	33,200	0.64	C
1990.6	CR 484	SW 105 AV	CR 484	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	1.00%	12,200	0.42	C
2000	CR 484	SW 200	CR 484	2	ARTERIAL	INTERMITTENT		12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	3.14%	10,600	0.83	C
2000	CR 484	175 BAMP (W)	CR 484	4	ARTERIAL	INTERMITTENT		35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	6,000	0.76	D	3.83%	6,900	1.19	F
2000	CR 484	175 BAMP (E)	CR 475A	4	ARTERIAL	INTERMITTENT		35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	35,200	1.06	F	6.37%	40,300	1.18	F
2000	CR 484	CR 475A	CR 475A	4	ARTERIAL	INTERMITTENT		35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	27,000	1.28	C	4.24%	34,500	0.96	D
2000	CR 484	CR 482	CR 482	4	ARTERIAL	INTERMITTENT		35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	21,800	0.81	C	4.25%	23,200	0.76	C
2110	CR 484	SE 132 ST RD	CR 484	4	ARTERIAL	INTERMITTENT		35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	21,800	0.65	C	6.56%	33,000	0.89	C
2120.2	CR 484	SE 167 ST RD	US 441	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2150	E FORT KING ST	NE 11 AV	SE WATULKA AVE	2	COLLECTOR	INTERMITTENT		11,232	576	2	11,232	576	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2150	E FORT KING ST	SE 11 AV	SE 11 AV	2	COLLECTOR	INTERMITTENT		11,232	576	2	11,232	576	Urban	D	COUNTY	Other CMP Network Roadway	E	5,000	0.21	D	1.00%	5,000	0.23	D
2170	E FORT KING ST	SE 16 AV	SE 16 AV	2	COLLECTOR	INTERMITTENT		11,232	576	2	11,232	576	Urban	D	COUNTY	Other CMP Network Roadway	E	4,900	0.41	D	1.00%	7,300	0.65	D
2180	E FORT KING ST	SE 22 AV	SE 22 AV	2	COLLECTOR	INTERMITTENT		14,742	736	2	14,742	736	Urban	D	COUNTY	Other CMP Network Roadway	E	9,400	0.84	D	3.02%	11,000	0.75	D
2190	E FORT KING ST	SW 29 AV	SW 29 AV	2	COLLECTOR	INTERMITTENT		14,742	736	2	14,742	736	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.65	D	2.64%	10,900	0.74	D
2200	E FORT KING ST	SW 25 AV	SW 25 AV	2	COLLECTOR	INTERMITTENT		14,742	736	2	14,742	736	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.66	D	2.58%	11,100	0.75	D
2210.4	E FORT KING ST	SE 30TH AVE	SE 36 AV	2	COLLECTOR	INTERMITTENT		16,727	837	2	16,727	837	Urban	D	COUNTY	Other CMP Network Roadway	E	6,800	0.41	C	1.00%	7,200	0.49	C
2210	E FORT KING ST	SE 36 AV	SE 36 AV	2	COLLECTOR	INTERMITTENT		21,216	1,058	2	21,216	1,058	Urban	D	COUNTY	Other CMP Network Roadway	E	6,000	0.43	C	1.00%	6,400	0.44	C
2210	CR 484	LAKESHORE DR	CR 484	2	ARTERIAL	UNINTERRUPTED		19,170	956	2	19,170	956	Urban	U	COUNTY	Other CMP Network Roadway	E	12,000	0.58	F	1.20%	13,300	0.58	F
2240	SW 25	US 441	BASELINE RD	2	ARTERIAL	INTERMITTENT		15,540	778	2	15,540	778	Urban	D	STATE	Other CMP Network Roadway	D	10,300	0.66	D	1.00%	10,800	0.69	D
2250.1	175 BAMP (W)	URBAN AREA BOUNDARY	URBAN AREA BOUNDARY	4	INTERSTATE	INTERMITTENT		60,200	3,000	4	60,200	3,000	Rural	F	STATE	Interstate	E	80,000	1.23	C	1.27%	85,000	1.33	F
2250.2	175 BAMP (E)	URBAN AREA BOUNDARY	URBAN AREA BOUNDARY	6	INTERSTATE	FREeway		113,800	5,780	6	113,800	5,780	Urban	F	STATE	Interstate	D	83,000	0.24	C	1.77%	85,400	0.81	C
2280	175	CR 484	CR 484	6	INTERSTATE	FREeway		113,800	5,780	6	113,800	5,780	Urban	F	STATE	Interstate	D	102,700	0.39	D	2.81%	118,000	1.04	E
2290	175	SW 40	SW 40	6	INTERSTATE	FREeway		113,800	5,780	6	113,800	5,780	Urban	F	STATE	Interstate	D	106,300	0.89	D	3.82%	127,900	1.13	E
2300	175	CR 484	CR 484	6	INTERSTATE	FREeway		113,800	5,780	6	113,800	5,780	Urban	F	STATE	Interstate	D	102,700	0.89	D	4.20%	122,000	1.17	E
2310	175	US 27	SW 25	6	INTERSTATE	FREeway		113,800	5,780	6	113,800	5,780	Urban	F	STATE	Interstate	D	85,900	0.75	C	6.20%	112,900	1.04	E
2310	175	CR 484	URBAN AREA BOUNDARY	6	INTERSTATE	FREeway		113,800	5,780	6	113,800	5,780	Urban	F	STATE	Interstate	D	77,400	0.68	C	8.57%	117,400	1.03	E
2320.1	175	URBAN AREA BOUNDARY	URBAN AREA BOUNDARY	6	INTERSTATE	FREeway		69,000	3,400	6	69,000	3,400	Rural	F	STATE	Interstate	D	77,400	1.21	C	8.57%	117,400	1.03	E
2330	175	COUNTY LINE (W)	COUNTY LINE (W)	6	INTERSTATE	FREeway		69,000	3,400	6	69,000	3,400	Rural	F	STATE	Interstate	D	77,400	1.17	D	7.00%	108,400	1.37	F
2340.1	CR 200A	NE 8 AV	CR 200A	4	ARTERIAL	INTERMITTENT		30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	5,300	0.12	D	2.00%	5,600	0.18	C
2350	CR 200A JACKSONVILLE RD	NE 28 ST	CR 200A	4	ARTERIAL	INTERMITTENT		17,613	880	4	17,613	880	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.24	C	1.00%	9,500	0.26	C
2360	CR 200A JACKSONVILLE RD	NE 31 ST	CR 200A	4	ARTERIAL	INTERMITTENT		17,613	880	4	17,613	880	Urban	D	COUNTY	Other CMP Network Roadway	E	5,000	0.39	C	1.00%	5,300	0.26	C
2370	CR 200A JACKSONVILLE RD	NE 35 ST	CR 200A	4	ARTERIAL	INTERMITTENT		17,613	880	4	17,613	880	Urban	D	COUNTY	Other CMP Network Roadway	E	5,000	0.23	C	1.00%	5,300	0.26	C
2380	CR 200A JACKSONVILLE RD	NE 39 ST	CR 200A	4	ARTERIAL	INTERMITTENT		17,613	880	4	17,613	880	Urban	D	COUNTY	Other CMP Network Roadway	E	7,200	0.16	C	1.00%	7,600	0.26	C
2400.1	CR 200A JACKSONVILLE RD	NE 101 ST	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Rural	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	1.00%	12,200	0.42	C
2410	CR 200A JACKSONVILLE RD	NE 101 ST	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		19,170	959	2	19,170	959	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.20	B	1.00%	5,900	0.21	B
2420	MAGNOLIA AV N	CR 200A	CR 200A	2	COLLECTOR	INTERMITTENT		14,742	736	2	14,742	736	Urban	D	COUNTY	Other CMP Network Roadway	E	4,500	0.28	C	1.00%	4,800	0.31	C
2430	MAGNOLIA AV N	NE JACKSONVILLE RD	NE JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		2,400	794	2	2,400	794	Urban	D	COUNTY	Other CMP Network Roadway	E	3,600	0.23	C	1.00%	3,800	0.27	C
2450	MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	2	COLLECTOR	INTERMITTENT		14,742	736	2	14,742	736	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2460	MAGNOLIA AV N	CR 200A	CR 200A	2	COLLECTOR	INTERMITTENT		15,222	576	2	15,222	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,600	0.17	C	1.00%	2,000	0.18	C
2470	CR 200A	CR 200A	CR 200A	2	COLLECTOR	INTERMITTENT		15,222	576	2	15,222	576	Urban	D	COUNTY	Other CMP Network Roadway	E	11,200	0.62	D	1.00%	12,400	0.80	D
2510	NE 1 AV	NE 1 AV	CR 200A	2	COLLECTOR	INTERMITTENT		18,222	916	2	18,222	916	Urban	D	COUNTY	Other CMP Network Roadway	E	4,400	0.24	C	1.00%	4,600	0.27	C
2510	NE 482	NE 1 AV	CR 200A	4	ARTERIAL	UNINTERRUPTED		32,400	1,620	4	32,400	1,620	Urban	D	STATE	MS - Non-Interstate Roadway	E	21,000	0.69	D	1.26%	22,400	0.69	D
2515	NE 482	NE 1 AV	CR 200A	4	ARTERIAL	UNINTERRUPTED		32,400	1,620	4	32,400	1,620	Urban	D	STATE	MS - Non-Interstate Roadway	E	21,000	0.69	D	1.26%	22,400	0.69	D
2540	NE 172 ST RD	CR 200A	MAGNOLIA AV	4	ARTERIAL	UNINTERRUPTED		18,222	916	4	18,222	916	Urban	D	COUNTY	Other CMP Network Roadway	E	21,000	0.69	D	1.26%	22,400	0.	

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BREMENT ID	ROAD NAME	FROM	TO	LANES (EXIST)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLAS	DAILY SERVICE VOLUME (DDV)	PEAK HOUR DIRECTION SERVICE VOLUME (DDV)	LANES (NEW)	DAILY SERVICE VOLUME (NEW)	PEAK HOUR DIRECTION SERVICE VOLUME (NEW)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTENANCE AGENCY	HHS	ADOPTED LOS BY YEAR	2017 AADT	2017 DAILY RVMP	2017 DAILY LOS	GROWTH RATE	2030 AADT	2030 DAILY RVMP	2030 DAILY LOS
1340-1	CR 200A	US 441	NE JACKSONVILLE RD	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	U	COUNTY	Other CMP Network Roadway	E	7,600	0.26	C	1.00%	8,300	0.27	C
3380	NW 37 ST	SR 40	W 122 ST	4	ARTERIAL	INTERRUPTED	2	18,400	700	4	18,400	700	Urban	D	COUNTY	Other CMP Network Roadway	E	21,600	0.39	B	1.18%	23,200	0.37	C
3370	NW 27 AV	US 27	NW 21 ST	2	COLLECTOR	INTERRUPTED	2	14,000	700	2	14,000	700	Urban	U	CITY OF OCEALA	Other CMP Network Roadway	E	7,400	0.53	D	9.94%	15,800	0.84	D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCEALA	Other CMP Network Roadway	E	6,100	0.54	D	8.10%	9,000	0.60	D
3490	NW 35 ST	NW 40 AV	NW 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.71	C	1.00%	4,600	0.73	C
3490	NW 35 AV	NW 27 ST	NW 35 ST	4	LOCAL	UNINTERRUPTED	2	62,720	3,937	4	62,720	3,937	Urban	D	COUNTY	Other CMP Network Roadway	E	N/A	N/A	1.00%	Not Counted	N/A	N/A	
3410	NW 35 ST	NW MARTIN L KING AV		4	COLLECTOR	UNINTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	7,600	0.26	C	1.00%	8,300	0.26	C
3420	NW 35 ST	NW MARTIN L KING AV	US 441	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	14,100	0.46	D	1.00%	14,800	0.49	D
1430-3	NW 35 AV	NW 20 ST	NW 27 ST	2	COLLECTOR	UNINTERRUPTED	2	20,240	1,449	2	20,240	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,000	0.34	B	1.00%	10,500	0.34	B
1430-3	NW 35 ST	NE 290 AV	US 441	4	COLLECTOR	UNINTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	10,000	0.33	C	1.00%	10,500	0.35	C
3440	NW 38 AV	US 27	US 27	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCEALA	Other CMP Network Roadway	E	3,300	0.29	C	1.00%	3,400	0.30	C
3450	NW 40 AV	NW 35 ST	NW 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,800	0.34	C	1.00%	1,700	0.33	C
1460-1	NW 46 AV	NW 21 ST	SR 40	2	ARTERIAL	UNINTERRUPTED	2	18,400	700	2	18,400	700	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.54	C	1.00%	9,900	0.57	C
1470-1	NW 44 AV	NW 69 RD ST	US 27	4	COLLECTOR	UNINTERRUPTED	2	67,720	3,937	4	67,720	3,937	Urban	U	CITY OF OCEALA	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
1470-4	NW 44 AV	NW 69 RD ST	SR 326	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,100	0.31	B	1.00%	9,500	0.32	B
3480	NW 46 AV	SR 40	NW 35 ST	4	ARTERIAL	UNINTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	9,300	0.28	C	1.00%	10,400	0.29	C
3510	CR 252A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	4	35,820	2,124	Urban	U	COUNTY	Other CMP Network Roadway	E	5,500	0.28	C	1.00%	5,800	0.11	B
3530	NW 50 ST	NW 50 ST	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED	2	9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	1.00%	1,600	0.17	B
3540	NW MARTIN L KING AV	US 27	US 27	4	ARTERIAL	UNINTERRUPTED	2	33,615	1,681	4	33,615	1,681	Urban	D	CITY OF OCEALA	Other CMP Network Roadway	E	11,800	0.39	D	1.00%	12,500	0.43	D
3550	NW MARTIN L KING AV	US 27	NW 22 ST	4	COLLECTOR	UNINTERRUPTED	2	67,720	3,937	4	67,720	3,937	Urban	D	CITY OF OCEALA	Other CMP Network Roadway	E	9,600	0.14	B	7.97%	19,700	0.92	B
3070-1	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCEALA	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,500	0.12	B
3580	NW MARTIN L KING AV	NW 35 ST	CR 25A	2	COLLECTOR	INTERRUPTED	1	13,861	693	2	13,861	693	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.26	C	1.00%	3,500	0.26	C
3090-1	OWEN RD	SR 40A	CR 46A	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.19	B	1.00%	3,800	0.13	B
3610	OWEN RD	CR 40	CR 40	2	COLLECTOR	UNINTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,600	0.41	C	4.66%	5,800	0.52	D
3620	MAGNOLIA AVE	SR 40	NW 10 ST	4	COLLECTOR	INTERRUPTED	2	38,724	1,936	4	38,724	1,936	Urban	D	CITY OF OCEALA	Other CMP Network Roadway	E	4,100	0.11	C	1.00%	4,300	0.12	C
3680	SE MANDOLINA EXT	SE 110 ST	SE 110 ST	2	COLLECTOR	UNINTERRUPTED	2	12,232	616	2	12,232	616	Urban	D	COUNTY	Other CMP Network Roadway	E	2,800	0.27	C	1.00%	2,900	0.27	C
3690	SE MANDOLINA EXT	SR 46A	SE 3 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	D	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	1.00%	9,400	0.74	C
3700	SW 10 ST	E FORT KING ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3740	SW 1 AV	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	D	COUNTY	Other CMP Network Roadway	E	2,800	0.19	C	1.00%	2,500	0.14	C
1380-1	SW 16 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Rural	U	COUNTY	Other CMP Network Roadway	E	9,500	0.49	B	9.94%	19,900	0.97	D
3790	SE 108 ST RD	CR 25	SE 110 ST RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3790	SE 11 AV	SE 17 KING ST	SE 17 KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCEALA	Other CMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36	C
3800	SE 11 AV	SE 17 KING ST	SE 17 KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCEALA	Other CMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36	C
3810-1	SE 110 ST	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED	2	14,130	708	2	14,130	708	Rural	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3820	SE 110 ST	CR 467	US 441	2	COLLECTOR	INTERRUPTED	2	5,276	266	2	5,276	266	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	1.16	D	2.77%	7,000	1.33	D
3830-1	SE 110 ST	SE 35	SE 110 ST	2	COLLECTOR	UNINTERRUPTED	2	30,600	1,530	2	30,600	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	11,800	0.39	D	1.00%	12,500	0.43	D
3840-1	SE 110 ST RD	CR 25	CR 46A	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.19	B	1.00%	6,000	0.20	B
3850-1	SE 110 ST RD	CR 46A	CR 46A	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.19	B	1.00%	6,000	0.20	B
3860	CR 466A	CR 25	SE 1147 ST RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,400	0.15	B	1.00%	4,600	0.16	B
3880	SE 147 ST	SR 303	CR 46A	2	COLLECTOR	UNINTERRUPTED	2	33,444	1,672	2	33,444	1,672	Urban	U	COUNTY	Other CMP Network Roadway	E	4,400	0.44	C	4.00%	4,700	0.44	C
3900	SE SUNSET HARBOR RD	US 441	SE 90TH AVE	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,500	0.15	B	1.00%	4,700	0.16	B
3900-2	SE SUNSET HARBOR RD	SE 150 LN	SE 150 LN	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.24	B	3.21%	8,500	0.29	B
3910	SE 46A	SE 3 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED	2	31,644	1,582	4	31,644	1,582	Urban	D	STATE	Other CMP Network Roadway	E	31,600	0.44	B	1.00%	32,200	0.46	B
3930-1	SE 46A	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED	2	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	E	30,100	0.76	C	1.00%	31,600	0.79	C
3950	SE 46A	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED	2	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	E	37,900	0.95	C	2.33%	42,200	1.05	F
3960	SE 47 AV	SE 25 AV	SE 28 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.36	C	1.00%	4,200	0.37	C
4020	SE 50 AV	CR 42	SE 183 ST RD	2	COLLECTOR	UNINTERRUPTED	2	18,252	909	2	18,252	909	Rural	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4040	SE 50 AV	SE 31 ST	SE 31 ST	2	LOCAL	UNINTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,500	0.85	D	4.91%	12,000	1.07	F
4050	SE 50 AV	SE 31 ST	SR 46A	2	COLLECTOR	INTERRUPTED	2	14,040	700	2	14,040	700	Urban	U	CITY OF OCEALA	Other CMP Network Roadway	E	9,500	0.68	D	4.91%	10,000	0.85	D
4060	SE 52 AV	CR 46A	E FORT KING ST	2	COLLECTOR	UNINTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,200	0.37	C	1.00%	3,300	0.37	C
4080	SE 54 ST	SR 46A	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban											

## Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (EXIST)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CENTS	DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (NEW)	DAILY SERVICE VOLUME (NEW)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (NEW)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTENANCE AGENCY	NHS	ADOPTED LOS ST AIRWARD	2017 ADT	2017 DAILY VSHV	2017 DAILY LOS	GROWTH RATE	2038 ADT	2038 DAILY VSHV	2038 DAILY LOS	
4892	SW 200	175	SW 32 AV	6	ARTERIAL	INTERFERRED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,400	0.74	C	1.00%	46,400	0.78	C	
4893	SW 200	SW 27 AV	SW 32 AV	6	ARTERIAL	UNINTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,100	0.69	C	1.00%	41,400	0.71	C	
4900	SW 200	SW 27 AV	SW 20 ST	6	ARTERIAL	INTERFERRED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,100	0.69	C	1.00%	41,400	0.72	C	
4910	SW 200	SW 20 ST	SW 46A	6	ARTERIAL	INTERFERRED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	35,100	0.66	C	1.00%	41,300	0.69	C	
4918	SW 200	SW MARTIN L KING AV	SW 46A	6	ARTERIAL	INTERFERRED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	34,800	0.65	C	1.00%	25,700	0.63	C	
4940	SW 200	SW MARTIN L KING AV	SW 7 RD	6	ARTERIAL	INTERFERRED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.65	C	1.00%	28,400	0.67	C	
4950	SW 200	SW 7 RD	SW 1041	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.68	C	1.00%	28,400	0.71	C	
4960	SW 10 ST	US 441	SW 1 AV	4	COLLECTOR	INTERFERRED	2	32,400	1,620	4	32,400	1,620	Urban	D	STATE	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	N/A
4970	SW 10 ST	SW 8 AV	N MAGNOLIA AV	4	COLLECTOR	INTERFERRED	2	32,400	1,620	4	32,400	1,620	Urban	D	STATE	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	N/A
5001	CR 326	CR 326A	SW 49 AV	2	COLLECTOR	UNINTERRUPTED	2	9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	N/A
5002	CR 326	SW 49 AV	SW 8 AV	2	COLLECTOR	UNINTERRUPTED	2	9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A	N/A
5003	CR 326	SW 49 AV	SW 49 AV	2	ARTERIAL	UNINTERRUPTED	2	25,940	1,297	2	25,940	1,297	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	2.00%	Not Counted	N/A	N/A	N/A
5010	CR 326	SW 44 AV	175 RAMP (WEST)	4	ARTERIAL	INTERFERRED	1	35,830	1,800	4	35,830	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,400	0.21	C	1.44%	8,000	0.22	C	
5020	SW 326	175 RAMP (WEST)	175 RAMP (WEST)	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	7,400	0.19	C	1.44%	8,000	0.20	C	
5030	SW 326	175 RAMP (EAST)	CR 256	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,400	0.56	C	1.00%	23,800	0.59	C	
5040	SW 326	CR 256	SW 27 AV	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	11,700	0.29	C	1.36%	13,900	0.31	C	
5050	SW 326	SW 27 AV	CR 35	2	ARTERIAL	UNINTERRUPTED	2	15,700	800	2	15,700	800	Rural	U	STATE	NHS - Non-Interstate Roadway	C	7,800	0.46	B	1.00%	7,700	0.49	B	
5060	SW 326	CR 35	SW 44 AV	2	ARTERIAL	UNINTERRUPTED	2	24,200	1,200	2	24,200	1,200	Urban	D	STATE	NHS - Non-Interstate Roadway	D	4,400	0.19	B	4.93%	4,600	0.23	B	
5070	SW 326	SW 44 AV	SW 40	2	ARTERIAL	UNINTERRUPTED	1	14,150	704	2	14,150	704	Urban	U	STATE	NHS - Non-Interstate Roadway	D	4,400	0.11	C	4.93%	4,600	0.40	C	
5081	SW 35	SW 28 ST	SW 28 ST	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	12,000	0.11	C	1.00%	12,000	0.33	C	
5081	SW 35	SW 28 ST	SW 28 ST	4	ARTERIAL	UNINTERRUPTED	1	41,200	2,000	4	41,200	2,000	Urban	D	STATE	Other CMP Network Roadway	D	26,500	0.83	C	1.00%	27,000	0.87	C	
5100	SW 35	LAUREL RD	LAUREL RD	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	26,500	0.87	C	1.00%	27,000	0.70	C	
5110	SW 35	SW 28 ST	SW 28 ST	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	22,500	0.57	C	3.50%	26,200	0.67	C	
5120	SW 35	SW 28 ST	SW 28 ST	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	22,500	0.57	C	3.50%	26,200	0.67	C	
5130	SW 35	SW 28 ST	SW 28 ST	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	21,100	0.51	C	2.80%	24,300	0.61	C	
5140	SW 35	CR 314	CR 314	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	21,100	0.51	C	2.81%	24,300	0.61	C	
5150	SW 35	CR 314	SW 40	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	12,400	0.31	C	1.00%	13,200	0.33	C	
5170	SW 40	CR 314	SW 40 AV	2	ARTERIAL	UNINTERRUPTED	2	13,200	650	2	13,200	650	Rural	U	STATE	Other CMP Network Roadway	D	8,900	0.40	B	2.78%	9,500	0.43	B	
5170	SW 40	URBAN AREA BOUNDARY	SW 140 AV	2	ARTERIAL	UNINTERRUPTED	2	15,700	800	2	15,700	800	Rural	U	STATE	NHS - Non-Interstate Roadway	C	9,300	0.50	B	2.74%	10,000	0.28	C	
5180	SW 40	SW 140 AV	CR 328	2	ARTERIAL	UNINTERRUPTED	1	10,100	510	2	10,100	510	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,600	1.71	F	3.67%	21,000	1.04	F	
5200	SW 40	SW 130 AV	CR 328	4	ARTERIAL	UNINTERRUPTED	4	29,800	1,530	4	29,800	1,530	Rural	U	STATE	NHS - Non-Interstate Roadway	D	17,600	0.61	C	3.67%	21,000	1.12	C	
5201	SW 40	SW 130 AV	SW 85 AV	4	ARTERIAL	UNINTERRUPTED	4	29,800	1,530	4	29,800	1,530	Rural	U	STATE	NHS - Non-Interstate Roadway	D	22,200	0.76	C	3.67%	21,000	1.10	C	
5202	SW 40	SW 85 AV	SW 85 AV	4	ARTERIAL	UNINTERRUPTED	4	29,800	1,530	4	29,800	1,530	Rural	U	STATE	NHS - Non-Interstate Roadway	D	22,200	0.76	C	4.03%	21,000	1.02	C	
5210	SW 40	SW 85 AV	SW 80 AV	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.51	C	1.00%	23,100	0.58	C	
5220	SW 40	SW 80 AV	SW 60 AV	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,800	0.71	C	1.00%	24,800	0.71	C	
5230	SW 40	SW 60 AV	SW 52 AV	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	12,200	0.81	C	2.12%	15,000	0.60	C	
5240	SW 40	SW 52 AV	175 RAMP (EAST)	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	34,400	0.87	C	2.80%	39,200	0.95	C	
5260	SW 40	175 RAMP (EAST)	175 RAMP (EAST)	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	34,400	0.87	C	3.51%	44,600	1.10	D	
5260	SW 40	SW 27 AV	SW 27 AV	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	35,500	0.92	C	3.51%	44,600	1.10	D	
5270	SW 40	SW 27 AV	SW MARTIN L KING AV	6	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	6	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.65	C	1.00%	27,300	0.69	C	
5280	SW 40	SW MARTIN L KING AV	US 441	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,700	0.49	C	1.00%	20,200	0.52	C	
5300	SW 40	SW 46A	SW 46A	4	ARTERIAL	UNINTERRUPTED	2	14,150	704	4	14,150	704	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,500	0.80	D	3.89	29,200	0.83		
5310	SW 40	SW 46A	N MAGNOLIA AV	4	ARTERIAL	INTERFERRED	2	12,400	1,630	4	12,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	8,000	0.89	D	1.00%	8,000	0.44	D	
5310	SW 40	SW 46A	N MAGNOLIA AV	4	ARTERIAL	UNINTERRUPTED	2	12,400	1,630	4	12,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	F	1.00%	34,300	1.06	F	
5310	SW 40	N MAGNOLIA AV	SW WATLISA AV	4	ARTERIAL	UNINTERRUPTED	2	12,400	1,630	4	12,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	F	1.00%	34,300	1.06	F	
5361	SW 40	SW 40 AV	SW 1041	4	ARTERIAL	UNINTERRUPTED	2	32,400	1,620	4	32,400	1,620	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	F	1.00%	34,300	1.06	F	
5361	SW 40	SW 1041	SW 1041	4	ARTERIAL	UNINTERRUPTED	2	32,400	1,620	4	32,400	1,620	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	F	1.00%	34,300	1.06	F	
5362	SW 40	SW 1041	SW 1041	4	ARTERIAL	UNINTERRUPTED	2	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	0.83	C	1.00%	34,300	0.86	C	
5370	SW 40	SW 1041	SW 20 AV	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,100	0.78	C	1.00%	32,700	0.82	C	
5400	SW 40	SW 20 AV	SW 20 AV	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,000	0.80	C	1.00%	30,700	0.86	C	
541																									



# Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LINES FEET	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (DSV)	PEAK HOUR SERVICE VOLUME (PHSV)	LINES (DSV)	DAILY SERVICE VOLUME (DSV)	PEAK HOUR SERVICE VOLUME (PHSV)	URBAN/ RURAL	DIVISOR/ INVOLVED	MAINTAINING AGENCY	HHS	ADOPTED LOS ST AHEAD	2021 AADT	2011 DAILY WSBY	2014 DAILY WSBY	GROWTH RATE	2038 AADT	2028 DAILY WSBY	2038 DAILY LOS
4370.1	SW 60 AV	SR 200	SW 38 ST	1	ARTERIAL	INTERFERRED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	OTHER CMP Network Roadway	E	35,100	0.42	C	1.00%	35,200	0.44	C
4389	SW 60 AV	SW 16 ST	SW 20 ST	4	ARTERIAL	INTERFERRED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	OTHER CMP Network Roadway	E	34,500	0.52	C	1.00%	34,700	0.53	C
4390	SW 60 AV	SW 20 ST	SW 40	4	ARTERIAL	INTERFERRED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	OTHER CMP Network Roadway	E	24,500	0.68	C	5.00%	31,000	0.87	C
4200	SW 66 ST	1.75		2	COLLECTOR	INTERFERRED	1	12,096	598	2	12,096	598	Urban	U	CITY OF OCALA	OTHER CMP Network Roadway	E	5,600	0.46	C	1.94%	6,200	0.51	C
4216	SW 66 ST	1.75		2	COLLECTOR	INTERFERRED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	OTHER CMP Network Roadway	E	2,100	0.39	C	1.00%	7,200	0.83	C
4205	SW 66 ST	SW 27 AV	SW 33 AV	4	COLLECTOR	INTERFERRED	1	9,288	482	2	9,288	482	Rural	U	COUNTY	OTHER CMP Network Roadway	E	5,400	0.58	C	1.00%	5,700	0.61	C
4203.1	SW 7 AV	SR 464	SW 13 ST	2	LOCAL	UNINTERFERRED	2	29,340	1,449	4	29,340	1,449	Urban	U	COUNTY	OTHER CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
4249	SW 7 AV	SR 464	SW 10 ST	2	LOCAL	UNINTERFERRED	2	29,340	1,449	4	29,340	1,449	Urban	U	COUNTY	OTHER CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
4290	SW 80 AV	SW 100 ST	SW 200	2	COLLECTOR	INTERFERRED	1	12,344	634	2	12,344	634	Urban	U	COUNTY	OTHER CMP Network Roadway	E	3,600	0.28	C	1.00%	3,800	0.30	C
4363.1	SW 80 AV	SW 200	SW 30	4	COLLECTOR	INTERFERRED	2	36,420	1,530	4	36,420	1,530	Urban	D	COUNTY	OTHER CMP Network Roadway	E	11,300	0.38	C	1.00%	11,300	0.40	C
4363.2	SW 80 AV	SW 90 ST	SW 38 ST	2	COLLECTOR	UNINTERFERRED	2	36,420	1,449	4	36,420	2,518	Urban	U	COUNTY	OTHER CMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.17	B
4358.4	SW 80 AV	SW 28 ST	SW 26	2	COLLECTOR	UNINTERFERRED	2	36,420	1,449	4	36,420	2,000	Urban	U	COUNTY	OTHER CMP Network Roadway	E	2,800	0.28	C	1.00%	2,900	0.30	C
4250	SW 85 ST	CR 425		2	COLLECTOR	UNINTERFERRED	2	9,288	482	2	9,288	482	Rural	U	COUNTY	OTHER CMP Network Roadway	E	3,500	0.41	C	1.00%	4,000	0.48	C
4300	CR 312	CR 475A		920	CR 312	UNINTERFERRED	2	15,120	999	2	15,120	999	Rural	U	COUNTY	OTHER CMP Network Roadway	D	2,700	0.14	B	1.00%	2,800	0.15	B
4398	SW 95 ST	SW 80	SW 200	4	COLLECTOR	INTERFERRED	1	35,820	1,800	4	35,820	1,800	Urban	U	COUNTY	OTHER CMP Network Roadway	E	4,900	0.31	C	1.00%	4,200	0.32	C
4390	SW 95 ST	SW 60 AV		4	COLLECTOR	INTERFERRED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	OTHER CMP Network Roadway	E	12,000	0.34	C	4.57%	15,000	0.42	C
4350	SW 95 ST	SW 60 AV		4	COLLECTOR	INTERFERRED	1	35,820	1,800	4	35,820	1,800	Urban	U	COUNTY	OTHER CMP Network Roadway	E	12,000	0.34	C	4.57%	15,000	0.42	C
4390	SW 95 ST	1.75 SW		2	COLLECTOR	UNINTERFERRED	2	29,340	1,449	4	29,340	1,449	Urban	U	COUNTY	OTHER CMP Network Roadway	E	12,000	0.41	C	4.57%	15,000	0.51	C
4320	CR 40	PIEDMONT HILLS RD	PIEDMONT AV	2	COLLECTOR	UNINTERFERRED	1	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	OTHER CMP Network Roadway	E	3,500	0.22	B	1.00%	3,500	0.22	B
4389	SW MARTIN L KING AVE	SR 464		4	COLLECTOR	INTERFERRED	2	36,420	1,530	4	36,420	1,530	Urban	D	CITY OF OCALA	OTHER CMP Network Roadway	E	7,400	0.24	C	1.00%	7,800	0.26	C
4390	SW MARTIN L KING AVE	SR 200		4	ARTERIAL	INTERFERRED	2	28,899	720	4	28,899	720	Urban	U	CITY OF OCALA	OTHER CMP Network Roadway	E	14,500	0.5	D	3.18%	15,900	0.58	D
4395	SW 27 AV	COUNTY LINE (W)	CR 468	4	ARTERIAL	UNINTERFERRED	2	42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	D	3,800	0.2	B	1.00%	4,200	0.23	B
4403	US 27	SW 80 AV	CR 255A	4	ARTERIAL	INTERFERRED	1	29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	14,700	0.5	C	4.00%	18,000	0.61	C
4430	US 27	CR 225A		4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,200	0.43	C	1.00%	18,100	0.45	C
4440	US 27	SW 60 AV		4	ARTERIAL	UNINTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,200	0.43	C	1.00%	18,100	0.45	C
4450	US 27	SW 48 AV		4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,200	0.58	C	1.67%	37,800	0.70	C
4460	US 27	SW 44 AV		4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4460	US 27	SW 27 AV		4	ARTERIAL	UNINTERFERRED	2	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4500	US 27	SW MARTIN L KING AVE		4	ARTERIAL	UNINTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.26	C	1.00%	23,100	0.26	C
4520	US 27	SW MARTIN L KING AVE		4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,600	0.27	C	1.00%	30,000	0.75	C
4531.3	SW 300	COUNTY LINE (E)	CR 42	4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	40,300	0.51	C	1.00%	40,200	0.54	C
4560	US 303	SW 27 AV	SW 140 ST	2	ARTERIAL	UNINTERFERRED	2	37,400	1,300	2	37,400	1,300	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,600	0.32	C	1.00%	18,200	0.33	C
4550.1	US 303	US 441		4	ARTERIAL	UNINTERFERRED	4	66,200	3,200	4	66,200	3,200	Urban	D	STATE	NHS - Non-Interstate Roadway	D	14,500	0.22	B	1.00%	15,000	0.23	B
4560	US 303	US 441		4	ARTERIAL	UNINTERFERRED	4	42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	D	15,700	0.27	B	2.07%	17,900	0.42	B
4532	US 303	US JACKSONVILLE RD		4	ARTERIAL	UNINTERFERRED	1	42,300	1,400	2	42,300	1,400	Rural	D	STATE	NHS - Non-Interstate Roadway	D	14,500	0.43	C	1.00%	15,000	0.45	C
4550	US 305	COUNTY LINE (W)	CR 318	4	ARTERIAL	UNINTERFERRED	2	42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	D	18,400	0.43	B	7.80%	26,700	0.63	B
4550	US 305	COUNTY LINE (E)	CR 484	4	ARTERIAL	INTERFERRED	2	0	1,610	4	0	1,610	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,500	0.69	D	2.34%	25,300	0.78	D
4560	US 305	SR BOBHOORN RD		4	ARTERIAL	UNINTERFERRED	2	42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	D	27,300	0.28	C	2.52%	29,500	0.29	C
4570	US 310	SW 131 PL LN		4	ARTERIAL	INTERFERRED	2	32,400	1,430	4	32,400	1,430	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,500	0.69	D	2.52%	25,100	0.77	D
4640	US 310	SW 131 PL LN		4	ARTERIAL	UNINTERFERRED	1	41,700	2,100	4	41,700	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,200	0.53	D	2.52%	25,100	0.60	C
4650	US 310	SW 100 ST		2	ARTERIAL	INTERFERRED	1	14,500	704	4	41,700	1,500	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,200	1.57	F	2.52%	25,200	0.84	C
4660	US 310	SW 99 PL		2	ARTERIAL	UNINTERFERRED	1	24,200	1,200	2	24,200	1,200	Urban	D	STATE	NHS - Non-Interstate Roadway	D	12,000	0.52	C	2.70%	16,000	0.74	C
4670	US 310	SW 81 PL		2	ARTERIAL	INTERFERRED	1	14,100	704	4	41,700	1,500	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.88	C	2.70%	13,900	0.47	C
4680	US 310	SW 40		2	ARTERIAL	UNINTERFERRED	2	24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.5	C	2.70%	13,900	0.57	C
4690	US 310	URBAN AREA BOUNDARY		2	ARTERIAL	UNINTERFERRED	1	24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.5	C	2.70%	13,900	0.57	C
4690	US 310	COUNTY LINE (W)		2	ARTERIAL	UNINTERFERRED	2	15,700	830	2	15,700	830	Rural	U	STATE	NHS - Non-Interstate Roadway	D	5,500	0.53	B	2.00%	6,000	0.55	B
4700	US 310	COUNTY LINE (E)		4	ARTERIAL	INTERFERRED	1	41,700	2,100	4	41,700	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	40,300	0.96	D	1.00%	40,300	1.01	C
4710	US 310	CR 42		4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,900	0.78	C	1.00%	34,200	0.82	C
4730	US 310	SR 140 PL		4	ARTERIAL	UNINTERFERRED	4	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4750.2	US 310	CR 25A		4	ARTERIAL	INTERFERRED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,300	0.43	C	1.88%	19,000	0.48	C
4760	US 310	SR 12 PLACE LOOP		4	ARTERIAL	UNINTERFERRED	4	66,200	3,200	4	66,200	3,200	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,500	0.27	B	1.00%	18,800	0.28	

## Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 ADOT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 ADOT	2026 DAILY VMSV	2026 DAILY LOS
	SW 49TH AVENUE	MARION OAKS TRL	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	F	0	0	0	0.00%	0	0.00	0
	SW 49TH AVENUE	MARION OAKS TRL	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	F	0	0	0	0.00%	0	0.00	0
	MARION OAKS CRSE	MARION OAKS MNR	MARION OAKS TRL	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	F	0	0	0	0.00%	0	0.00	0
	MARION OAKS MNR	MARION OAKS BLVD	MARION OAKS LN	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	F	0	0	0	0.00%	0	0.00	0
3476.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	F	9,100	0.13	B	1.00%	9,500	0.14	B
8200	EULENA VISTA BLVD	QUARTER CO LINE	CR 42	4	COLLECTOR	INTERRUPTED	2	35,420	1,530	4	35,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	F	16,200	0.13	D	6.88%	22,600	0.24	D

## **Appendix E**

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# Federal Regulations and CMP Resources

# FEDERAL REGULATIONS

The following summarizes the requirements as per federal regulation codified as CMP in Transportation Management Areas (TMAs) (Section 450.322) - *Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule*:

- a. The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.
  - » Cooperatively developed and implemented
  - » Travel reduction strategies
  - » Operational management strategies
- b. The CMP should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Plan (TIP).
- c. Acceptable levels of service may vary from area to area. Consider strategies that:
  - » Manage demand
  - » Reduce single occupant vehicle travel
  - » Improve transportation system management and operations
  - » Improve efficient service integration within and across the following modes:
    - i. Highway
    - ii. Transit
    - iii. Passenger and freight rail operations
    - iv. Non-motorized transport
  - » Where general purpose lanes are determined to be appropriate, must give explicit consideration to features that facilitate future demand management strategies.
- d. The CMP shall be developed, established, and implemented in coordination with Transportation Systems Management (TSM) and operations activities. The CMP shall include:
  - » Methods to monitor and evaluate the performance of the multimodal transportation system
    - i. Identify the causes of congestion
    - ii. Identify and evaluate alternative strategies
    - iii. Provide information supporting the implementation of actions
    - iv. Evaluate effectiveness of implemented actions
  - » Definitions of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of strategies. Performance measures should be tailored to the specific needs of an area.
  - » Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. To the extent possible, this program should be coordinated with existing sources, including public transportation providers.

- » Identification and evaluation of the anticipated performance and expected benefits of congestion management strategies that will contribute to the more effective use and improved safety of the existing and future transportation system. Examples of strategies to consider include:
    - i. Demand management measures, including growth management and congestion pricing
    - ii. Traffic operational improvements
    - iii. Public transit improvements
    - iv. Intelligent Transportation Systems (ITS)
    - v. Where necessary, additional system capacity
  - » Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy
  - » Implementation of a process for periodic assessment of the effectiveness of implemented strategies. Results of this assessment shall be provided to decision makers and the public to provide guidance on the selection of effective strategies for future implementation.
- f.** A TMA designated nonattainment for ozone or carbon monoxide may not program federal funds for any project that will result in a significant increase in the carrying capacity of single occupant vehicles (SOVs), with the exception of safety improvements or the elimination of bottlenecks (within the limits of the appropriate projects that can be implemented).
- g.** In TMAs designated nonattainment for ozone or carbon monoxide, the CMP shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for a corridor in which a project with a significant increase in SOV capacity is proposed to move forward with federal funds.
- h.** State laws, rules, and regulations pertaining to congestion management systems or programs may constitute the congestion management process, if FHWA and FTA find that these are consistent with the intent of this process.
- i.** Congestion management plan. An TPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such TPO. Such plan shall:
- » Develop regional goals to reduce miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
  - » Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and
  - » Identify proposed projects and programs to reduce congestion and increase job access opportunities.

In developing the CMP, the TPO shall consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.

# State of the System Report Tentative Schedule

## January to May

- Update of roadway inventory data to support LOS analysis.
- Calculation of Non-Highway Systemwide Performance Monitoring
  - » Public Transportation
  - » Bicycle
  - » Pedestrian
  - » TDM
- Produce growth rates on county roadways using county traffic counts to perform initial LOS analysis (existing conditions +1 year and existing + 5 years)\*.
- Produce preliminary growth rates on state roadways using older state traffic counts to perform initial LOS analysis (existing conditions and existing + 5 years)\* .
- Provide initial LOS analysis for identifying congested corridors used to prioritize projects for funding. This analysis includes a combination of volumes based on growth rates and scheduled improvements to the transportation system.
- Existing volumes on existing network

## May

- TAC meeting to review and identify potential operational issues that would not be identified through the technical screening process.
- Coordinate with goods movement stakeholders and providers to identify related needs (Note: May occur earlier).

## May to June

- Receive FDOT traffic counts.
- Produce updated growth rates on state roadways using state traffic counts and revise initial LOS analysis (produced earlier in the year) based on the results of the LOS analysis.
- Screen corridors
- Select corridors for evaluation.

## July

- Report to TAC and CAC the results of the corridor screening and selection.
- Report to the TAC and CAC the results from the Non-Highway System-wide Performance Monitoring (Public Transportation, Bicycle, Pedestrian, TDM, etc.).

## July to August

- Identify strategies to be considered on selected corridors.
- Evaluate strategies where appropriate and make improvement or program recommendations for implementation.
- Report to the CMP TAC and CAC the recommended strategies for implementation.
- Develop priority list of CMP recommendations for adoption by the TPO Board.

## September

- Finalize technical recommendations on strategy implementation.
- Program improvement recommendations in the appropriate local government CIE and identify other priority projects or programs for the TIP.
- Finalize performance monitoring summary.
- Obtain endorsement from the CMP TAC and CAC on the programmed projects in the CIE and priority projects or programs for the TIP.
- Adopt the CMP Project Priority List for use in developing the TIP during a Public Hearing of the TPO Board.

## October to November

- Finalize the CMP State of the System Report.

*\*Note: Since FDOT state roadway traffic counts for the prior are typically released in May or June of the following year, it is necessary to use preliminary state traffic count data that is a year older for the preliminary analysis. Once the FDOT state roadway traffic count data is provided, growth rates and their associated traffic volumes can be used to update the LOS analysis.*

# CMP ACTIONS/RECOMMENDATIONS

The following represents recommendations and actions to enhance the congestion management process and become more efficient in the overall TPO planning process. The actions/recommendations presented below will be reviewed and considered by TPO staff and the TAC for implementation as necessary.

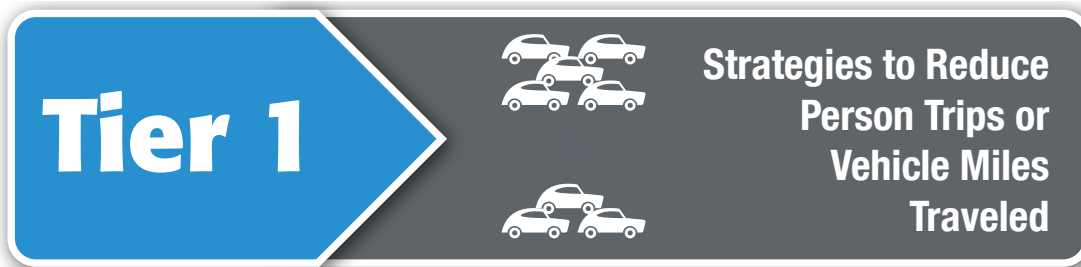
- Update the Ocala Marion TPO Congestion Management Process (CMP Steps 1 to 3) on a five-year cycle consistent with the update cycle of the LRTP. Timing of the completion of CMP updates in advance of finalizing the LRTP updates would benefit integration of CMP strategies into the LRTP. Additional updates may occur on a more frequent basis to comply with future changes in federal rules or local regulations.
- Develop a State of the System Report that documents the current conditions of the transportation system using performance measures, tracks the effectiveness of previously-implemented strategies, and evaluates trends and conditions for the multimodal transportation system in the CMP study area. The State of the System Report will include Actions 4 through 8 of the CMP which includes:
  - » **Step 4:** Collect Data/Monitor System Performance
  - » **Step 5:** Analyze Congestion Problems & Needs
  - » **Step 6:** Identify and Assess Strategies
  - » **Step 7:** Implement Selected Strategies
  - » **Step 8:** Monitor Strategy Effectiveness (combined with Step 4)
- Implementation of the selected strategies may include programming in a local government's CIP, identification of corridor studies to be done through the TPO's Unified Planning Work Program (UPWP), or longer term projects that would be included in local governments' Capital Improvements Elements (CIE) or the TPO's LRTP.
- Enhance coordination with agencies participating in the CMP by framing desirable strategy types and defining roles in implementation. This is essential, as most congestion and mobility strategies are formulated and implemented by other agencies.
- Projects from the CMP process may identify projects for inclusion in the LRTP either through the routine LRTP update cycle or through plan amendments.
- Identify and implement data collection recommendations on collecting key congestion data as well as closing any data gaps identified in this CMP.
- Perform outreach and education efforts to inform interested parties and stakeholders. These efforts may include:
  - » Maintaining CMP information on the TPO Website.
  - » Developing materials on the CMP and its benefits.
- Continue monitoring changes to federal CMP regulations and modify/update CMP to reflect new requirements.

The general schedule for the development of the CMP's State of the System Report is provided as follows. This schedule is flexible and can be changed as warranted for each update. (For example, a congested corridor identified during a CMP update, may not be warrant further evaluation if improvements are already included in the TIP.) This schedule includes opportunities for coordinating the results of the federally required CMP with the local government process used in developing the annual CIP and the annual update of the CIE of the Comprehensive Plan.

# CMP TOOLBOX OF STRATEGIES

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other TPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom.

The “top-down” approach promotes the growing sentiment in today’s transportation planning arena and follows FHWA’s clear direction to consider all available solutions before recommending additional roadway capacity. The Ocala Marion CMP toolbox of strategies is divided by tiers, strategies, and specific examples.



## Transportation Demand Management Strategies

These strategies are used to reduce the use of single occupant motor vehicles, as the overall objective of TDM is to reduce the miles traveled by automobile. The following TDM strategies, not in any particular order, are available for consideration in the toolbox to potentially reduce travel in the peak hours.

- **Congestion Pricing:** Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.
- **Alternative Work Hours:** There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.
- **Telecommuting:** Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.
- **Guaranteed Ride Home Programs:** These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.
- **Alternative Mode Marketing and Education:** Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping Websites that compute directions and travel times for multiple modes of travel.

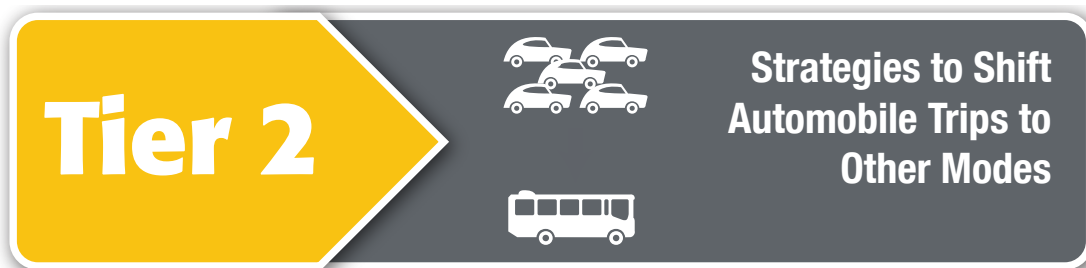


- **Safe Routes to Schools Program:** This federally-funded program provides 100 percent funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.
- **Preferential or Free Parking for HOVs:** This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.

## Land Use/Growth Management Strategies

The strategies in this category include policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options.

- **Negotiated Demand Management Agreements:** As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).
- **Trip Reduction Ordinance:** These ordinances use a locality’s regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.
- **Infill Developments:** This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.
- **Transit Oriented Developments:** This strategy clusters housing units and/or businesses near transit stations in walkable communities. By providing convenient access to alternative modes, auto dependence can be reduced.
- **Design Guidelines for Pedestrian-Oriented Development:** Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.
- **Mixed-Use Development:** This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.



## Public Transit Strategies

Two types of strategies, capital improvements and operating improvements, are used to enhance the attractiveness of public transit services to shift auto trips to transit. Transit capital improvements generally modernize the transit systems and improve their efficiency; operating improvements make transit more accessible and attractive.

- **Transit Capacity Expansion:** This strategy adds new vehicles to expand transit services.

- **Increasing Bus Route Coverage or Frequencies:** This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.
- **Implementing Regional Premium Transit:** Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium regional transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.
- **Providing Real-Time Information on Transit Routes:** Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.
- **Reducing Transit Fares:** This relatively easy-to-implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.
- **Provide Exclusive Bus Right-Of-Way (ROW) :** Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.

## Non-Motorized Transportation Strategies

Non-motorized strategies include bicycle, pedestrian, and multiuse path facility improvements that encourage non-motorized modes of transportation instead of single-occupant vehicle trips.

- **New Sidewalk Connections:** Increasing sidewalk connectivity encourages pedestrian traffic for short trips.
- **Designated Bicycle Facilities on Local Streets:** Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.
- **Improved Bicycle Facilities at Transit Stations and Other Trip Destinations:** Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.
- **Improved Safety of Existing Bicycle and Pedestrian Facilities:** Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.
- **Exclusive Non-Motorized Right-of-Way:** Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.
- **Complete Streets:** Routinely designing and operating the entire right-of-way can enable safe access for all users including pedestrians, bicyclists, motorists, and transit. Elements that may be found on a complete street include sidewalks, bike facilities, special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, support for changing mobility technologies, and more.



## Transportation Demand Management Strategies

In addition to the TDM Strategies that are included in Tier 1, additional strategies are available in Tier 3 that encourage the use of ride-sharing and other forms of HOV implementation.

- **Ridesharing (Carpools & Vanpools):** In ridesharing programs, participants are matched with potential candidates for sharing rides. This typically is arranged/encouraged through employers or transportation management agencies that provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.
- **High Occupancy Vehicle Lanes:** This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.
- **Park-and-Ride Lots:** These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/ vanpool programs, transit, and/or HOV lanes.
- **Employer-Landlord Parking Agreements:** Employers can negotiate leases so that they pay for parking spaces used only by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing nondriving employees with the cash equivalent of a parking space.
- **Parking Management:** This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.
- **Managed Lanes:** FHWA defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include high-occupancy toll (HOT) lanes with tolls that vary based on demand, exclusive bus-only lanes, HOV and clean air and/or energy-efficient vehicle lanes, and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.

# Tier 4



## Strategies to Improve Roadway Operations

### Intelligent Transportation Systems (ITS) Strategies

The strategies in ITS use new and emerging technologies to mitigate congestion while improving safety and environmental impacts. Typically, these systems are made up of many coTPOnents, including sensors, electronic signs, cameras, controls, and communication technologies. ITS strategies are sets of coTPOnents working together to provide information and allow greater control of the operation of the transportation system.

- **Dynamic Messaging:** Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.
- **Advanced Traveler Information Systems (ATIS):** ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the Web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.
- **Integrated Corridor Management (ICM):** This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.
- **Transit Signal Priority (TSP):** This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.

### Transportation Systems Management Strategies

Transportation Systems Management (TSM) strategies identify operational improvements to enhance the capacity of the existing system. These strategies typically are used together with ITS technologies to better manage and operate existing transportation facilities.

- **Traffic Signal Coordination:** Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.
- **Channelization:** This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.
- **Intersection Improvements:** Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.
- **Bottleneck Removal:** This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.

- **Vehicle Use Limitations and Restrictions:** This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.
- **Improved Signage:** Improving or removing signage to clearly communicate location and direction information can improve traffic flow.
- **Geometric Improvements for Transit:** This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.
- **Intermodal Enhancements:** Coordinating modes makes movement from one mode to the other easier. These enhancements typically include schedule modification to reduce layover time or increase the opportunity for transfers, creation of multimodal facilities, informational kiosks, and improved amenities at transfer locations.
- **Goods Movement Management:** This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.

## Freeway Incident Detection and Management Strategy

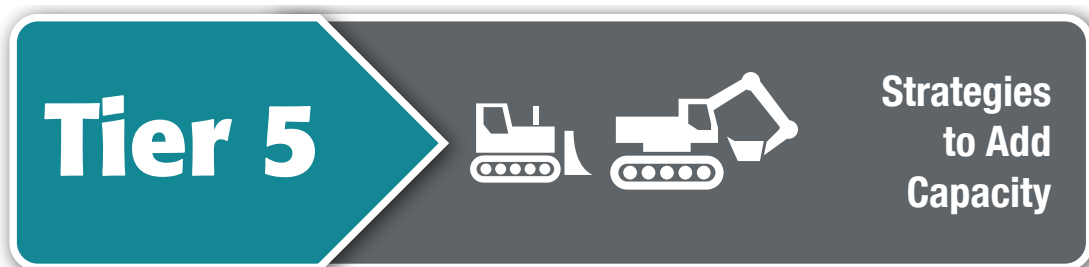
- **Freeway Incident Detection and Management Systems:** This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.

## Access Management Strategy

- **Access Management Policies:** This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of pedestrian, bicycle, and trail facilities.

## Corridor Preservation/Management Strategies

- **Corridor Preservation:** This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.
- **Corridor Management:** This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.



Strategies to add capacity are the costliest and least desirable strategies and should be considered as last resort methods for reducing congestion. Strategies of cities that attempt to “build out of congestion” have not provided intended results. As such, capacity-adding strategies should be applied after determining the demand and operational management strategies identified earlier are not feasible solutions. The key strategy is to increase the capacity of congested roadways through additional general purpose travel lanes.

- Increase the capacity of congested roadways through additional general purpose travel lanes and/or managed lanes

## **Appendix F**

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# CMP Public Survey Results Summary

# Congestion Management Plan (CMP) Public Survey

## Results Summary

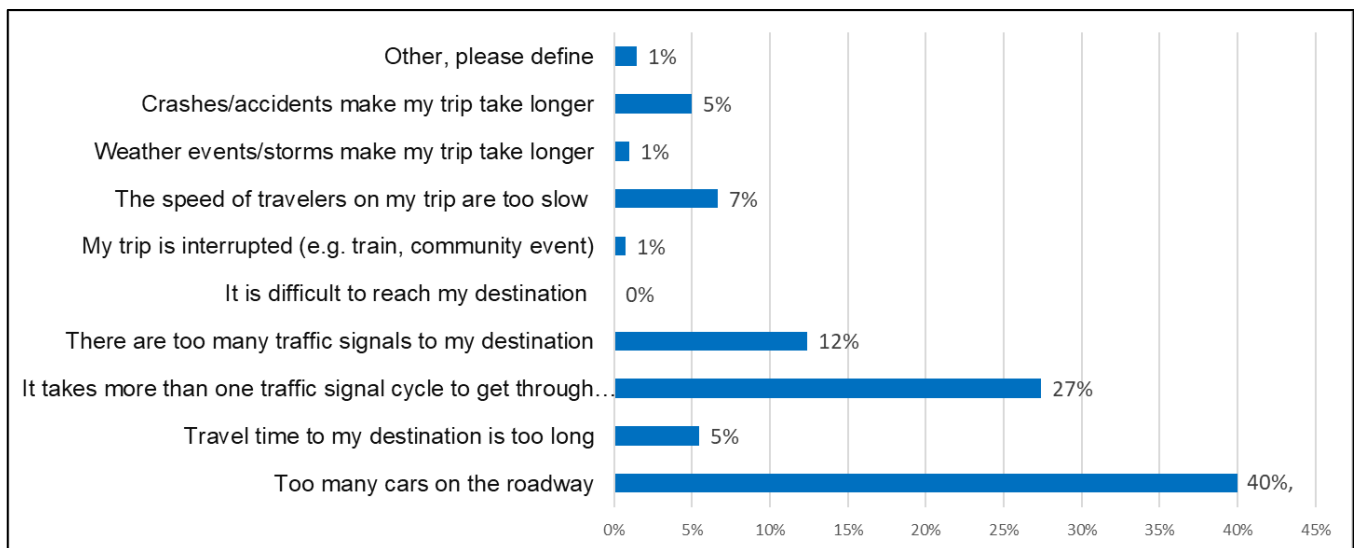
The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan (CMP). The survey results will be used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, 3 responses were sent to the TPO by email for a total of 258 survey participants. The following summarizes the results of the survey.

### 1. What does the term ‘congestion’ mean to you? (select up to 3)

A total of 254 responses were received. The top three most frequent selections were **‘Too many cars on the roadway’** with 168 responses or 40%; followed by **‘It takes more than one traffic signal’** with 115 responses or 27%; and **‘There are too many traffic signals to my destination’** with 52 responses or 12%.

#### 420 selections

- 168 Too many cars on the roadway
- 23 Travel time to my destination is too long
- 115 It takes more than one traffic signal cycle to get through intersection
- 52 There are too many traffic signals to my destination
- 0 It is difficult to reach my destination
- 3 My trip is interrupted (e.g. train, community event)
- 28 The speed of travelers on my trip are too slow
- 4 Weather events/storms make my trip take longer
- 21 Crashes/accidents make my trip take longer
- 6 Other, please define



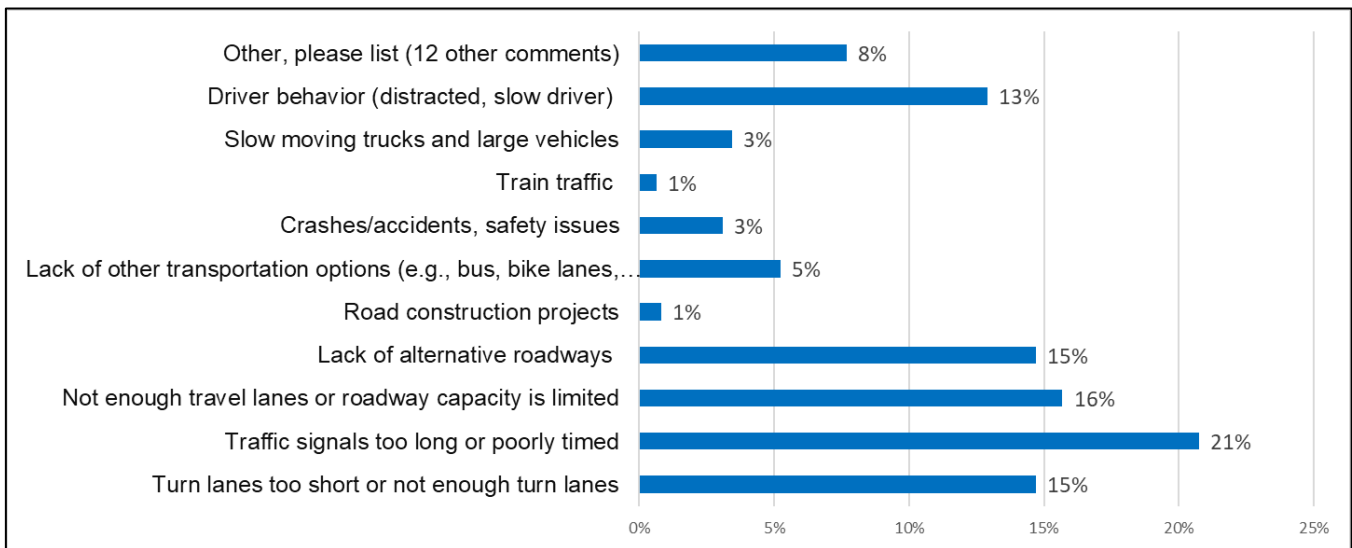


**2. What do you think are the main causes of congestion in Marion County?**  
(select up to 3)

A total of 218 responses were received. The top three most frequent causes identified were **‘Traffic signals too long or poorly timed’** with 127 responses or 21%; followed by **‘Not enough travel lanes or roadway capacity is limited’** with 96 responses or 16%; and **‘Turn lanes too short or not enough turn lanes’** and **‘Lack of alternative roadways’** both with 90 responses or 15%.

**612 selections**

- 90 Turn lanes too short or not enough turn lanes
- 127 Traffic signals too long or poorly timed
- 96 Not enough travel lanes or roadway capacity is limited
- 90 Lack of alternative roadways
- 5 Road construction projects
- 32 Lack of other transportation options (e.g., bus, bike lanes, sidewalks)
- 2 School zones
- 0 Weather events/storms
- 19 Crashes/accidents, safety issues
- 4 Train traffic
- 21 Slow moving trucks and large vehicles
- 79 Driver behavior (distracted, slow driver)
- 47 Other, please list (12 comments, 35 no response provided)



Other Comments include:

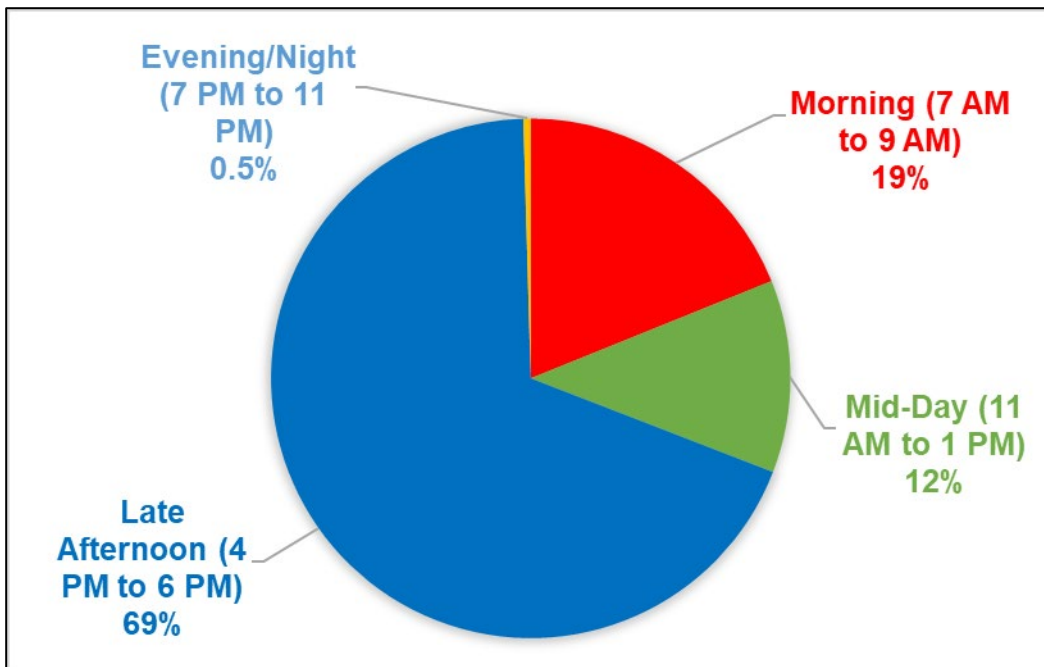
- A lot of growth in Marion County
- More people moving to the area than can be supported
- No right turn lanes or enough ROW to make a turn turn at red light
- Poorly maintained roads

- Stop permitting major housing developments
- Speed limits reassessed
- Too many cars for available roadway capacity
- Too many homes/businesses in same area
- Too many people moving to Marion County; infrastructure not kept pace
- Too many vehicles on roads
- Traffic lights not synched in Dunnellon

**3. What time of day do you experience congestion the most in Marion County? (select 1)**

A total of 217 responses were received. The most frequent time of day participants overwhelmingly selected was late afternoon between 4 pm to 6 pm with 149 responses or 69%.

- 41 Morning (7 AM to 9 AM)
- 26 Mid-Day (11 AM to 1 PM)
- 149 Late Afternoon (4 PM to 6 PM)
- 1 Evening/Night (7 PM to 11 PM)



**4. Please list the top 3 roadway or intersection locations in Marion County where you think congestion is the worst? (list up to 3)**

A total of 239 responses were received and 398 roadway or intersection/interchange locations identified. The following summarizes a list of the top 10 specific locations identified by survey participants, and the overall top 10 corridors mentioned most frequently either individually or part of an intersection or interchange.

**Top 10 Locations**

1. SR 200 at I-75 (34 responses)
2. SR 200 (30 responses)
3. SR 40 at U.S. 301/441/Pine Avenue (23 responses)
4. CR 484 at I-75 (17 responses)
5. SE 17<sup>th</sup> Avenue (SR 464) at U.S. 301/U.S. 441/Pine Ave (15 responses)
6. SE 17<sup>th</sup> Avenue (SR 464) at SE 25<sup>th</sup> (11 responses)
7. Maricamp Road (SR 464) at Baseline Road (SR 35) (10 responses)
8. SR 200 at 38<sup>th</sup> Court (9 responses)
9. SR 200 at SW 27<sup>th</sup> Avenue (8 responses)
10. Downtown Ocala (8 responses)

**Top 10 Corridors Mentioned**

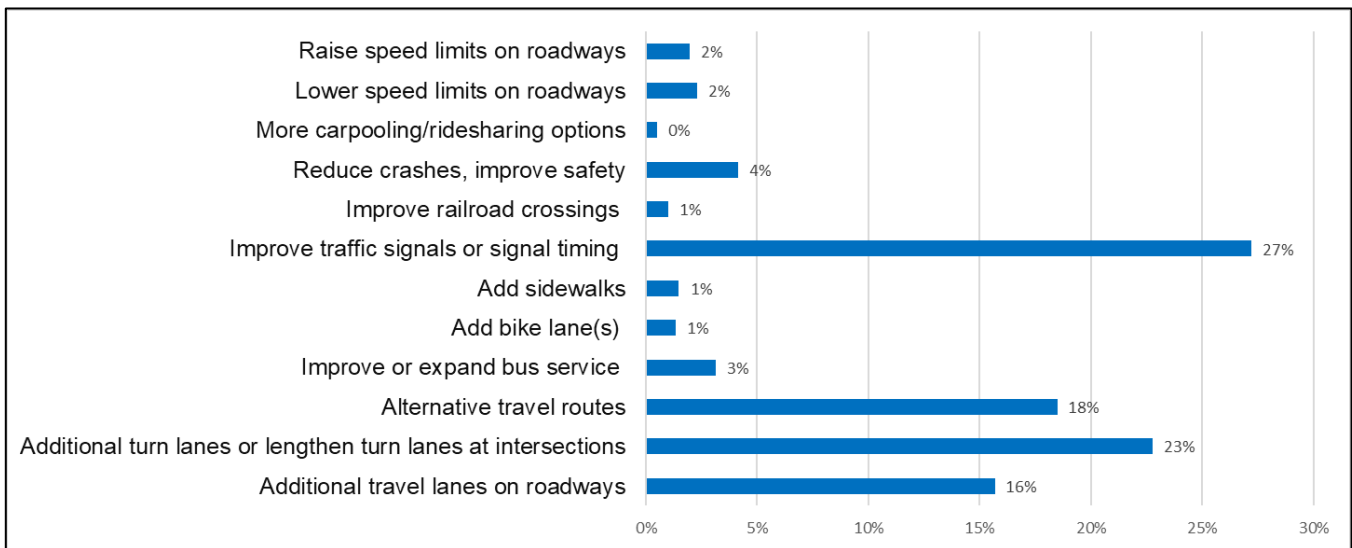
1. SR 200 (117)
2. U.S. 301/U.S. 441/Pine Avenue (61)
3. SR 40 (58)
4. SE 17<sup>th</sup> Avenue/Maricamp Road (SR 464) (47)
5. CR 484 (27)
6. U.S. 27 (23)
7. U.S. 441 (15)
8. Maricamp Road (10)
9. CR 475 (8)
10. I-75 (7)

**5. What improvements should be made to improve congestion at your top 3 locations, along with other congested areas in Marion County? (select up to 3)**

A total of 250 responses were received. The top three improvements recommended were **'Improve traffic signals or signal timing'** with 165 responses or 27%; followed by **'Additional turn lanes or lengthen turn lanes at intersections'** with 138 responses or 23%; and **'Alternative travel routes'** with 112 responses or 18%.

**606 selections**

- 95 Additional travel lanes on roadways
- 138 Additional turn lanes or lengthen turn lanes at intersections
- 112 Alternative travel routes
- 19 Improve or expand bus service
- 8 Add bike lane(s)
- 9 Add sidewalks
- 165 Improve traffic signals or signal timing
- 6 Improve railroad crossings
- 25 Reduce crashes, improve safety
- 3 More carpooling/ridesharing options
- 14 Lower speed limits on roadways
- 12 Raise speed limits on roadways



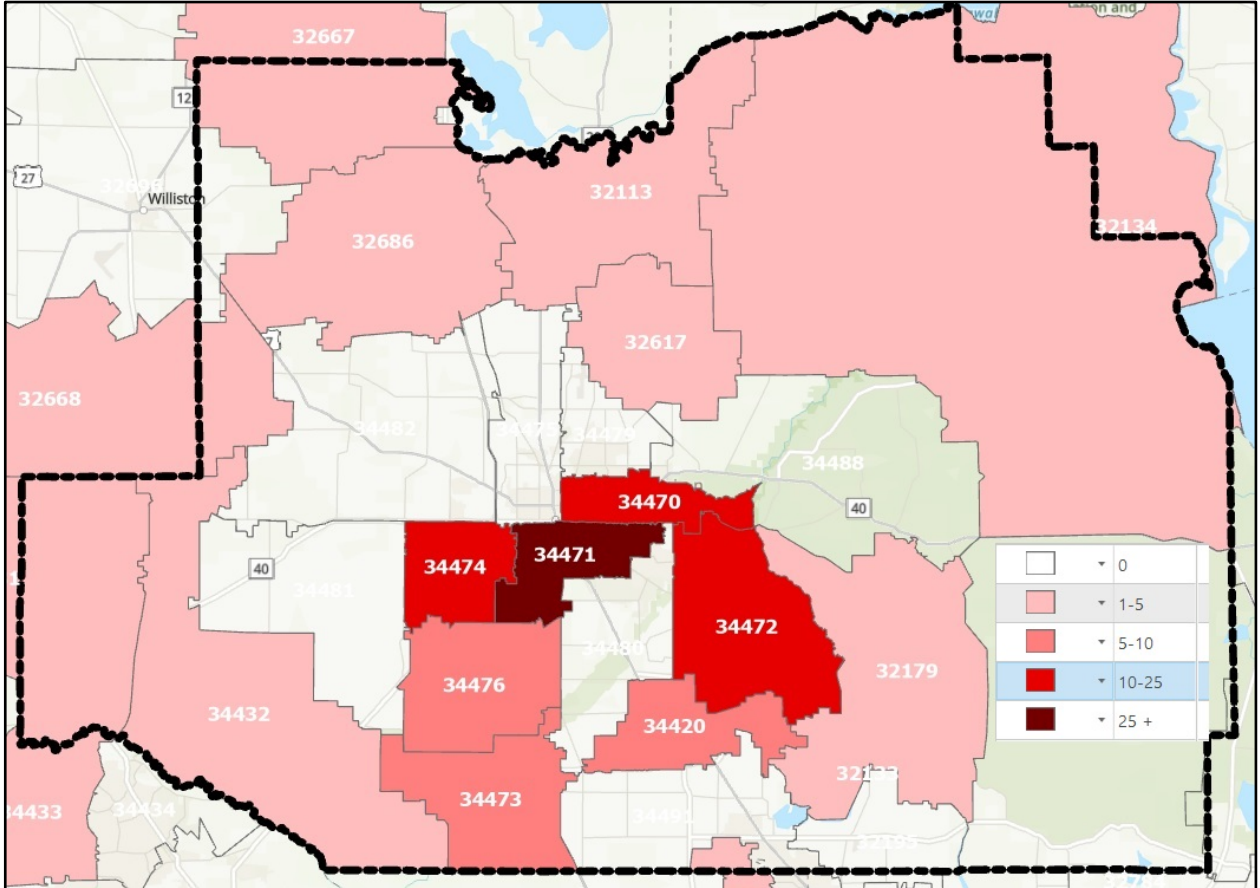
**6. What mode of transportation do you use most often (select 1)**

A total of 252 responses were received. The most frequent primary mode of transportation used by almost all participants is the personal automobile/truck. The three participants that selected 'other' use Marion Transit as their primary mode of transportation.

245	Personal automobile/truck
1	Bicycle
1	Walk
2	Bus
0	Wheelchair
0	Golf cart
0	Scooter
0	Electric bike/other electric transportation
0	Carpool/Rideshare
3	Other, please list
	(3) Marion Transit

**7. Please provide the zip code of where you live in Marion County**

A total of 158 responses were received. As displayed in the zip code map, the majority of the participants responding to this question reside in the most urbanized areas of the county, including zip codes 34471 (37), 34470 (23) and 34472 (25) and 34474 (21).

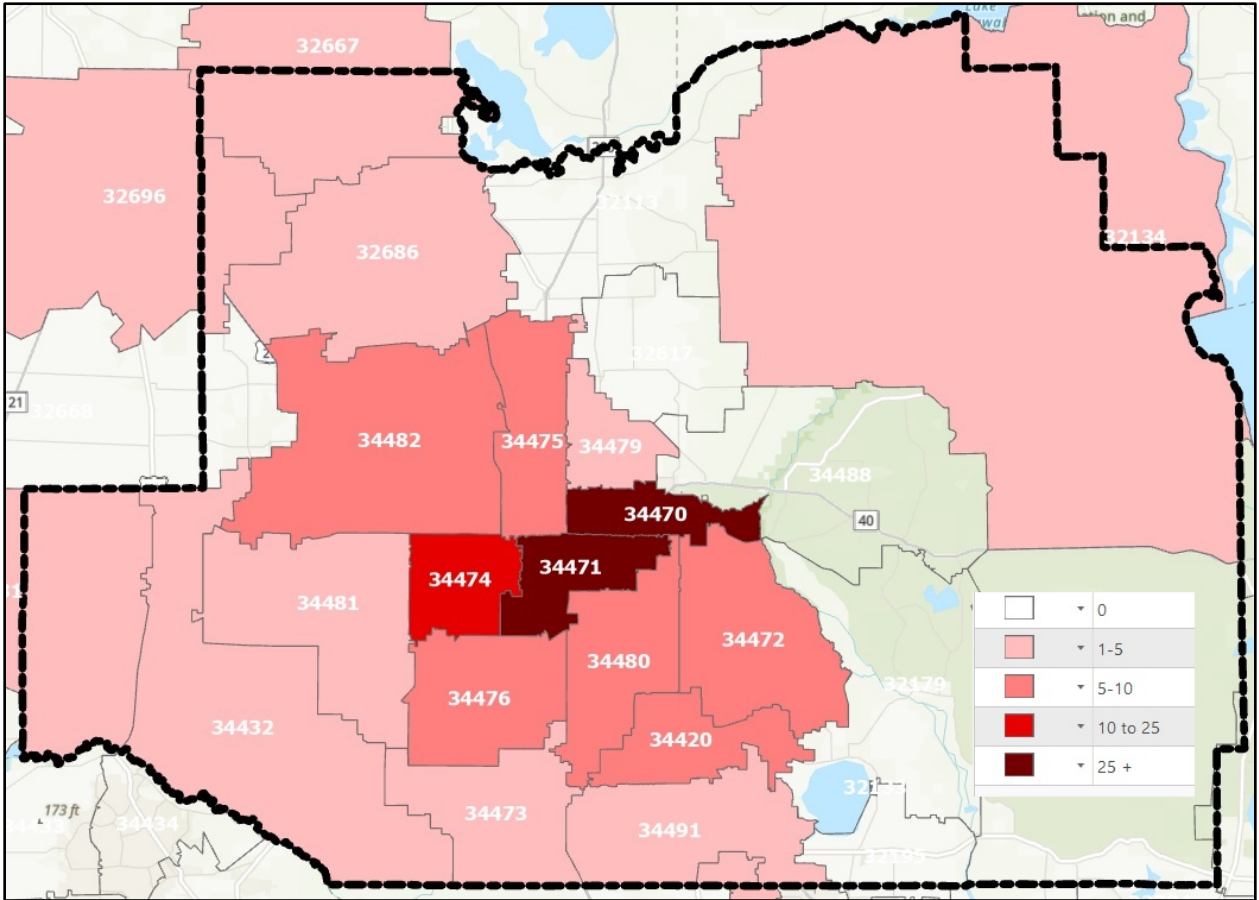


Participants by Zip Code:

2	32113	2	34431
4	32134	5	34432
1	32162	1	34433
2	32179	23	34470
1	32617	37	34471
1	32664	25	34472
1	32667	9	34473
2	32668	21	34474
5	32686	9	34476
7	34420		

**8. Please provide the zip code of where you work in Marion County**

A total of 213 responses were received. As displayed in the zip code map, the majority of the participants responding to this question work in the urbanized areas of the county, with the largest number in zip codes 34471 (74) and 34470 (49).



Participants by Zip Code

		49	34470
1	32134	75	34471
2	32162	6	34472
1	32611	5	34473
1	32664	11	34474
1	32667	8	34475
3	32686	10	34476
1	32696	3	34479
1	33474	6	34480
8	34420	5	34481
1	34431	7	34482
5	34432	3	34491

**9. Please share any comments or opinions that were not covered in this survey**

A total of 111 with additional comments were shared by the participants. The following summarizes the main topics or themes derived from the comments.

- Alternate corridors to I-75 and other major arterials
- Addition of more rail overpasses
- Addition of protected bike lanes
- Addition of turn lanes/longer turn lanes at intersections
- Back-ups on SR 200 caused by no driveways/turn lanes
- Better access management on SR 200
- Better connectivity of the roadway network
- Careless driving/speeding
- Congestion is throughout the day
- Confusing street naming
- Distracted driving
- Do not reduce travel lanes
- Driver behavior
- Growth and development in community
- Impacts of major development to roads
- Improve lighting on street network
- More golf cart access
- More law enforcement
- More maintenance of existing roads
- More sidewalks
- More transportation options
- Planned development more distributed in community
- Safety improvements at intersections
- School congestion
- Speeding and aggressive drivers
- Speed limits on major roads need to be studied
- Traffic signal timing improvements
- Widen major roadways



2710 E. Silver Springs Blvd.  
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Ph: 352-438-2630

<https://ocalamariontpo.org>



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Safety Action Plan Scope of Services**

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**Summary**

The TPO is planning to invest in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The Action Plan is envisioned as a collaborative process involving citizens and stakeholders, private and public partners, and state agencies. The proposed title of the Action Plan is **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**.



At the Board meeting, a brief presentation will be provided to summarize the Scope of Services and plan development process.

**Attachment(s)**

- Presentation
- Draft Scope of Services

**Committee Recommendation(s)**

The Citizens Advisory Committee (TAC) and Technical Advisory Committee (TAC) approved the Scope of Services on September 14, 2021. The Federal Highway Administration (FHWA) approved the Scope and UPWP Task on September 21, 2021.

**Action Requested**

Review and approval of the Scope of Services for the Safety Action Plan.

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



# COMMITMENT TO ZERO



An Action Plan  for Safer Streets in Ocala Marion



An Action Plan >>> for Safer Streets in Ocala Marion

# Commitment to Zero Emphasis Areas

- Education and Awareness
- Public and Partner Engagement
- Safety Analysis
- Action Planning

# Scope of Services Summary



**COMMITMENT  
TO ZERO**



An Action Plan  for Safer Streets in Ocala Marion



# Timeframe of Plan Development

- Fall 2021 to Summer 2022
- Tindale Oliver and Associates (Consultant)
- **Task 1.0 – Consultant to complete detailed schedule and timeline**
- Kick-Off event in January 2022



## Task 2.0 – Crash Analysis

- Recent Five-year history
- High Injury Network and Locations
- Major crash causes and types
- **Crash Analysis Tech Memo**



# Task 3.0 – Public and Stakeholder Engagement

- **Communications Plan**
- Online Survey and interactive comment map
- Public Workshop
- Stakeholder meetings





# Task 4.0 – Commitment to Zero Working Group

- CTST and partners
- TAC, CAC, Board feedback
- Meetings and reviews
- **Working Group Summary Memo**



# Task 5.0 – Action Plan Strategies

- Best practices
- Commitment to Actions – What actions we will take to improve safety in the community
- **Action Plan Strategies Memo**



## Task 6.0 – Action Plan

- Draft Action Plan
  - TPO Board review, comment
- Final Action Plan
  - TPO adoption



## **Total Consultant Budget:**

- \$140,474.80

## **Funding Sources (UPWP):**

- \$36,382 – FY 16/17 5305 grant (Carryforward)
- \$59,807 – FY 20/21 5305 grant
- \$35,005 – FY 2021 PL-112 grant
- \$9,281 – FY 2022 PL-112 grant (Carryforward)



# TPO Staff

- Task 7 UPWP – 5305d and PL-112 grants
- Project Management
- Website, Social Media
- Stakeholder/Partner Engagement,  
other support as necessary



## Peer MPO Safety Plans

- Space Coast TPO Vision Zero - \$144,766
- Hillsborough MPO Vision Zero - \$190,000
- Collier MPO Safety Plan - \$184,750



# Action Requested:

- Comments, directives, feedback
- Approve the Scope of Services

# Ocala Marion TPO Commitment to Zero Action Plan

## Scope of Services October 2021

### **I. Introduction/Background**

Safety has been a priority of federal planning and policy-making for decades. With the passage of the Fixing America's Surface Transportation (FAST) Act, the role of safety at the Metropolitan/Transportation Planning Organization (MPO/TPO) level has been expanded in both planning and reporting. MPO/TPO's are required to expand upon past work performed in transportation safety, such as meeting annual performance targets and integrating safety into the project prioritization process. Furthermore, the Florida Department of Transportation (FDOT) has adopted Vision Zero into their practices of advancing safety throughout the state of Florida. Additionally, FDOT District 5 has recently established an Office of Safety placing safety at the forefront of all transportation activities throughout the central Florida region.

Locally, the Ocala Marion TPO is investing in the development of the Commitment to Zero Action Plan to serve as a resource to improving transportation safety throughout Marion County. This collaborative process involving citizens, stakeholders, private and public partners, and state agencies is designed to bring together the Ocala Marion community to collaborate in the development of an Action Plan to improve safety throughout the transportation system.

Commitment to Zero will serve as a guiding document to help propel community partners and stakeholders toward the ultimate vision of zero traffic-related fatalities and serious injuries. A major theme of the Action Plan will be an emphasis on the implementation of specifically agreed-upon actions, including shared responsibility between agency partners to support building a stronger safety culture in the community.

#### **Purpose**

The purpose of this scope of services task is to outline the work performed by Tindale-Oliver and Associates (Consultant) to develop a Safety Action Plan in coordination with the TPO. The tasks outlined in this Scope of Services shall be performed by the Consultant with support provided by TPO staff, committees and board members, community partners, stakeholders, and technical work group. Tindale-Oliver and Associates is currently under contract as a General Planning Consultant for the TPO through August 31, 2023.



## **II. Scope of Services**

### **Task 1 Project Administration and Coordination**

1.01 – Kick-Off Meeting: The Consultant will facilitate a project Kick-Off Meeting with TPO Staff to discuss project expectations, including the project schedule and timeline, meetings, potential stakeholders, and other relevant project information.

1.02 – Project Schedule: Upon issuance of Notice-to-Proceed (NTP) the Consultant will develop a detailed project schedule with key milestones that will be reviewed with TPO Staff during the project Kick-Off Meeting. The Consultant will maintain and update the schedule as needed throughout the project and will coordinate significant schedule changes with TPO Staff.

1.03 – Project Management: Throughout the project, there will be ongoing communication between the Consultant and TPO Staff (Rob Balmes), including email, phone, and written communication to keep the TPO up to date on the progress of the effort. In addition to ongoing communication, the Consultant will conduct monthly progress calls with TPO Staff and will prepare and submit monthly progress reports documenting complete, ongoing, and planned tasks.

#### Task 1 Deliverables:

- Project Kick-Off Meeting and Meeting Summary (1)
- Detailed Project Schedule
- Monthly Progress Status Meetings (12)
- Monthly Progress Reports (12)

### **Task 2 Crash Analysis**

2.01 – Crash Analysis: The Consultant will obtain recent (five-years) fatal and incapacitating/serious injury crash data and conduct a detailed analysis to evaluate the locations, causes, and contributing factors for these crashes. The crash analysis will highlight and focus on factors and features that appear to be prominent contributing factors in fatal and serious injury crashes, including, but not limited to, lighting conditions, speed, urban vs. rural, intersection vs. mid-block, number of travel lanes, and roadway type etc.

2.02 – High Injury Network: Based on the results of Task 2.01, the Consultant will work with TPO Staff to identify a High Injury Network (HIN) that will highlight the locations and corridors with the highest frequencies of fatal and serious injury crashes. The HIN provides an opportunity to identify priority locations that could be targeted for early intervention as part of the Action Plan.

2.03 – Crash Analysis Technical Memorandum: The Consultant will prepare a technical memorandum summarizing the key findings from the crash analysis and HIN. The technical memorandum will include maps, tables, and charts reflecting key takeaways about roadway characteristics, behavioral factors, environmental, and socioeconomic factors that may be contributing to people being killed or seriously injured throughout the transportation system.

#### Task 2 Deliverables:

- High Injury Network Map
- Crash Analysis Technical Memorandum

### **Task 3 Public and Stakeholder Engagement**

**3.01 – Communications Plan:** The Consultant will develop and maintain a Communications Plan that will serve as a blueprint for internal and external (public and agency) communication between the project team, the TPO’s partners, and the public. The Plan will outline engagement and participation goals while defining how, from whom, and when communication and public input is received. While the Communications Plan will further define the public and stakeholder engagement roles, it is envisioned that TPO staff will provide engagement support through the following:

- Website: A Safety Action Plan webpage on the TPO website will be created and continuously updated for the duration of the project.
- Social Media: The TPO’s social media pages (Facebook, Twitter) will be used as a platform for engaging the community throughout the project.
- TPO staff will contact and coordinate with local media, including online sources to disseminate information and project updates
- TPO staff will produce summary information fact sheets and content to inform the public.

**3.02 – Online Engagement Survey and Map:** The Consultant will develop an online survey and interactive comment map that will be provided, in a linkable format, to the TPO to post onto their website. The Consultant will monitor survey and map activity and will include updates as part of the project coordination process.

**3.03 – Public Workshop:** The Consultant will prepare for and facilitate one (1) public workshop. The Consultant will coordinate with TPO Staff to secure a location and on notification of the workshop. It is anticipated that the workshop will be used to inform the public of the TPO’s efforts, gather input, and generate enthusiasm for Commitment to Zero.

**3.04 – Stakeholder Meeting:** The Consultant will coordinate with TPO Staff to identify a stakeholder group that will serve to provide feedback on relevant action items and strategies. It is envisioned that this group will have diverse representation from various groups and organizations that may include but are not limited to:

- Chambers of Commerce
- Civil Rights Programs
- County and Municipal Advisory Groups
- Hospitals
- Neighborhood Associations
- Senior Centers
- Social Service Providers
- Walking and Bicycling Advocacy Groups

Additionally, the TPO is planning to conduct a TPO Board Workshop prior to the execution of this Scope of Services that will seek to develop a strategy for Board leadership to engage private and public partners in the community with a primary goal of developing awareness and support, while seeking opportunities for community partners to participate in the development of the Action Plan. The discussion, input, and feedback from this TPO Board Workshop will help to begin the engagement

process and in identifying community stakeholders to actively participate in the development of the Plan.

3.05 – Public and Stakeholder Engagement Summary: The Consultant will prepare a memorandum summarizing the input from the various engagement tasks and activities.

Task 3 Deliverables:

- Communications Plan
- Online Survey
- Interactive Comment Map
- Facilitate Public Workshop (1)
- Facilitate Stakeholder Meeting (1)
- Public and Stakeholder Engagement Summary Memorandum

**Task 4 Commitment to Zero Working Group**

4.01 – Working Group Coordination: The Consultant will coordinate with TPO Staff to identify, recruit, and establish a Commitment to Zero Working Group. It is envisioned that the Working Group will consist of various subject matter experts representing State, County, and Municipal agencies along with representatives from agencies and groups such as, but not limited to, the School District, Department of Health, Fire Department, and Law Enforcement.

4.02 – Working Group Meetings: The Consultant will engage the Working Group through three (3) facilitated meetings at the beginning, middle, and end of the project schedule. These meetings will be interactive and will support the collaborative, multidisciplinary intent of Commitment to Zero.

4.03 – Working Group Summary Memorandum: The Consultant will prepare a memorandum summarizing the discussions and takeaways from each of the three (3) Working Group Meetings.

Task 4 Deliverables:

- Preparation and facilitation of three (3) Working Group meetings
- Working Group Meetings Summary Memorandum

**Task 5 Action Plan Strategies**

5.01 – Best Practice Review: The Consultant shall conduct a review of local (Florida) and national safety plans to identify best practices and strategies that have resulted in the successful implementation of similar efforts. The Consultant will prepare a summary memorandum of the review findings including Safe Systems Approaches that other communities have adopted.

5.02 – Action Plan Strategies: The Consultant will utilize findings and input from tasks 2 through 4 along with various inputs obtained throughout the project process to develop a series of actionable strategies that can be implemented to reduce fatal and serious injury crashes. The Consultant will produce a technical memorandum highlighting strategies, target performance measures and benchmarks, and an implementation matrix for the proposed strategies.

Task 5 Deliverables:

- Best Practice Review Summary Memorandum

- Action Plan Strategies Technical Memorandum

### **Task 6 Documentation**

6.01 – Draft Documentation: The Consultant will produce a public-friendly draft Commitment to Zero Action Plan along with supporting technical appendices (technical and summary memorandums from prior tasks) in electronic format and submit them to TPO Staff for review and comment.

6.02 – Final Draft and Final Documentation: The Consultant will coordinate with TPO Staff and address and comments. Upon satisfaction of comments, the Consultant will prepare a final draft version of the Commitment to Zero Action Plan. A final version of the Action Plan will be produced following the TPO Board meeting at the conclusion of the project schedule. In addition to the final Action Plan, any supporting data, including GIS files, will be provided to the TPO. Final report documents will be compliant with Section 508, Amendment to the Rehabilitation Act of 1973. All documents will be in electronic format.

#### Task 6 Deliverables:

- Draft Commitment to Zero Action Plan
- Final Draft Commitment to Zero Action Plan
- Final Commitment to Zero Action Plan

### **Task 7 Board and Committee Meetings and Presentations**

7.01 – TPO Committee Meeting Presentations: The Consultant will prepare and present the project to the TPO’s Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) during two meeting cycles. It is intended that the first round of Committee meetings will occur near the beginning of the project schedule and will serve as an introduction to the effort, while the second round of Committee meetings would occur near the end of the project schedule and would be used to present the findings and draft Action Plan.

7.02 – TPO Board Meeting Presentations: Similar to the Committee meetings, the Consultant will prepare and present to the TPO Board during two meeting cycles, with the first round being close to the beginning of the project effort, serving as an introduction, and the second round near the end of the project schedule to present the draft Action Plan.

#### Task 7 Deliverables:

- TPO Committee Meeting Presentations (4)
- TPO Board Meeting Presentations (2)

### **III. Schedule**

It is anticipated that the tasks described within this Scope of Services will be completed within 12 months of notice-to-proceed. A more detailed project schedule will be established and maintained as part of Task 1, Project Administration and Coordination.

### **IV. Budget**

The tasks outlined in this Scope of Services shall be completed for a lump sum fee of \$140,474.80. Invoices will be processed monthly by the Consultant based on the percent work completed for each task. A detailed breakdown of the fee including estimated hours of the Consultant by task category is provided in **Attachment A**.

## Attachment A

### Ocala Marion TPO Commitment to Zero Action Plan Staff Hour Estimate Tindale Oliver

Tasks	Principal Planner \$ 265.00	Project Manager \$ 169.74	Project Planner \$ 131.44	Planner \$ 82.14	Planning Intern \$ 56.53	Admin/Clerical \$ 61.08	Total Task Hours	Cost per Task
<b>Task 1 Project Administration and Coordination</b>	<b>4</b>	<b>30</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>\$ 10,166.08</b>
1.01 - Kick-Off Meeting	2	4	6	2	0	0	14	\$ 2,161.88
1.03 - Project Schedule	0	2	4	2	0	0	8	\$ 1,029.52
1.04 - Status Meetings and Reports	2	24	14	2	0	6	48	\$ 6,974.68
<b>Task 2 Crash Analysis</b>	<b>0</b>	<b>52</b>	<b>120</b>	<b>100</b>	<b>76</b>	<b>2</b>	<b>350</b>	<b>\$ 37,231.72</b>
2.01 - Crash Evaluation	0	24	60	40	36	0	160	\$ 17,280.84
2.02 - High Injury Network (HIN)	0	16	40	40	32	0	128	\$ 13,068.00
2.03 - Crash Analysis Summary Memo	0	12	20	20	8	2	62	\$ 6,882.88
<b>Task 3 Public and Stakeholder Engagement</b>	<b>0</b>	<b>46</b>	<b>94</b>	<b>36</b>	<b>32</b>	<b>18</b>	<b>226</b>	<b>\$ 26,028.84</b>
3.01 - Communications Plan	0	4	10	4	0	4	22	\$ 2,566.24
3.02 - Public Engagement Survey, Interactive Map	0	8	20	8	8	8	52	\$ 5,584.72
3.03 - Public Workshop	0	20	32	10	24	4	90	\$ 10,023.32
3.04 - Stakeholder Engagement Workshop	0	12	24	8	0	2	46	\$ 5,970.72
3.05 - Engagement Summary Memo	0	2	8	6	0	0	16	\$ 1,883.84
<b>Task 4 Commitment to Zero Working Group</b>	<b>0</b>	<b>40</b>	<b>68</b>	<b>24</b>	<b>40</b>	<b>6</b>	<b>178</b>	<b>\$ 20,326.56</b>
4.01 - Working Group Coordination	0	4	4	0	0	0	8	\$ 1,204.72
4.02 - Working Group Meetings (3 Meetings)	0	32	48	24	36	6	146	\$ 16,113.72
4.03 - Working Group Summary Memo	0	4	16	0	4	0	24	\$ 3,008.12
<b>Task 5 Action Plan Strategies</b>	<b>2</b>	<b>36</b>	<b>58</b>	<b>44</b>	<b>36</b>	<b>0</b>	<b>176</b>	<b>\$ 19,913.40</b>
5.01 - Best Practice Review	0	4	8	20	12	0	0	\$ 4,051.64
5.02 - Actionable Strategies	2	32	50	24	24	0	132	\$ 15,861.76
<b>Task 6 Documentation</b>	<b>2</b>	<b>40</b>	<b>68</b>	<b>32</b>	<b>16</b>	<b>8</b>	<b>166</b>	<b>\$ 20,279.12</b>
6.01 - Draft Documentation	2	32	52	20	12	6	124	\$ 15,484.20
6.02 - Final Draft and Final Documentation	0	8	16	12	4	2	42	\$ 4,794.92
<b>Task 7 Board and Committee Meetings and Presentations</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>\$ 6,529.08</b>
7.01 - TPO Committee Meetings (4 Meetings)	0	12	12	8	0	1	33	\$ 4,332.36
7.02 - TPO Board Meetings (2 Meetings)	0	6	6	4	0	1	17	\$ 2,196.72
<b>Totals</b>	<b>8</b>	<b>262</b>	<b>450</b>	<b>254</b>	<b>200</b>	<b>42</b>	<b>1,216</b>	<b>\$ 140,474.80</b>



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: 2045 Long Range Transportation Plan (LRTP) Modification  
Scope of Services**

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### **Summary**

The Federal Highway Administration (FHWA) Florida Division is conducting Program Accountability Results (PAR) reviews of three non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPO) in Florida. The purpose of the PAR reviews is to assess LRTP compliance and fiscal constraint to meet federal requirements. The TPO has been selected to be part of the PAR reviews in both Fiscal Years (FY) 2021 (2040 LRTP) and 2022 (2045 LRTP).

Based upon guidance provided by FHWA to the TPO for the PAR reviews, an internal assessment was conducted by TPO staff for the 2045 LRTP. The goal was to apply the feedback from the 2040 LRTP PAR review results to the 2045 LRTP. TPO staff identified some areas of the Cost Feasible element that should be updated through a LRTP modification to help ensure expectations are met by FHWA when they conduct a full review.

The TPO is proposing to work with Kittelson and Associates (2045 consultant team) to perform a modification update to the 2045 LRTP. Please find included with this memo a Scope of Services that will be performed to ensure the 2045 LRTP is in full compliance and continues to demonstrate fiscal constraint when FHWA conducts an in-depth review in FY 2022.

### **Attachment(s)**

- Presentation
- Draft Scope of Services
- FHWA PAR Review Report and Recommendations

### **Committee Recommendation(s)**

The Citizens Advisory Committee (TAC) and Technical Advisory Committee approved the Scope of Services on October 12, 2021.

*A transportation system that supports growth, mobility, and safety through leadership and planning*  
*Marion County • City of Belleview • City of Dunnellon • City of Ocala*

**Action Requested**

Review, comment and approval of the draft Scope of Services.

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





# OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN Modification Task

OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION

- **The Federal Highway Administration (FHWA) is conducting a review of the TPO's 2045 LRTP in Fiscal Year (FY) 2022.**
- **Ensure consistency of federal requirements, including Fiscal Constraint of the LRTP Cost Feasible element (federal/state).**

- **November to December 2021**
- **Internal staff reviews**
- **Presentation to TAC, CAC – January 2022**
- **Presentation to TPO Board in January 2022**

- **Chapter 6 – Financial Revenue Forecast**
  - Federal and State Revenue clarifying text for first five years (2021 to 2025)

- **Chapter 7 – Funding the Plan**
  - Cost Feasible Plan Tables (10-year bands)
  - Total Cost vs. Revenue summaries and by funding source (Federal/State)
  - Clarify Operations and Maintenance and review of TIP vs LRTP funded projects.

**Questions or Comments?**



## Ocala Marion County TPO 2045 Long Range Transportation Plan (LRTP) Modification Scope of Services

### **Introduction**

The Federal Highway Administration (FHWA) Florida Division is conducting Program Accountability Results (PAR) reviews of three non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPO) in Florida. The purpose of the PAR reviews is to assess LRTP compliance and fiscal constraint to meet federal requirements (23 CFR 450.324, Development and Content of the Metropolitan Transportation Plan).

The TPO has been identified to be part of the PAR reviews in both Fiscal Years (FY) 2021 and 2022. The review conducted in FY 2021 involved the previously adopted 2040 LRTP. FY 2022 will involve a review of the adopted 2045 LRTP. FHWA has stated they will eventually conduct reviews of all nine non-TMA's in Florida over the next three fiscal years.

Based upon feedback provided by FHWA to the TPO in May 2021 for the 2040 LRTP PAR review, an internal assessment was conducted by TPO staff for the 2045 LRTP. The goal was to apply the feedback and recommendations provided to the TPO from the 2040 LRTP to the 2045 LRTP. TPO staff identified some areas of the Cost Feasible element that should be updated through a LRTP modification to help ensure expectations are met by FHWA when they conduct a full review of the 2045 LRTP in FY 2022.

### **Purpose**

The purpose of this task is for Kittelson and Associates (Consultant) to support the TPO by performing an update to the 2045 LRTP through a modification process. This update will be completed to support the goal of ensuring the LRTP is in full compliance and continues to demonstrate fiscal constraint so all cost-feasible projects remain eligible to be advanced through the TPO process. This update will require a formal modification to the 2045 LRTP, pending Board approval in January 2022.

### **Services**

#### **Task 1: Project Management**

The TPO Project Manager and Consultant Project Manager and staff will lead this task. The following tasks will be completed as part of this scope:

- Management of task, budget, invoicing, deliverable

- Coordination between the TPO Project Manager and Consultant Project Manager to maintain schedule, deliverable and participation in virtual conference call meetings, as needed.

## **Task 2: 2045 LRTP Updates**

The Consultant Project Manager will lead this task. TPO staff will provide information as needed. The TPO will also conduct a review of the proposed LRTP updates and provide comments to the Consultant Project Manager.

Specifically, the Consultant will update Chapter 6 (Financial Revenue Forecast) and Chapter 7 (Funding the Plan) to include the following changes:

### Chapter 6

- Add descriptive information regarding the first 5 years of federal and state revenues (2021 to 2025) to Chapter 6 as footnotes. This information conveys total existing committed funding as reflected in the TPO's prior Fiscal Years 2020/2021 to 2024/2025 Transportation Improvement Program (TIP).

### Chapter 7

- Modify the Cost Feasible Plan tables (Tables 7-9 to 7-13) to add 10-year time-band headers. The first 10-years of the Cost Feasible includes 2026 to 2035. The second 10-years includes 2036 to 2045. This approach will more clearly demonstrate the segregation of the LRTP into 10-year planning bands as required by federal law.
- Add an aggregate cost and revenue summary table by funding source to the beginning of Chapter to more clearly display and demonstrate the fiscal constraint of the Cost Feasible Plan.
- Modify the Cost Feasible Plan tables (7-9 to 7-13) to add total cost and total revenue rows for the first five years and for both of the 10-year time-bands to clearly display fiscal constraint.
- Add further clarifying language regarding Operation and Maintenance (O&M) costs as accounted for in the State Highway System Existing Facilities estimates.
- Review all partially funded projects in current TIP to confirm whether they are properly reflected in Cost Feasible Plan to full implementation.
- Add additional supporting text as needed that summarizes the chapter updates to properly convey the aforementioned changes. Additionally, include clarifying text that further outlines the federal/state funding requirements of the Cost Feasible Plan vs. the role of local funding and locally funded projects.

## **Responsibilities of the TPO**

TPO staff will perform the following tasks:

- Task #1 – Project Management
- Task #2 – Review of draft and final updates to Chapters 6 and 7 of the 2045 LRTP



## **Responsibilities of the Consultant**

Consultant will perform the following tasks:

- Task #1 – Project Management
- Task #2 – Completion of updates to Chapters 6 and 7 of the 2045 LRTP

## **Time of Completion**

The project will begin on November 1, 2021 and be completed by December 31, 2021. Any changes that are made to the project schedule will be agreed upon by both parties, including the Consultant and TPO staff.

## **Deliverables to be provided by the Consultant**

The following final deliverables are expected:

- Updates to Chapter 6 and Chapter 7 of the 2045 LRTP.
- All corresponding files and a revised 2045 LRTP document will be delivered to the TPO electronically when completed.

## **Budget**

Invoices will be processed monthly by the Consultant based on the percent work completed for this task. A fee sheet is included with this Scope that outlines the Consultant hours and associated cost estimates for services performed for the task.

**ATTACHMENT A - STANDARD FEE SUMMARY SHEET**

**Name of Firm: Kittelson & Associates, Inc.**

Prime Consultant Information

Kittelson & Associates, Inc.  
 Franco Saraceno  
 813-556-6972

Task Work Order Consultant Information

Kittelson & Associates, Inc.  
 Franco Saraceno  
 813-556-6972

**Task: 2045 Long Range Transportation Plan (LRTP) Modification**

**Name of Firm: Kittelson & Associates, Inc.**

ACTIVITY	Chief Planner RATE: \$ 250.57	Project Manager RATE: \$ 218.57	Designer RATE: \$ 87.88	Planner RATE: \$ 133.10	Engineering Intern RATE: \$ 108.40	Office Support/Clerical RATE: \$ 79.49	TOTAL HOURS	COST BY ACTIVITY
Task 1: Project Management	0 \$ -	6 \$ 1,311.42	0 \$ -	3 \$ 399.30	0 \$ -	0 \$ -	9	\$ 1,710.72
Task 2: 2045 LRTP Updates	0 \$ -	4 \$ 874.28	6 \$ 527.28	12 \$ 1,597.20	0 \$ -	0 \$ -	22	\$ 2,998.76
SUM	0 \$ -	10 \$ 2,185.70	6 \$ 527.28	15 \$ 1,996.50	0 \$ -	0 \$ -	31	\$ 4,709.48
<b>TOTAL PROJECT</b>								<b>\$ 4,709.48</b>

# FY21 Program Accountability Results (PAR) Review

Florida Non-TMA MPOs

Fiscal Constraint of the Long-Range Transportation Plans

April 2021

## PAR Overview

For Fiscal Year (FY) 2021, the Florida Division Planning staff conducted (3) Program Accountability Results (PAR) reviews on three of the State's non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPOs). The purpose of these reviews was to assess fiscal constraint of the Long-Range Transportation Plans (LRTPs) to determine their compliance with 23 CFR 450.324. This review was conducted as a risk response mitigation strategy to address the Division's 6<sup>th</sup> risk statement for FY21, namely that if MPOs do not include all regionally significant projects within an LRTP, then LRTPs will not be fiscally constrained, and projects may be advanced that do not come from the MPO planning process. This year's review effort begins the assessment of all nine non-TMA MPOs in Florida conducted over a three-year period. The non-TMA MPOs selected for review this FY were: Indian River; Lake-Sumter; and Ocala Marion.

To initiate the PARs for this year, the Division utilized the fiscal constraint-related questions from the internally developed "2019 LRTP Checklist with 2018 Expectations Letter" to create the PAR LRTP Fiscal Constraint Checklist questions. The Planners reviewed the subject MPO's current LRTPs to answer each of the questions. All three MPOs, however, were in the process of adopting new LRTPs by the end of 2020. As a result, these MPOs will need to have their new LRTPs reviewed, and the PAR schedule was adjusted to accommodate a second review for these MPOs in FY22. The LRTP Fiscal Constraint checklist questions were used for the initial review and will be used in a subsequent review of these MPOs' new LRTPs. The checklist questions will then be modified as needed and used to assess the remaining non-TMA MPOs. All answers in the current review were documented and evaluated for trend analysis. This document summarizes the FY21 PAR reviews with respect to seventeen (17) Division specific planning questions on LRTP fiscal constraint. The responses provided below are kept with the PAR data in the Division files [\\FHWTLHWFS010VH.ad.dot.gov\programs\PER Team\PARs CAP \(PY14 thru xxx\)\FY21\Planning\Review Materials\LRTP Checklist Completions](\\FHWTLHWFS010VH.ad.dot.gov\programs\PER Team\PARs CAP (PY14 thru xxx)\FY21\Planning\Review Materials\LRTP Checklist Completions).

## **PAR Questions and Observations**

In partnership with FDOT and the MPOs, the FHWA Florida Division and Federal Transit Administration developed a set of strategies to provide clarification of some of the requirements to be addressed in the next cycle of LRTP updates. The regulations describe the basic requirements that need to be met for the LRTPs and metropolitan transportation planning process. However, federal stewardship observations noted misunderstanding of the regulations and the strategies were presented to help clarify some of those requirements. These strategies are referred to as the “Expectations Letter”. FHWA and FTA sent a Planning Expectations Letter to FDOT and the MPOs in 2008, 2012, and most recently in 2018 to focus attention on specific regulatory planning requirements and increase compliance. In 2019, the FHWA Division Planning Team updated our LRTP review checklist, to include the 2018 Expectations Letter clarifications to the standard regulatory requirements. Division Planners use this LRTP Checklist during TMA certification reviews to assess MPO compliance with LRTP regulatory requirements. The 2021 PAR checklist questions are the fiscal constraint-related questions from the 2019 LRTP Checklist. The fiscal constraint questions address topics such as the timeframe of the LRTP, whether all projects and funding for the planning timeframe are identified, and whether a cost estimate and funding source for each project phase is identified.

### **A. Areas of Compliance Found in the 2021 PAR Review**

The three MPOs reviewed were largely consistent in meeting the fiscal constraint requirements in that 60% of the seventeen questions were met by all three MPOs. Examples of these requirements in which all MPOs were compliant include the following:

1. PL1 - Does the LRTP have a planning horizon of at least 20 years as of the effective date? 23 CFR 450.324(a)
2. PL5 - Do the project phases include Preliminary Engineering, ROW and Construction in the CFP if fully funded or in the Needs/Illustrative list (or other informational part of the LRTP) if not fully funded? 23 CFR 450.324(f)(9)
3. PL13 - Are the revenues and expenses in Year-Of-Expenditure dollars, reflecting inflationary rates? Were these rates developed cooperatively among the MPO, the State and the Public Transportation Operators? 23 CFR 450.324(f)(11)(iv)

### **B. Areas of Frequent Non-Compliance Found in the 2021 PAR Review**

There were no fiscal constraint requirements missed by all three MPOs, however, there were four (24%) of the questions that two of the three MPOs were found to be noncompliant. These frequently missed requirements are as follows:

1. PL4 - For projects included in the cost feasible plan, is an estimate of the cost and source of funding for each phase of the project being funded shown? (including the Project Development and Environment (PD&E) phase) 23 CFR 450.324(f)(9)
2. PL6 - A financial plan that demonstrates how the adopted transportation plan can be implemented. 23 CFR 450.324(f)(11)
3. PL10 - Are projects within the first ten years of the Plan notated or flagged to identify which projects are planned to be implemented with federal funds? 23 CFR 450.324(f)(11)(iii)

4. PL11 - For projects beyond the first ten years of the Plan, are the projects clearly labeled as a combined Federal/State funding source? 23 CFR 450.324(f)(11)(iii)

PL4 above was missed because the funding source was not provided for all projects (including those in the first five years) or for each project phase. The second item, PL6, calling for a financial plan that demonstrates how the adopted plan can be implemented was not met because the LRTPs did not clearly compare anticipated revenues and the anticipated project costs to ensure no deficits. Not all revenues could be identified (such as those used for transit, trails, and projects pulled from the Transportation Improvement Program (TIP) in effect at the time of LRTP development), and even with the revenues that were identified, there appeared to be a shortfall in these two LRTPs for either SIS or State OA funds for various planning timeframes. Items 3 and 4 above, PL10 and PL11, were missed because the LRTPs did not clarify how the SIS projects were funded. The FHWA Florida Division Planning Team has observed in this review as well as in other stewardship activities that MPOs will often indicate that all SIS projects are funded with a combination of State and federal funds as a means of addressing the requirement. The first ten years of the CFP needs to specify which of these projects, are federally funded. These two LRTPs did neither, leaving it unspecified whether federal funds would be used on the SIS projects in the CFP.

We frequently observed in TMA areas that MPOs would use the TIP as the first 5 years of the LRTP, often treating these projects differently than other projects in the LRTP or not including all of the necessary financial information in the LRTP for these projects. The non-TMA MPOs appear to have the same misunderstanding regarding these requirements. An MPO's LRTP is the base vision document that other products are developed from. Although the project details are more readily available and developed for the first five years, that does not negate the need for transparency of the fiscal constraint of the full plan. In conveying this expectation to FDOT and the MPOs, the regulatory definitions of "financial plan" and "fiscal constraint" must be emphasized.

#### C. Areas of Occasional Non-Compliance Found in the 2021 PAR Review

There were two requirements missed by one of the three MPOs as follows:

1. PL7 - Does the financial analysis/fiscal constraint documentation demonstrate a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects? 23 CFR 450.324(f)(11)(i)
2. PL8 - Were the estimates of available revenues developed cooperatively by the MPO, the State and Public Transportation Operators? Do the estimates include all reasonably expected resources from both public and private sources? 23 CFR 450.324(f)(11)(ii)

Although the MPO identified operations and maintenance costs in an appendix, it was not clear if these costs were included or separate from the Cost Feasible project costs and associated revenues and was therefore noted as noncompliant for this item. For the estimates of available revenue sources, one MPO was not able to obtain the revenue estimates from FDOT. Their LRTP was therefore noncompliant for this item.

#### D. Florida Division Recommendations Based on Compliance Observations

Based on the findings of this 2021 PAR Review, FHWA recommends the following areas for additional emphasis as LRTPs are being developed or amended:

1. Areas of noncompliance related to funding sources can be reduced through further coordination between the MPOs, FDOT, and other funding providers so that the LRTPs can clearly show the funding source projections, and the identification of which projects and which project phases are anticipated to use federal funds. In many of our observations, this can be clarified with a simple footnote that explains the funding source of various project types, such as “\*All SIS projects and project phases are anticipated to use a combination of state and federal funds”.

Recommendation 1: The affected MPOs need to revise their LRTP financial plans to clearly identify projects in the first ten years of the planning timeframe, and projects outside the first ten years that are anticipated to use a combination of state and federal funds. If an MPO or FDOT has not established which projects are anticipated to have federal funding, the MPO must coordinate with FDOT to make these determinations, and then revise their LRTPs to reflect the funding decisions. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

2. Many MPOs separate the first five years of projects from the remaining projects in the LRTP Cost Feasible Plan and include the first five years of projects in an Appendix. It is often difficult to determine if the first five years of projects meet all fiscal constraint requirements, and to understand how they fit into the fiscal constraint determination of revenues compared to project costs.

Recommendation 2: FHWA Planners will emphasize to the FDOT liaisons and the MPOs the importance of incorporating the first five years of projects throughout the financial analysis to ensure that the fiscal constraint requirements are met for all planning timeframes. Through concerted outreach to each MPO and FDOT liaison with an LRTP under development, the FHWA Planners will convey the implementation requirements, referencing the 2008, 2012, and 2018 expectations letters as needed and address any questions. FHWA will also host an interactive LRTP fiscal constraint discussion at an upcoming FMPP Meeting.

Recommendation 3: The affected MPOs need to revise their LRTP financial plan documentation to clearly show how the first five years fits into the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

3. Many MPOs have an LRTP chapter of anticipated revenues and a separate chapter on project costs, with no financial analysis that compares the two to show that revenues exceed project costs for each of the LRTP planning timeframes.

Recommendation 4: The LRTPs need to have a financial plan that provides a clear comparison of all anticipated revenues to all project costs demonstrating that the plan can be implemented. The affected MPOs need to revise their LRTP financial plan documentation to clearly show the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

FHWA offers the following example of how one MPO has met this requirement:

Miami-Dade TPO <https://en.calameo.com/read/006118550d5af466b2b26?page=15>

4. Some MPOs do not clearly identify operations and maintenance costs, or in doing so, do not explain how the operations and maintenance costs relate to the LRTP financial plan.

Recommendation 5: The LRTPs need to be clear in how operations and maintenance costs are funded, and how these costs relate to the tables in the financial plan. The affected MPOs need to revise their LRTP financial plan documentation to clearly show the operations and maintenance costs within the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

5. The FY21 PARs were conducted for MPOs in the process of updating their LRTPs. Since the time the PARs were conducted, these MPOs now have new LRTPs.

Recommendation 6: FHWA will conduct the fiscal constraint PARs on these same MPOs for their new LRTPs in FY22. FHWA will use the LRTP adoption schedule to complete the PARs for the remaining non-TMA MPOs during FY23 and FY24. This will ensure that the fiscal constraint PARs are done on LRTPs that are newly adopted.

## **PAR Checklists**

The focus of the targeted review this performance year was on the non-TMA MPO fiscal constraint of LRTPs. There were eighteen Division specific planning questions used to conduct the reviews. One of the questions was determined not to be mandatory and was therefore excluded from the compliance analysis. Use of the comment section by the Planning Team during the review process was emphasized and encouraged to help explain the specific reasons for compliance and noncompliance. The quality control/quality assurance step relied heavily on the comment section to understand the reason for the determination, and in some situations, adjust responses for consistency. Any changes were also justified in the comment section to provide consistency in the review, and to explain reasons for compliance and noncompliance determinations. This effort ensures that the Team Leader reviews the checklists for recording errors, working with the appropriate Planner to revise and/or clarify the recorded entries as needed, prior to the responses being collated for this report.

The checklist was an effective tool for capturing key information and documenting results of the review. For FY22, we recommend exclusion of the last question concerning scenario planning from the checklist since it is not directly related to fiscal constraint.

## **Conclusion**

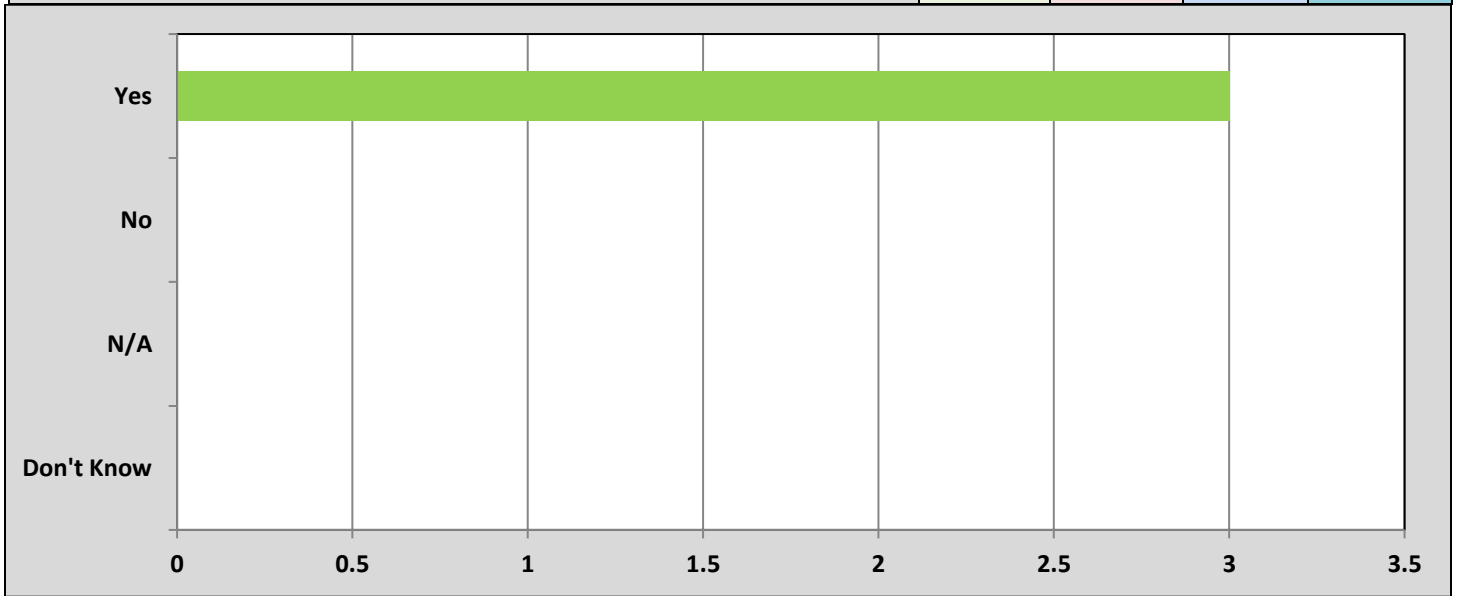
FY21 was the first year of a three-year effort to focus on the fiscal constraint of LRTPs for the nine non-TMA MPOs. This review was based on LRTP fiscal constraint being a top risk area during the Florida Division's Program and Risk Assessment processes. The PAR reviews largely indicate that the three MPOs reviewed meet most of the fiscal constraint requirements. For the requirements in which we found noncompliance, six recommendations have been provided. The Planning Team will work with the FTA, FDOT Central office, District Liaisons and MPOs to implement these recommendations during LRTP updates and amendments. The Planning Team will also take advantage of other outreach opportunities to provide examples to MPOs of how these requirements can be implemented. FHWA will provide this report to FTA, FDOT and the MPOs to make them aware of common non-compliance areas and to encourage use of the recommendations provided herein.

PAR reviews are an effective tool to complete a quick and focused review of various program elements. Three additional non-TMA MPOs will be reviewed as part of this focus as part of the FY22 PARs, and the last of the three non-TMA MPOs will be reviewed as part of the FY23 PARs. Results from each of the reviews will be incorporated in the Division's subsequent Program and Risk Assessment processes and the annual Statewide Planning Finding.



# PLANNING PAR QUESTIONS/RESPONSE

<b>PL1.</b> Does the LRTP have a planning horizon of at least 20 years as of the effective date? 23 CFR 450.324(a)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



### Examples of Remarks for 'Yes' Response to Question PL1:

- *Adopted in 2015 for outer year 2040.*
- *Adopted December 9, 2015. Horizon is 2040 and covers 25 years. Amendment on December 14, 2016 approved.*
- *Missing first five years - all the financial tables start with either 2019 or 2021 (inconsistent even there), instead of 2016. However, APPENDIX B REPRESENTS THEIR TIP. Because the 1st page of App B has Cost Feasible at bottom of page, this is noted as "Y".*

### Examples of Remarks for 'No' Response to Question PL1:

There is not a "No" response.

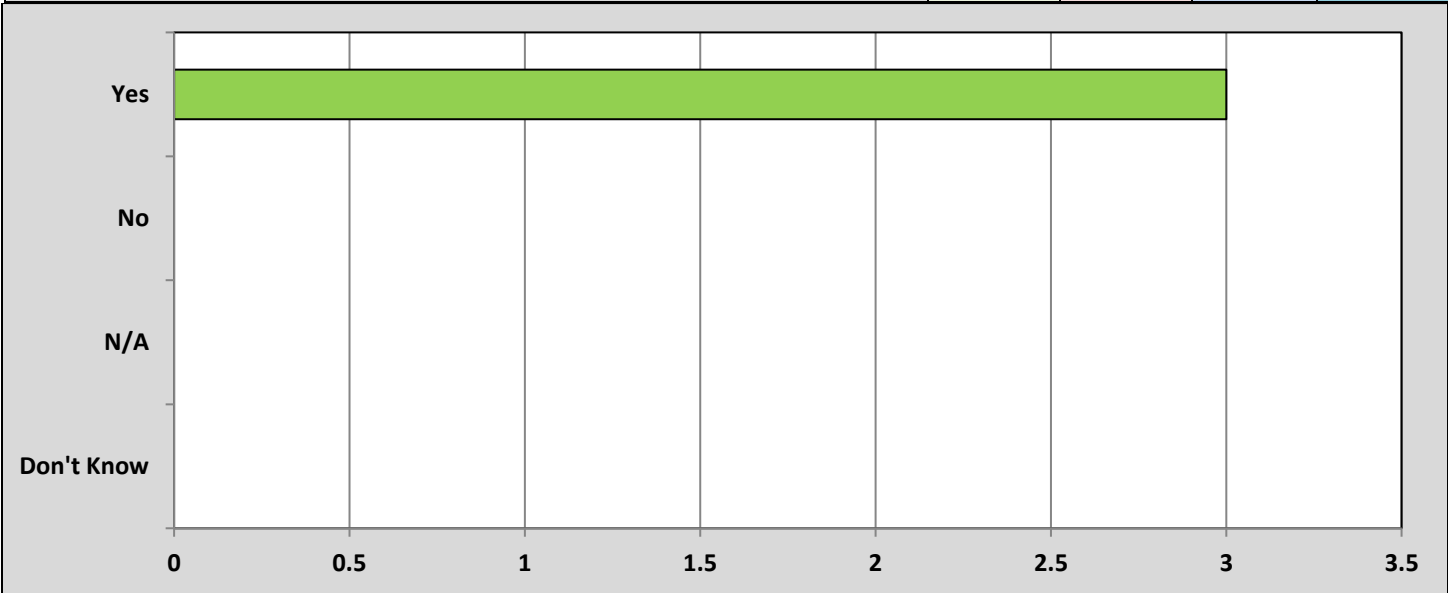
### Examples of Remarks for 'N/A' Response to Question PL1:

There is not an "N/A" response for this question.

### Examples of Remarks for 'Don't Know' Response to Question PL1:

There is not a "Don't Know" response for this question.

<b>PL2.</b> Did the MPO show all the projects and project funding for the entire time period covered by the LRTP, from the adoption date to the horizon year? 23 CFR 450.324(a)	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Don't Know</b>
	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>



**Examples of Remarks for 'Yes' Response to Question PL2:**

- *Projects are broken down in 5-year bands, by phase, beginning in 2015 through 2040. Excellent!! (Editorial note: the phase costs are not included - just the project total cost (phases are marked to show what is programmed). This aspect is reflected in PL4.*
- *TIP not part of Cost Feasible financial tables, however, APPENDIX B has Cost Feasible Elements at bottom.*

**Examples of Remarks for 'No' Response to Question PL2:**

There is not a "No" response.

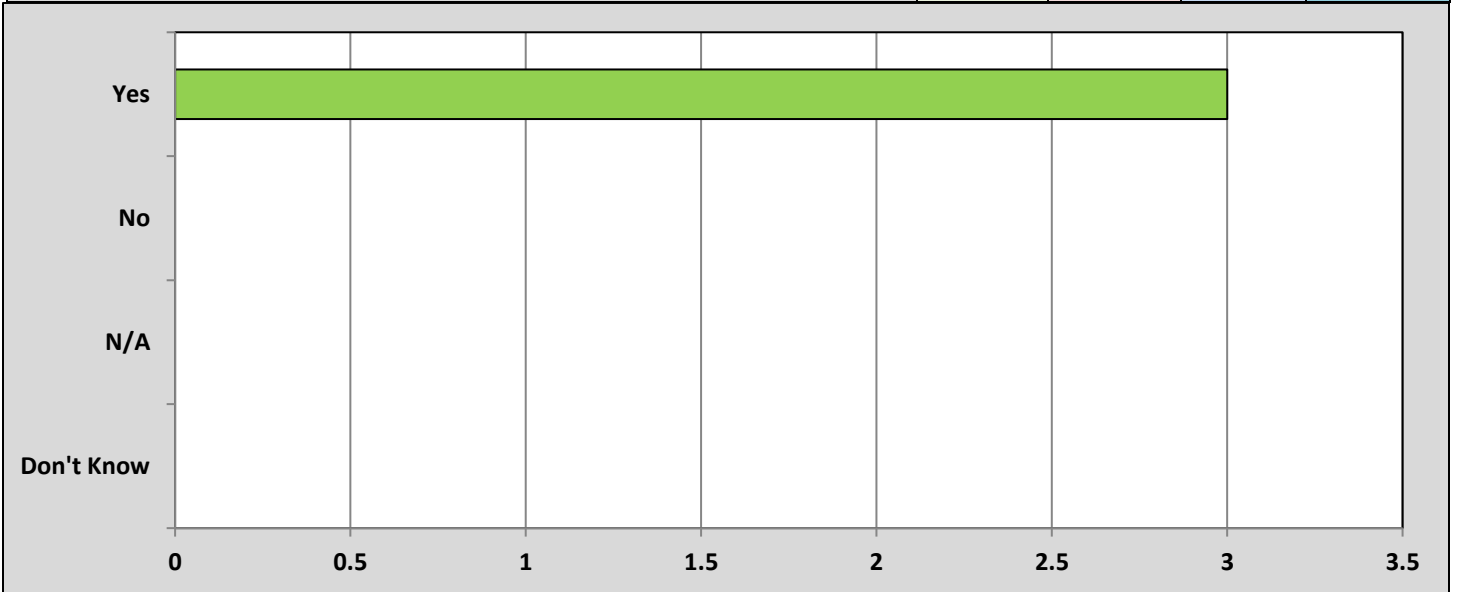
**Examples of Remarks for 'N/A' Response to Question PL2:**

There is not a "N/A" response for this question.

**Examples of Remarks for 'Don't Know' Response to Question PL2:**

There is not a "Don't Know" response for this question.

<b>PL3.</b> Are projects described in sufficient detail to develop a cost estimate? 23 CFR 450.324(f)(9)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



**Examples of Remarks for ‘Yes’ Response to Question PL3:**

- Detailed descriptions are not included in the main body of the Plan, but more detail is included in the technical documents for the Plan. There is some discussion in the Plan for a couple high priority projects.
- With few exceptions such as "Corridor Improvements". No developer funds or funded projects identified. Transit projects are located on Pg 107 and 108.

**Examples of Remarks for ‘No’ Response to Question PL3:**

There is not a “No” response for this question.

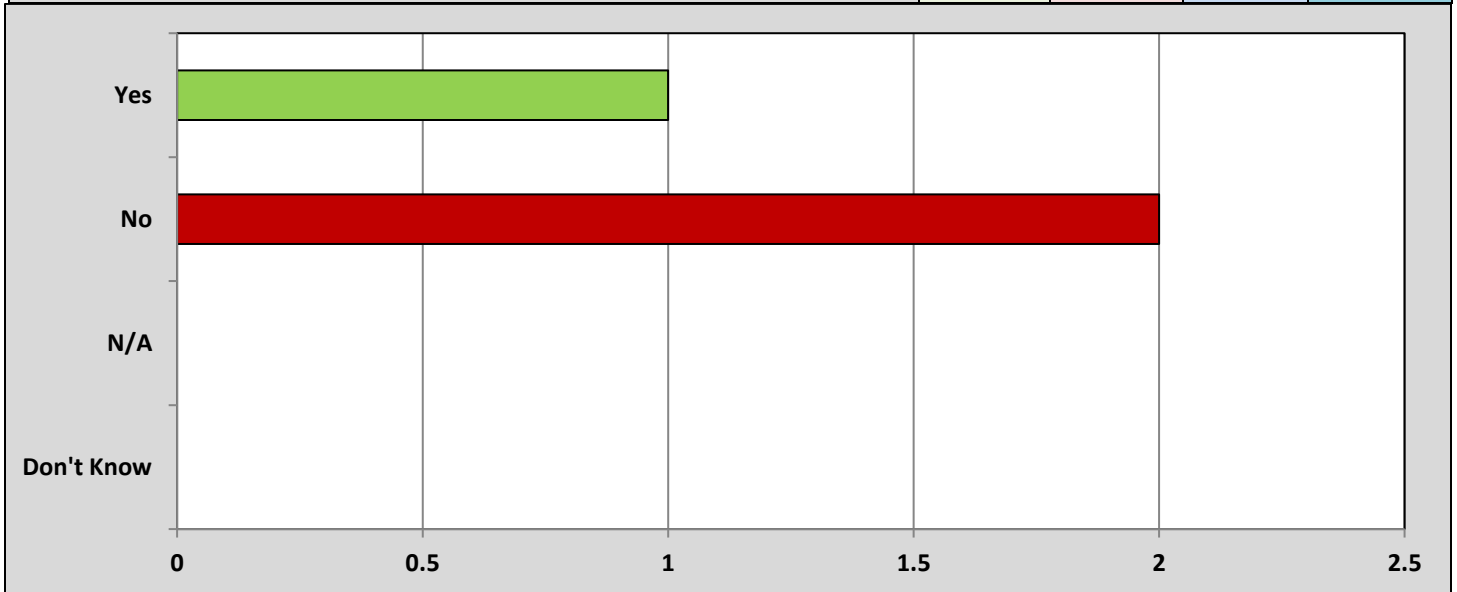
**Examples of Remarks for ‘N/A’ Response to Question PL3:**

There is not a “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL3:**

There is not a “Don’t Know” response for this question.

<b>PL4.</b> For projects included in the cost feasible plan, is an estimate of the cost and source of funding for each phase of the project being funded shown? (including the Project Development and Environment (PD&E) phase) 23 CFR 450.324(f)(9)	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Don't Know</b>
	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>
	<b>33%</b>	<b>67%</b>	<b>0%</b>	<b>0%</b>



**Examples of Remarks for 'Yes' Response to Question PL4:**

*SIS not broken out by phase. They are not broken down on Page 100 but they are on Page 103.*

**Examples of Remarks for 'No' Response to Question PL4:**

- *Not for each project phase -- no. Phases are identified for each project and then a total project cost is provided for each project. FDOT does not provide a separate identification of fund sources in the revenue estimates it provides the MPOs.*
- *Source of SIS projects not clear regarding Federal \$. TIP projects (Table 5-1) also do not identify the revenue source.*

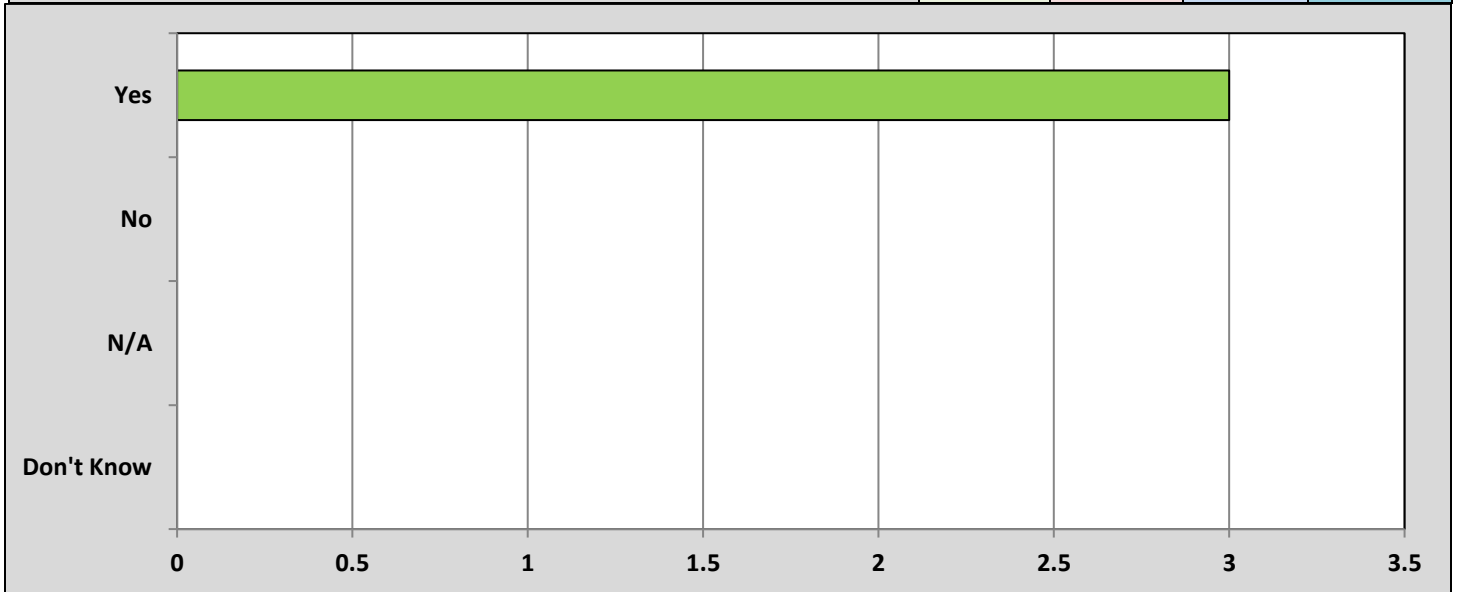
**Examples of Remarks for 'N/A' Response to Question PL4:**

There is not a "N/A" response for this question.

**Examples of Remarks for 'Don't Know' Response to Question PL4:**

There is not a "Don't Know" response for this question.

<b>PL5.</b> Do the project phases include Preliminary Engineering, ROW and Construction in the CFP if fully funded or in the Needs/Illustrative list (or other informational part of the LRTP) if not fully funded. 23 CFR 450.324(f)(9)	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Don't Know</b>
	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>



**Examples of Remarks for 'Yes' Response to Question PL5:**

- *Table 5-2*
- *Yes, it does in both. It also includes a table (5-1) that identifies which projects and project phases are in the TIP at the time of adoption.*
- *Not for SIS. They are not broken down on Page 100 but they are on Page 103, so "Y".*

**Examples of Remarks for 'No' Response to Question PL5:**

There is not a "No" response for this question.

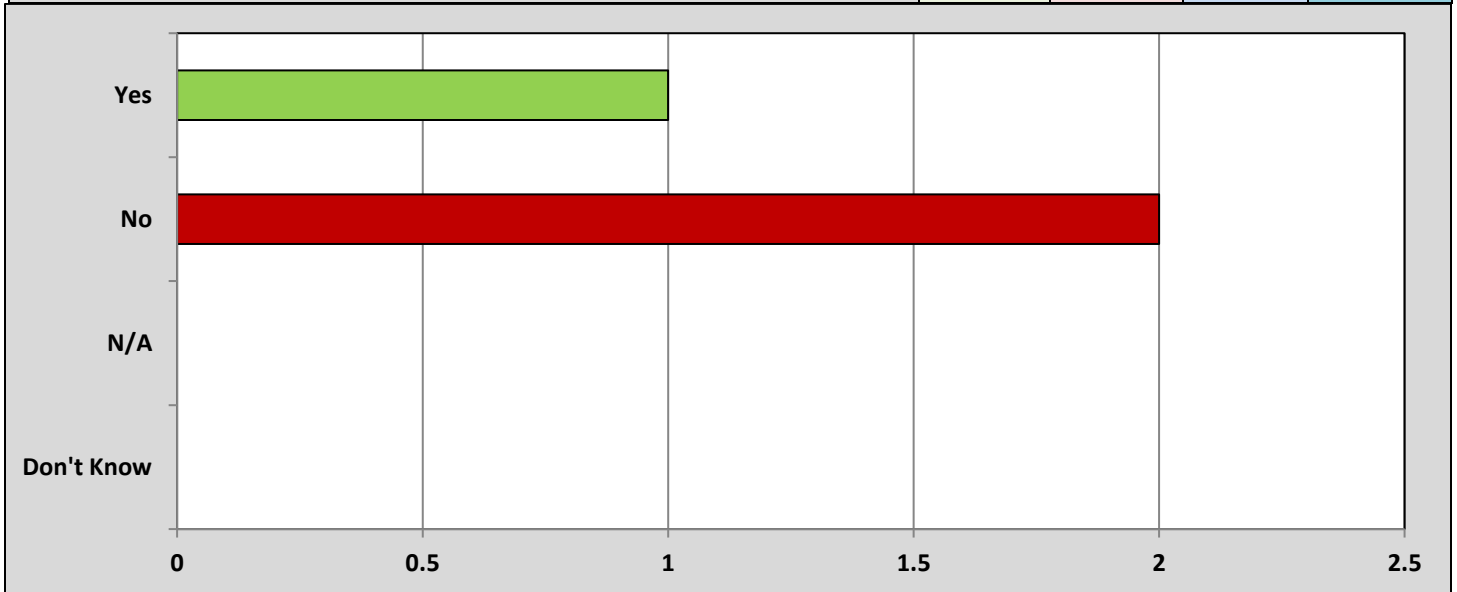
**Examples of Remarks for 'N/A' Response to Question PL5:**

There is not a "N/A" response for this question.

**Examples of Remarks for 'Don't Know' Response to Question PL5:**

There is not a "Don't Know" response for this question.

<b>PL6.</b> A financial plan that demonstrates how the adopted transportation plan can be implemented. 23 CFR 450.324(f)(11)	Yes	No	N/A	Don't Know
	1	2	0	0
	33%	67%	0%	0%



**Examples of Remarks for ‘Yes’ Response to Question PL6:**

*The Plan identifies not only revenues and anticipated revenue streams for the Plan but also provides policy decisions and Plan development guidelines used to assess the projects selected for the Cost Feasible Plan. Chapter 6 discusses the financial resources the MPO has for the Plan.*

**Examples of Remarks for ‘No’ Response to Question PL6:**

- *No comparison of revenues to costs. It is very difficult to compare project revenues against costs. SIS projects in Appendix appear to have a deficit. Do not know revenues for transit, trails, etc., to be able to assess fiscal constraint.*
- *Would be much clearer if they included total project cost in Table 5-7. Table 5-7 shows shortfalls for federal and State OA funds in the first two timeframes! It also does not include the TIP projects, and funding for TIP projects is not identified.*

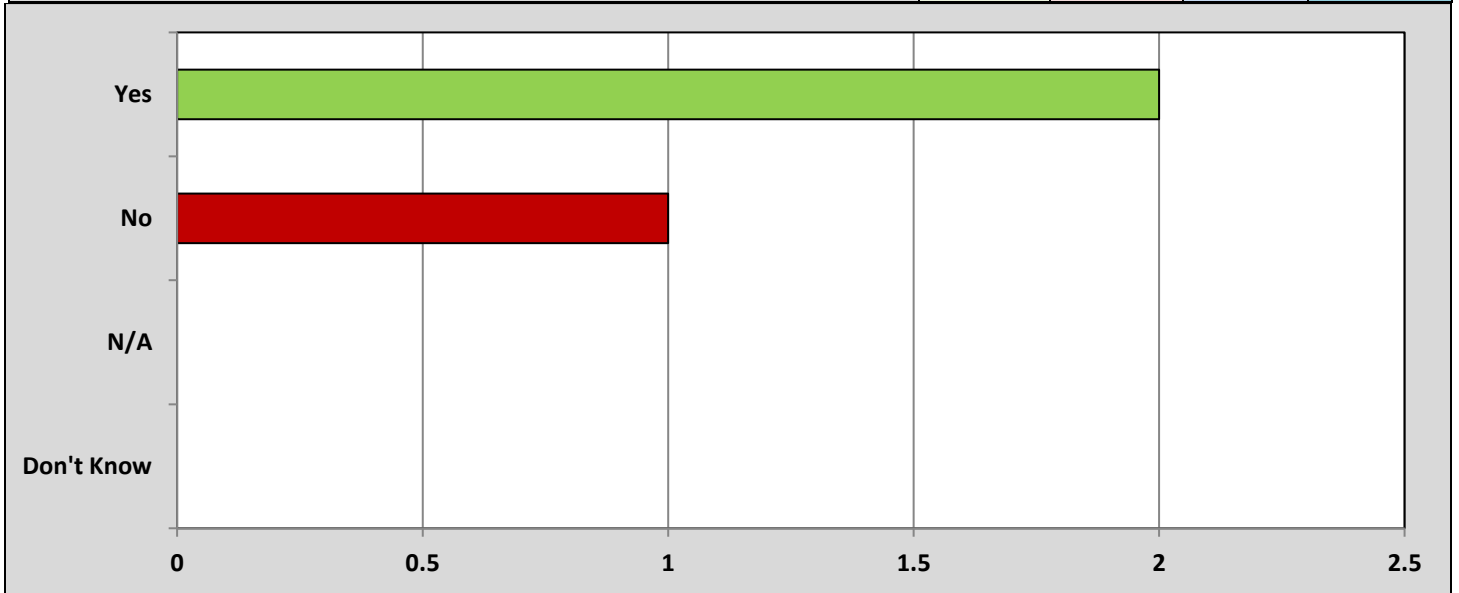
**Examples of Remarks for ‘N/A’ Response to Question PL6:**

There is not an “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL6:**

There is not a “Don’t Know” response for this question.

<b>PL7.</b> Does the financial analysis/fiscal constraint documentation demonstrate a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects? 23 CFR 450.324(f)(11)(i)	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Don't Know</b>
	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
	<b>67%</b>	<b>33%</b>	<b>0%</b>	<b>0%</b>



**Examples of Remarks for ‘Yes’ Response to Question PL7:**

- Revenues for maintenance are identified in Chapter 4 (Figure 4-2) and Chapter 5 (Table 5-7). p. 4-5 and 5-13: \$254.2 mill in YOE for maintenance
- Chapter 6 discusses Operations & Management funding (identified in Table 6-2) and the Operations and Maintenance Costs are further discussed in Appendix F of the Plan.

**Examples of Remarks for ‘No’ Response to Question PL7:**

Costs for O&M activities shown as a bullet in an appendix, but it should be identified in a table that shows how it fits with the revenues.

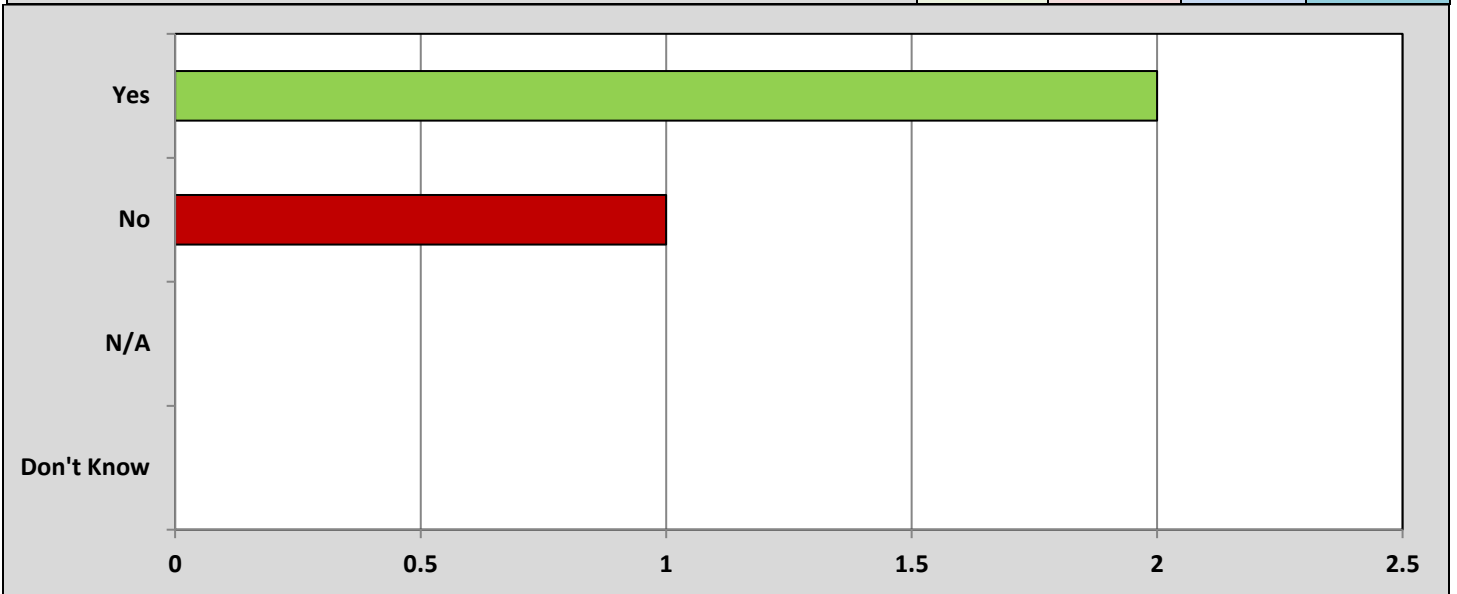
**Examples of Remarks for ‘N/A’ Response to Question PL7:**

There is not an “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL7:**

There is not a “Don’t Know” response for this question.

<b>PL8.</b> Were the estimates of available revenues developed cooperatively by the MPO, the State and Public Transportation Operators? Do the estimates include all reasonably expected resources from both public and private sources? 23 CFR 450.324(f)(11)(ii)	Yes	No	N/A	Don't Know
	2	1	0	0
	67%	33%	0%	0%



**Examples of Remarks for ‘Yes’ Response to Question PL8:**

- *p. 4-1 Says revenues in App C were developed in coordination with FDOT*
- *Yes, federal and state revenues are identified as derived from Federal, state, and local sources (including a 1-cent local option sales tax), included a description of each and a table identifying percentages of revenues by source (Table 6-1) and in YOE The MPO worked with FDOT for the transit revenue estimates as well.*

**Examples of Remarks for ‘No’ Response to Question PL8:**

*Per p. 22 and 97, does not include all revenue sources (SIS, TRIP, NE Starts) When the LRTP was adopted the MPO did not have the projected revenue figures from FDOT. The intent was to add them when provided but this did not happen. Page 97 shows TRIP and NEW Starts on TABLE 6: TOTAL MPO PROJECTED REVENUES, 2019-2040, as well as Tables A-1 and A-2 on pages 98 and 99 respectively.)*

**Examples of Remarks for ‘N/A’ Response to Question PL8:**

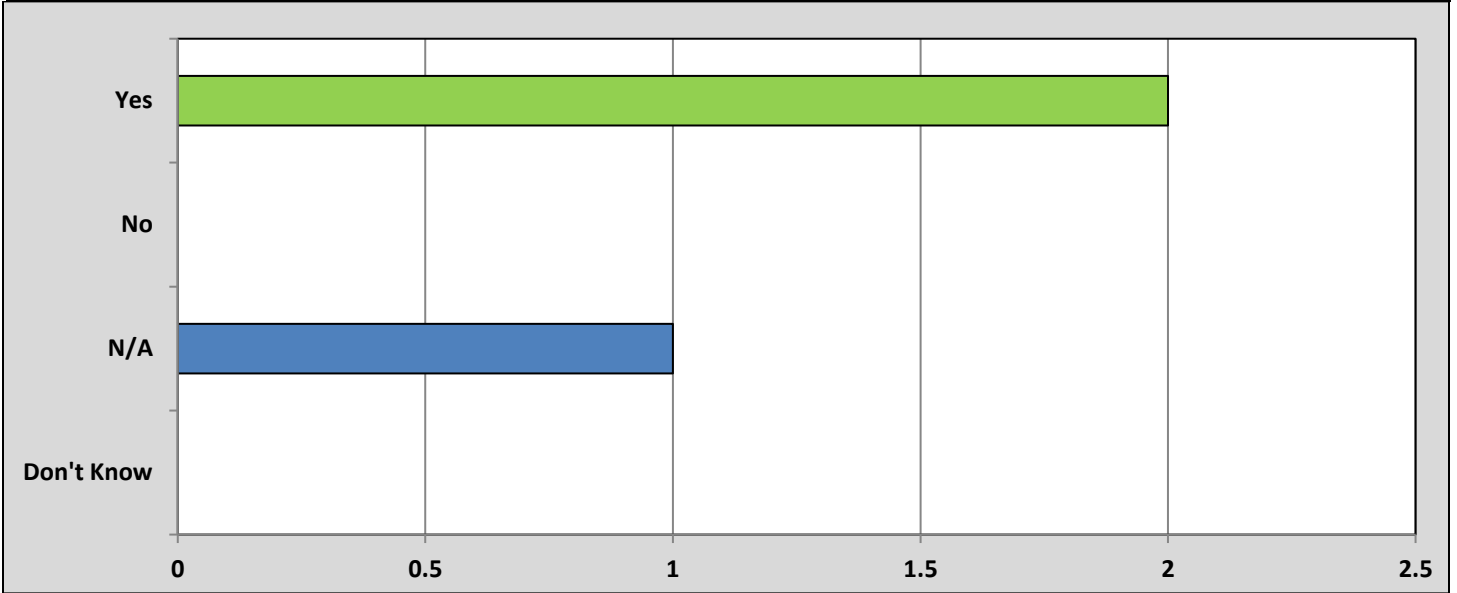
There is not an “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL8:**

There is not a “Don’t Know” response for this question.



<b>PL9.</b> The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan. 23 CFR 450.324(f)(11)(iii)	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Don't Know</b>
	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>
	<b>67%</b>	<b>0%</b>	<b>33%</b>	<b>0%</b>



**Examples of Remarks for ‘Yes’ Response to Question PL9:**

*As mentioned above, a 1-cent local option sales tax revenue was included in the LRTP. This has been source of revenue for multiple plans. Additional financial strategies are discussed in Chapter 7, especially for congestion management, transit, pedestrian, and bicycle projects. Transit revenue estimates are discussed and included in Chapter 6 and table 6-3. Additional discussion on a possible extension of a 1-cent local option sales tax scenario beyond 2019 is included in Appendix G.*

**Examples of Remarks for ‘No’ Response to Question PL9:**

There is not a “No” response for this question.

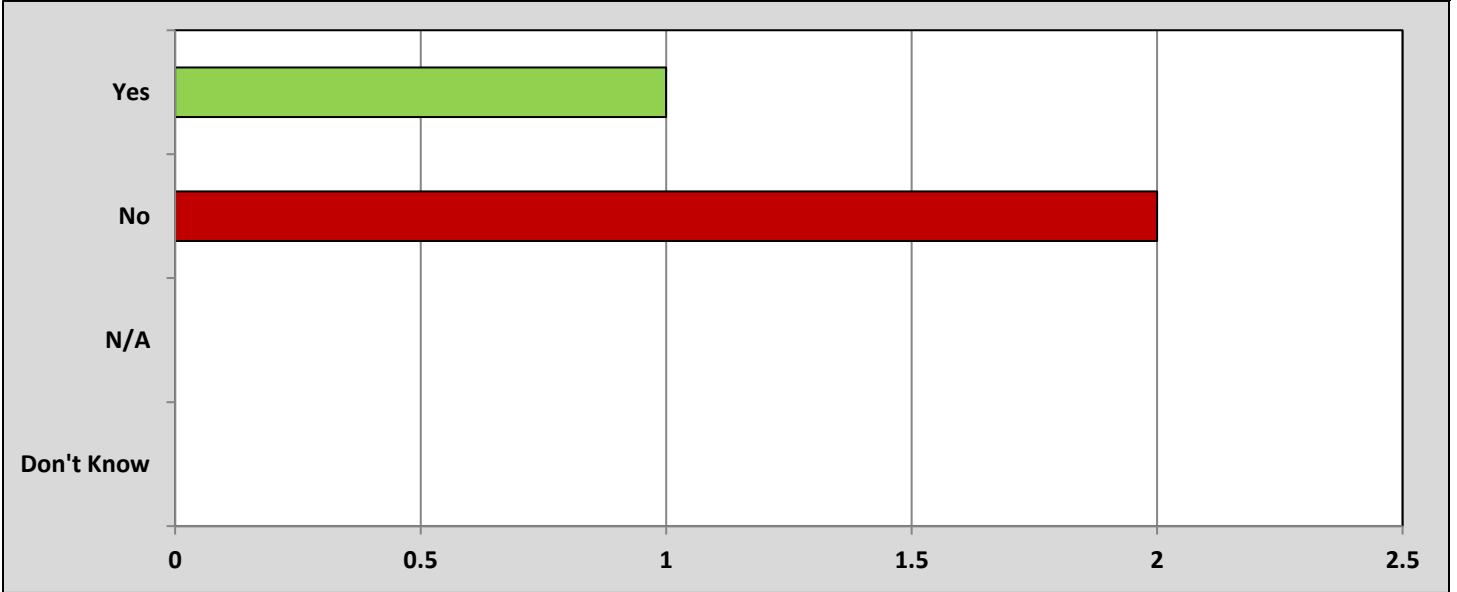
**Examples of Remarks for ‘N/A’ Response to Question PL9:**

*Additional funding is mention in the LRTP but only as a Board discussion item. In this case, the funding mention is a second 5-cent Local Option Fuel Tax. Figures are provided for the amount of additional funds that this LOFT would generate (Table 4, page 95). However, no Board action was taken to include these new funds.*

**Examples of Remarks for ‘Don’t Know’ Response to Question PL9:**

There is not a “Don’t Know” response for this question.

<b>PL10.</b> Are projects within the first ten years of the Plan notated or flagged to identify which projects are planned to be implemented with federal funds? 23 CFR 450.324(f)(11)(iii)	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Don't Know</b>
	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>
	<b>33%</b>	<b>67%</b>	<b>0%</b>	<b>0%</b>



**Examples of Remarks for ‘Yes’ Response to Question PL10:**

No comment provided.

**Examples of Remarks for ‘No’ Response to Question PL10:**

- *Not by each project. The first 5 years is shown in the revenue forecast as being a combination of Federal and State funds. The fund source is not identified for each project in the final CFP project list (Tables 6- 1, 6-3 and 7-1). If 2nd 5 yrs do not identify federally funded projects, then this should be a N.*
- *Not for SIS projects and not for TIP projects.*

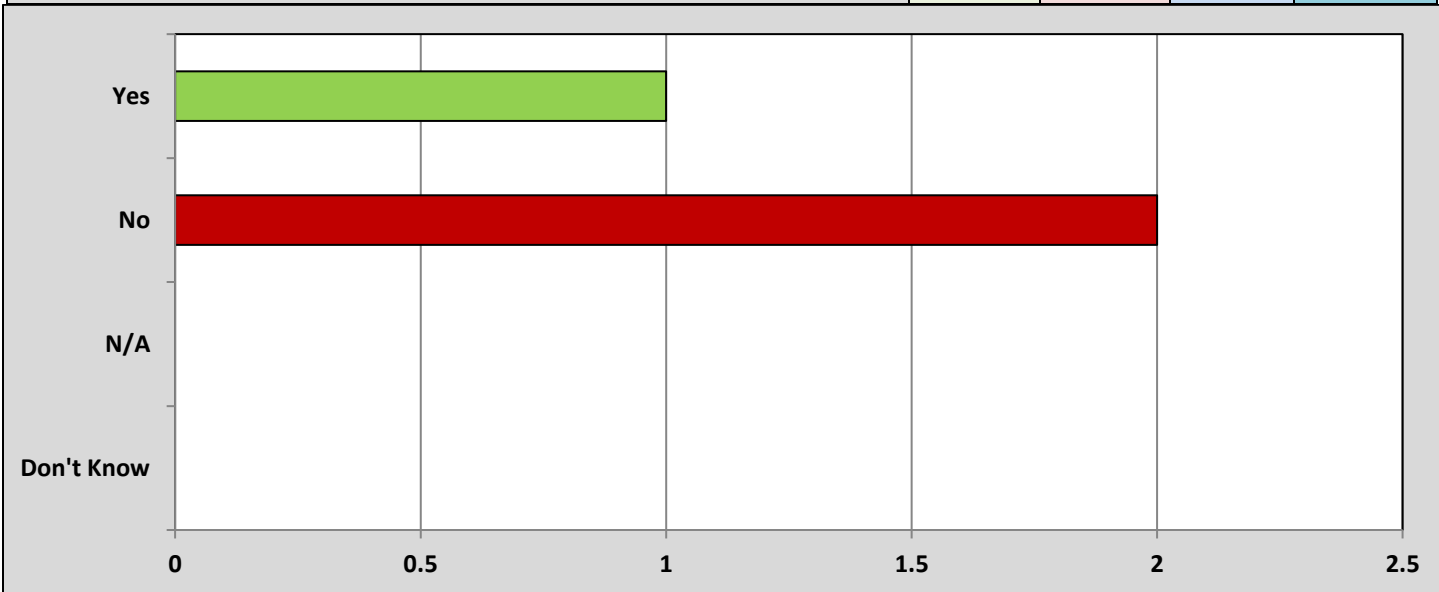
**Examples of Remarks for ‘N/A’ Response to Question PL10:**

There is not an “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL10:**

There is not a “Don’t Know” response for this question.

<b>PL11.</b> For projects beyond the first ten years of the Plan, are the projects clearly labeled as a combined Federal/State funding source? 23 CFR 450.324(f)(11)(iii)	Yes	No	N/A	Don't Know
	1	2	0	0
	33%	67%	0%	0%



**Examples of Remarks for ‘Yes’ Response to Question PL11:**

No comment provided.

**Examples of Remarks for ‘No’ Response to Question PL11:**

- *The funds are identified in the revenue tables as combined and not in the Cost Feasible list of projects. The amendment identifies funds as "SIS, Other Arterial, County and Municipal, and Developer" funded. But funding source is still not clear for SIS and Other Arterial.*
- *Not for SIS projects.*

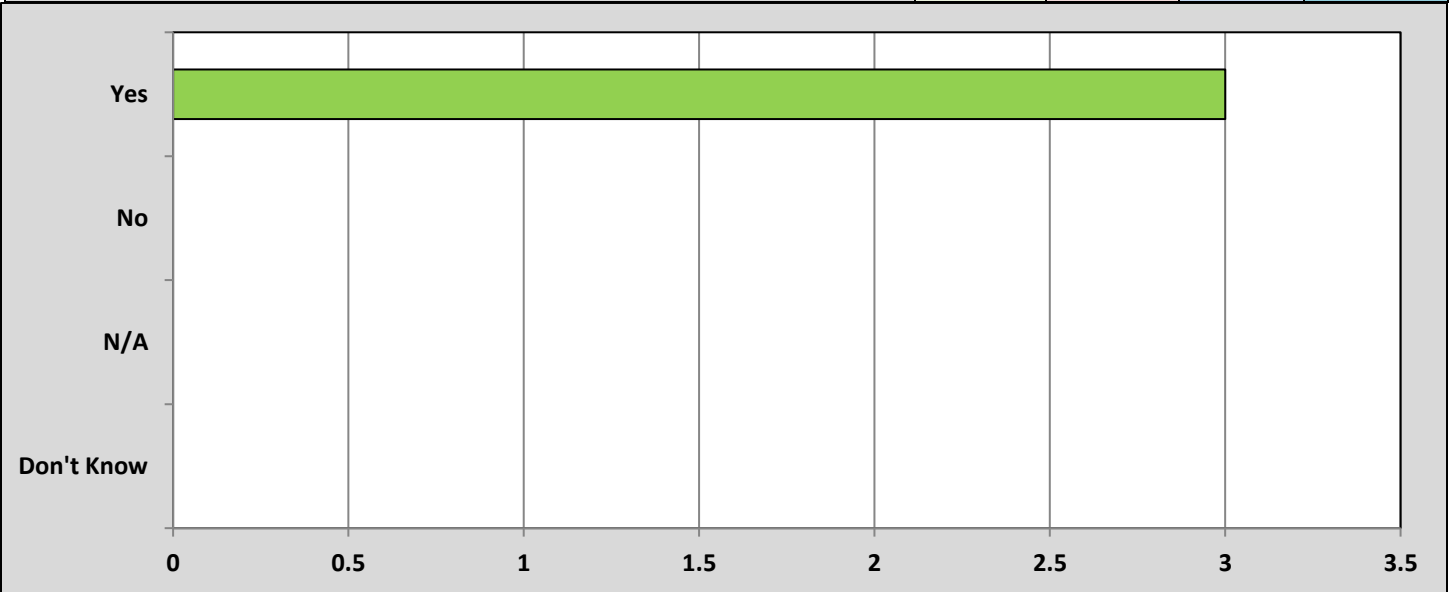
**Examples of Remarks for ‘N/A’ Response to Question PL11:**

There is not an “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL11:**

There is not a “Don’t Know” response for this question.

<b>PL12.</b> Does the financial plan take into account all projects and strategies proposed for funding with other federal funds, state, local and private sources? 23 CFR 450.324(f)(11)(iv)	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Don't Know</b>
	3	0	0	0
	100%	0%	0%	0%



**Examples of Remarks for 'Yes' Response to Question PL12:**

- Yes, Table 4-1 does good job of including all revenue sources (inc SIS, TRIP, TA and local)
- Yes

**Examples of Remarks for 'No' Response to Question PL12:**

There is not a "No" response for this question.

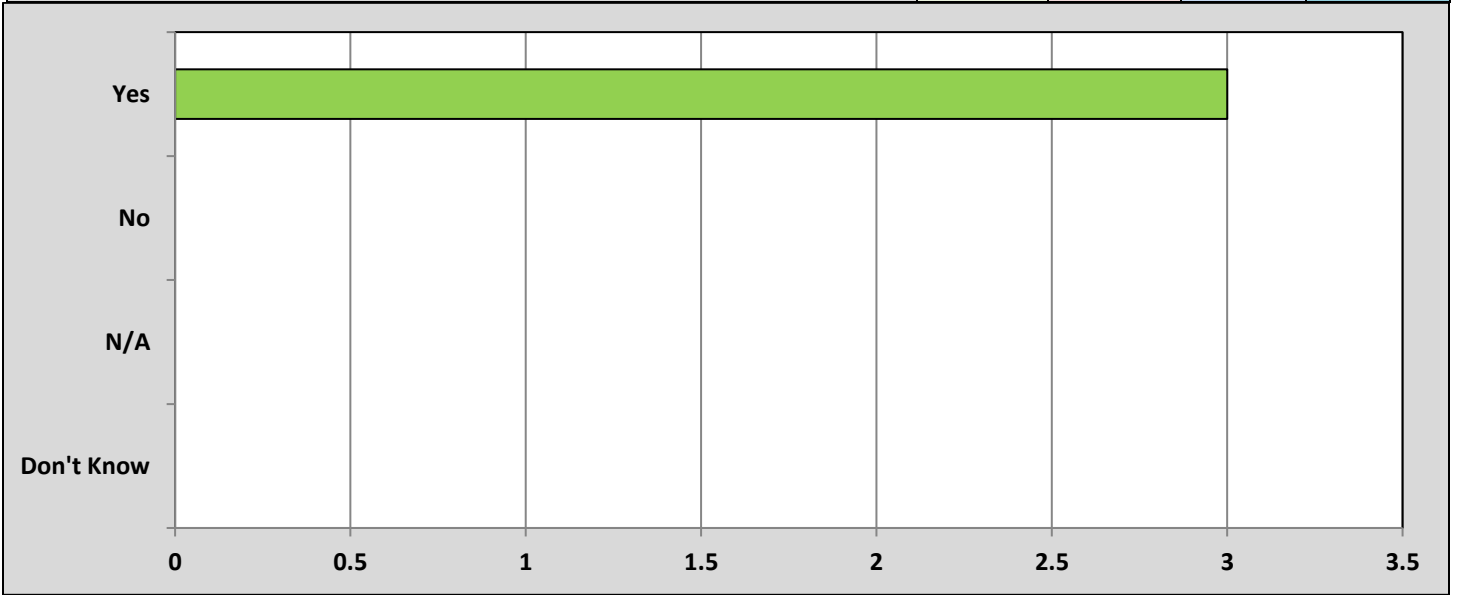
**Examples of Remarks for 'N/A' Response to Question PL12:**

There is not an "N/A" response for this question.

**Examples of Remarks for 'Don't Know' Response to Question PL12:**

There is not a "Don't Know" response for this question.

<b>PL13.</b> Are the revenues and expenses in Year-Of-Expenditure dollars, reflecting inflationary rates? Were these rates developed cooperatively among the MPO, the State and the Public Transportation Operators? 23 CFR 450.324(f)(11)(iv)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



**Examples of Remarks for ‘Yes’ Response to Question PL13:**

- *Good explanation of this in Section 4*
- *Yes, the revenues and expenditures are identified as in YOE. The rates are identified by the State and included in their revenue estimates for the MPO.*
- *They do a nice job of distinguishing YOE amounts for each project. If they are using the FDOT guidelines, and the guidelines were presumably developed cooperatively, then "Y".*

**Examples of Remarks for ‘No’ Response to Question PL13:**

There is not a “No” response for this question.

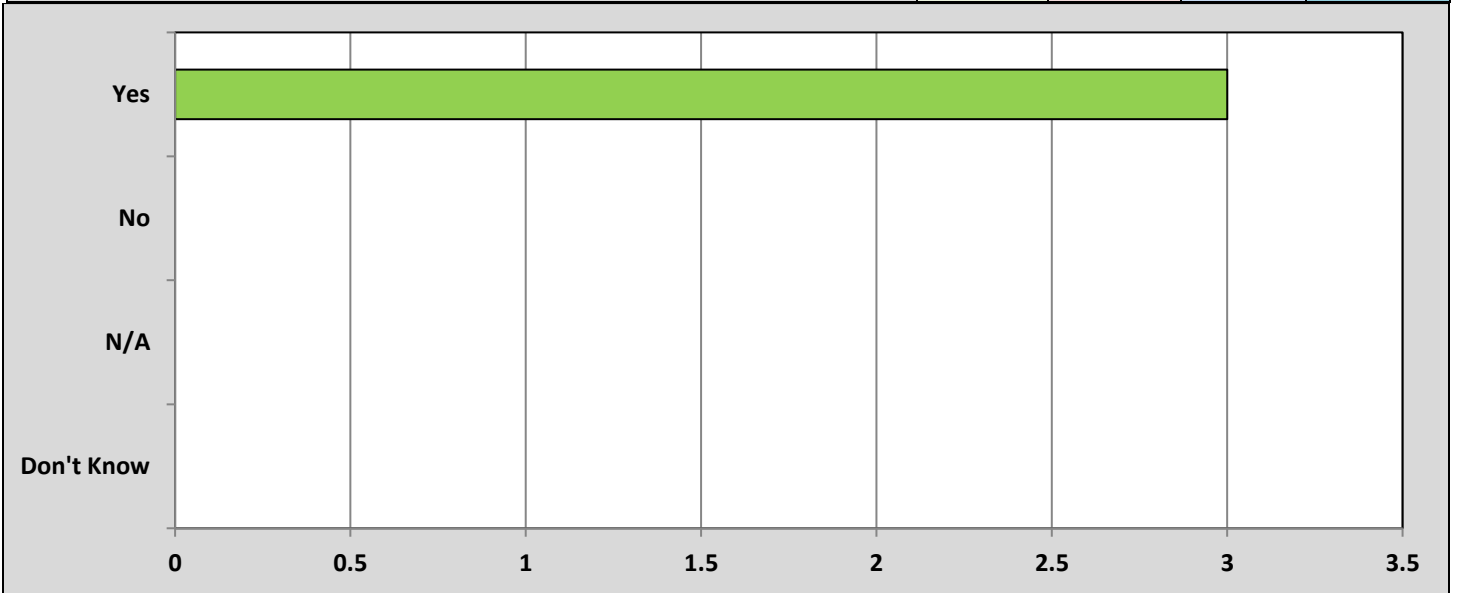
**Examples of Remarks for ‘N/A’ Response to Question PL13:**

There is not an “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL13:**

There is not a “Don’t Know” response for this question.

<b>PL14.</b> If the MPO uses cost ranges/bands beyond the first 10 years of the plan, are future funding sources reasonably expected to be available to support the projected cost ranges/band? 23 CFR 450.324(f)(11)(v)	Yes	No	N/A	Don't Know
	3	0	0	1
	100%	0%	0%	33%



**Examples of Remarks for ‘Yes’ Response to Question PL14:**

- *The outer year bands use the State, MPO and local coordinated revenue estimates and do not include any proposed local revenue sales tax sources. Appendix G also includes scenario analysis that evaluates the impacts of the 1-cent local option sales tax act if it is not extended.*

**Examples of Remarks for ‘No’ Response to Question PL14:**

There is not a “No” response for this question.

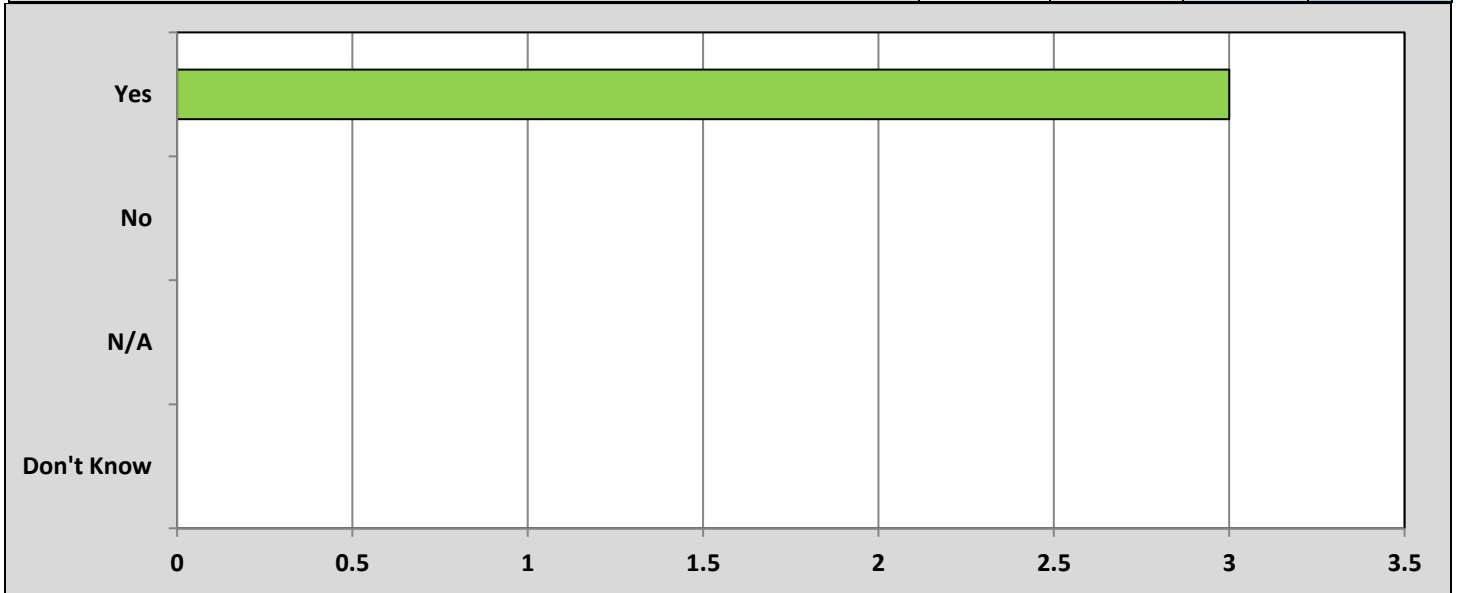
**Examples of Remarks for ‘N/A’ Response to Question PL14:**

There is not an “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL14:**

There is not a “Don’t Know” response for this question.

<b>PL15.</b> For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. 23 CFR 450.324(f)(11)(vii)	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Don't Know</b>
	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>



**Examples of Remarks for 'Yes' Response to Question PL15:**

- Chapter 5 "Multimodal Needs Plan" identifies aspirational projects which will occur primarily as a result of future development and as revenue becomes available.
- Bottom section Table 2, page 51, and pages 106-108.

**Examples of Remarks for 'No' Response to Question PL15:**

There is not a "No" response for this question.

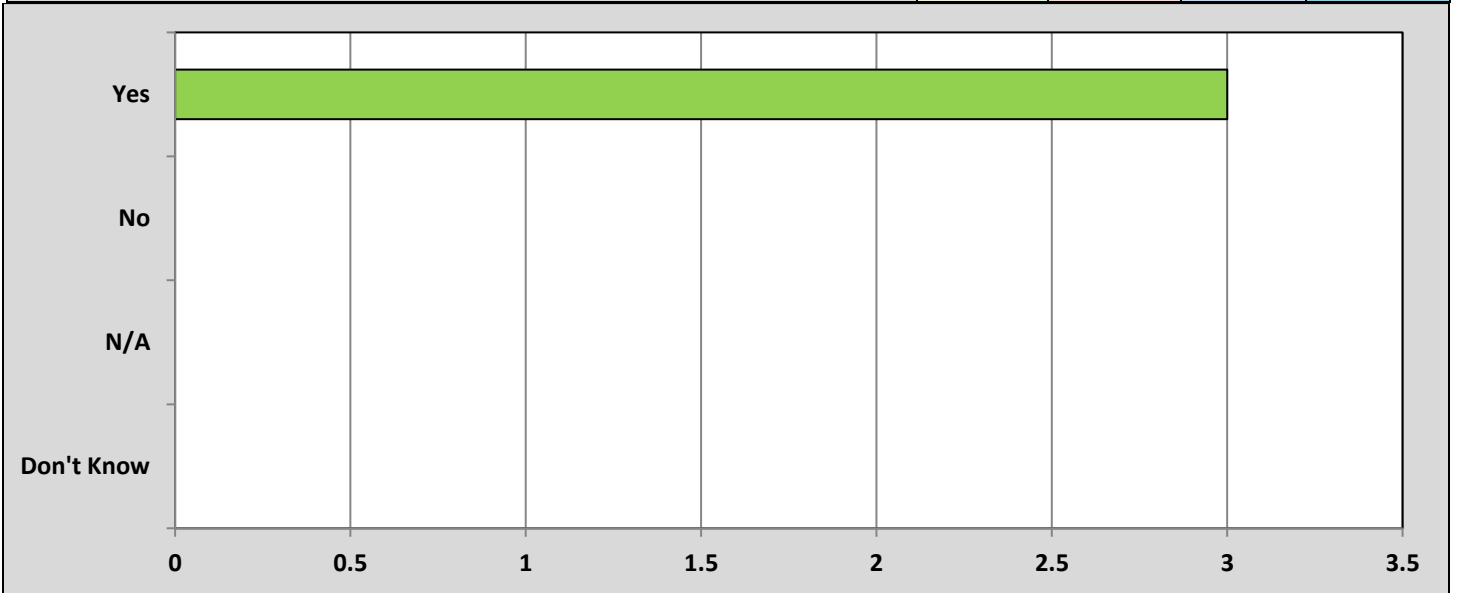
**Examples of Remarks for 'N/A' Response to Question PL15:**

There is not an "N/A" response for this question.

**Examples of Remarks for 'Don't Know' Response to Question PL15:**

There is not a "Don't know" response for this question.

<b>PL16.</b> Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)? 23 CFR 450.324(f)(12)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



**Examples of Remarks for ‘Yes’ Response to Question PL16:**

- Chapter 5 “Multimodal Needs Plan” and Chapter 7 “Multimodal Cost Feasible Plan” identify sidewalk and bike lane improvements and priority needs.
- Addressed in the text related to Complete Streets, Regional Trails, Safe Schools, and Sidewalk Programs, and on Table 3, page 52. Also, included in Policies 2016-2,3,4 and 5.

**Examples of Remarks for ‘No’ Response to Question PL16:**

There is not a “No” response for this question.

**Examples of Remarks for ‘N/A’ Response to Question PL16:**

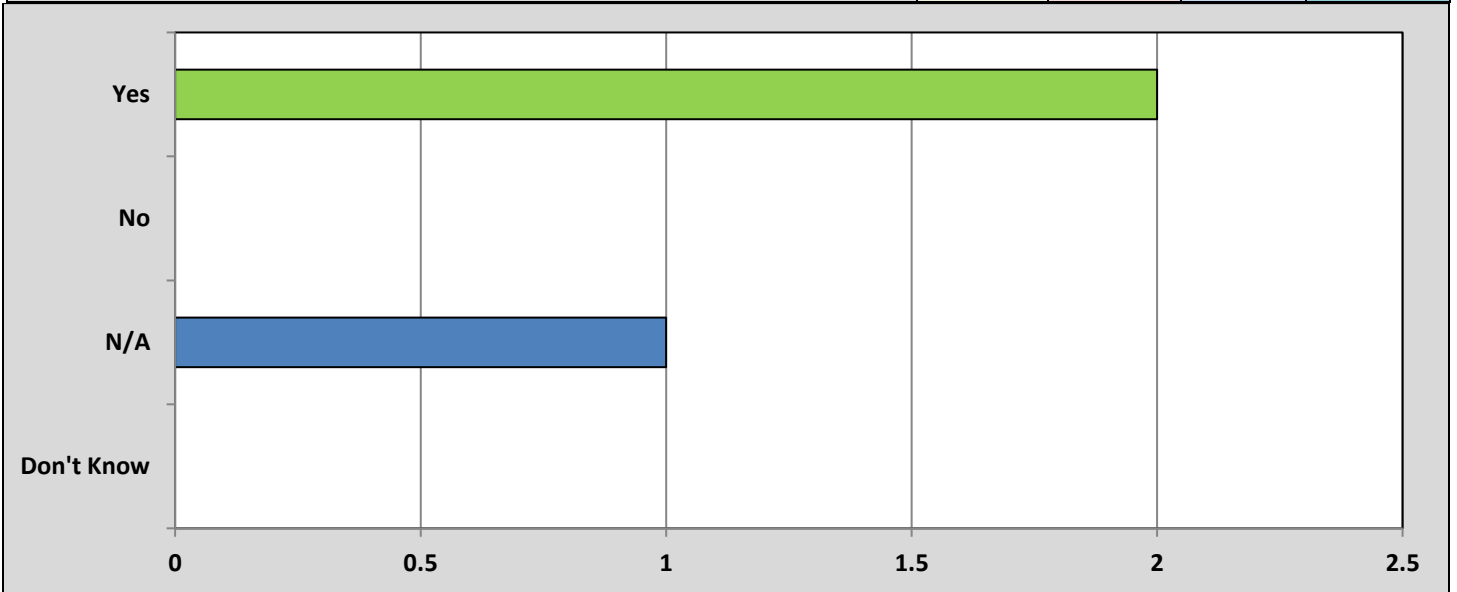
There is not an “N/A” response for this question.

**Examples of Remarks for ‘Don’t Know’ Response to Question PL16:**

There is not a “Don’t Know” for this question.



<b>PL17.</b> If Boxed funds are utilized, are the individual projects utilizing the box listed? (or at a minimum, described in bulk in the LRTP i.e. PD&E for projects in Years 2016-2020). 23 CFR 450.326(h)	Yes	No	N/A	Don't Know
	2	0	1	0
	100%	0%	33%	0%



**Examples of Remarks for 'Yes' Response to Question PL17:**

- *Boxed funds to be used on ITS/CMP, and multiuse trail projects. Tables 5-4 and 5-5, respectively.*
- *The funds are boxed for several programs, and a map is provided for the Regional Trails*

**Examples of Remarks for 'No' Response to Question PL17:**

There is not a "No" response for this question.

**Examples of Remarks for 'N/A' Response to Question PL17:**

No comment provided.

**Examples of Remarks for 'Don't Know' Response to Question PL17:**

There is not a "Don't Know" for this question.

## MPOs from FY21 PAR and Applicable Recommendations

Indian River: Recommendation 1

Lake-Sumter: Recommendations 4, 5

Ocala-Marion: Recommendations 1, 3, 4

## Recommendations for FHWA PAR Report dated April 2021

1. Areas of noncompliance related to funding sources can be reduced through further coordination between the MPOs, FDOT, and other funding providers so that the LRTPs can clearly show the funding source projections, and the identification of which projects and which project phases are anticipated to use federal funds. In many of our observations, this can be clarified with a simple footnote that explains the funding source of various project types, such as “\*All SIS projects and project phases are anticipated to use a combination of state and federal funds”.

Recommendation 1: The affected MPOs need to revise their LRTP financial plans to clearly identify projects in the first ten years of the planning timeframe, and projects outside the first ten years that are anticipated to use a combination of state and federal funds. If an MPO or FDOT has not established which projects are anticipated to have federal funding, the MPO must coordinate with FDOT to make these determinations, and then revise their LRTPs to reflect the funding decisions. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

2. Many MPOs separate the first five years of projects from the remaining projects in the LRTP Cost Feasible Plan and include the first five years of projects in an Appendix. It is often difficult to determine if the first five years of projects meet all fiscal constraint requirements, and to understand how they fit into the fiscal constraint determination of revenues compared to project costs.

Recommendation 2: FHWA Planners will emphasize to the FDOT liaisons and the MPOs the importance of incorporating the first five years of projects throughout the financial analysis to ensure that the fiscal constraint requirements are met for all planning timeframes. Through concerted outreach to each MPO and FDOT liaison with an LRTP under development, the FHWA Planners will convey the implementation requirements, referencing the 2008, 2012, and 2018 expectations letters as needed and address any questions. FHWA will also host an interactive LRTP fiscal constraint discussion at an upcoming FMPP Meeting.

Recommendation 3: The affected MPOs need to revise their LRTP financial plan documentation to clearly show how the first five years fits into the fiscal constraint

determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

3. Many MPOs have an LRTP chapter of anticipated revenues and a separate chapter on project costs, with no financial analysis that compares the two to show that revenues exceed project costs for each of the LRTP planning timeframes.

Recommendation 4: The LRTPs need to have a financial plan that provides a clear comparison of all anticipated revenues to all project costs demonstrating that the plan can be implemented. The affected MPOs need to revise their LRTP financial plan documentation to clearly show the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

FHWA offers the following example of how one MPO has met this requirement:

Miami-Dade TPO <https://en.calameo.com/read/006118550d5af466b2b26?page=15>

4. Some MPOs do not clearly identify operations and maintenance costs, or in doing so, do not explain how the operations and maintenance costs relate to the LRTP financial plan.

Recommendation 5: The LRTPs need to be clear in how operations and maintenance costs are funded, and how these costs relate to the tables in the financial plan. The affected MPOs need to revise their LRTP financial plan documentation to clearly show the operations and maintenance costs within the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

5. The FY21 PARs were conducted for MPOs in the process of updating their LRTPs. Since the time the PARs were conducted, these MPOs now have new LRTPs.

Recommendation 6: FHWA will conduct the fiscal constraint PARs on these same MPOs for their new LRTPs in FY22. FHWA will use the LRTP adoption schedule to complete the PARs for the remaining non-TMA MPOs during FY23 and FY24. This will ensure that the fiscal constraint PARs are done on LRTPs that are newly adopted.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Fiscal Years 2020/21 to 2021/22 Unified Planning Work Program (UPWP) Amendment**

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**Summary**

The TPO is planning to conduct activities in support of the 2045 Long Range Transportation Plan (LRTP), List of Priority Projects (LOPP) process and the Safety Action Plan. Task activities are necessary to be outlined in the UPWP, resulting in an amendment.

A summary of current and proposed changes to UPWP tasks and associated budget tables are included with this memo, including the revised UPWP document.

**Attachment(s)**

- Proposed UPWP changes
- FY 20/21 to 21/22 UPWP

**Action Requested**

TPO staff requests approval of the proposed amended UPWP.

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

## TASK 3: LONG RANGE PLANNING

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### 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	December 2020

<b>Complete modifications or amendments of the 2045 LRTP</b>	<b>Update/Amend the 2045 LRTP</b>	<b>Ongoing</b>
Data collection and analysis for all federally required performance measures, including safety targets	Updated information	January – February 2021, 2022
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2021, 2022
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 Senior Planner, 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.

**Current** - 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 30,122	\$ -	\$ -		\$ 30,122
	Total:	\$ 30,122	\$ -	\$ -		\$ 30,122
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 30,122</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 30,122</b>

**Proposed** - 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 30,122	\$ -	\$ -		\$ 30,122
	Total:	\$ 30,122	\$ -	\$ -		\$ 30,122
<b>B. Consultant</b>						
	Consultants	\$ 4,710	\$ -	\$ -		\$ 4,710
	Total:	\$ 4,710	\$ -	\$ -		\$ 4,710
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 34,832</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 34,832</b>

\*The TPO will utilize previously authorized 5305(d) funds to support completion of the 2045 LRTP project, in addition to FY 2021/22 PL for updates. 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>

## 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
Completion of an updated List of Priority Projects (LOPP) process	Updated LOPP process and guidance publication	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



## TASK 6: PUBLIC INVOLVEMENT

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### 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	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
Create Website page for the Safety Action Plan project	Safety Action Plan website page	December 2021

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Senior Planner, 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.

**Current** – 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)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 41,219	\$ -	\$ -		\$ 41,219
	Total:	\$ 41,219	\$ -	\$ -		\$ 41,219
<b>B. Consultant</b>						
	TPO Website Maint. & Hosting	\$ 6,180	\$ -	\$ -		\$ 6,180
	Total:	\$ 6,180	\$ -	\$ -		\$ 6,180
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 47,399</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 47,399</b>

**Proposed** – 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)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 41,219	\$ -	\$ -		\$ 41,219
	Total:	\$ 41,219	\$ -	\$ -		\$ 41,219
<b>B. Consultant</b>						
	TPO Website Maint. & Hosting	\$ 7,280	\$ -	\$ -		\$ 7,280
	Total:	\$ 7,280	\$ -	\$ -		\$ 7,280
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 48,499</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 48,499</b>

## 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	October 2021
Complete a Safety Plan and/or strategies to improve safety for all users in Marion County	Safety Plan/Study	April 2022
Complete Economic and Community Benefits of Bicycling and Trails Study in Marion County	Study Report	April 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
Develop a guidance paper on transportation resilience to prepare the TPO and partner governments for future project and planning opportunities	Transportation Resilience Guidance Paper	October 2021
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 Senior Planner, 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.

### Current - 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
	Total:	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
<b>B. Consultant</b>						
	# Consultants	\$ 133,947	\$ 28,715	\$ -		\$ 162,662
	Total:	\$ 133,947	\$ 28,715	\$ -		\$ 162,662
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 149,064</b>	<b>\$ 32,115</b>	<b>\$ -</b>		<b>\$ 181,179</b>

### Proposed - Table 7B: Task 7 Estimated Budget for FY 2020/21

Task 7						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
	Total:	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
<b>B. Consultant</b>						
	# Consultants	\$ 128,137	\$ 28,715	\$ -		\$ 156,852
	Total:	\$ 128,137	\$ 28,715	\$ -		\$ 156,852
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 143,254</b>	<b>\$ 32,115</b>	<b>\$ -</b>		<b>\$ 175,369</b>

## SUMMARY BUDGET TABLES

### Current - 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 2021/22 FTA 5305(d)		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match						
1	Admin (Less 1B)	\$ 320,588	\$ 57,930	\$ -	\$ 51,711	\$ 12,928	\$ 4,152	\$ -	\$ 372,299	\$ 4,152	\$ -	\$ 376,451
1B	CFMPOA*	\$ 5,000	\$ 904						\$ 5,000		\$ -	\$ 5,000
2	Data/Safety	\$ 15,428	\$ 2,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ 15,428
3	LRP	\$ 30,122	\$ 5,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,122	\$ -	\$ -	\$ 30,122
4	SRP	\$ 25,360	\$ 4,583	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ 25,360
5	Public Trans.	\$ 6,345	\$ 1,147	\$ -	\$ -	\$ -	\$ 23,371	\$ 50,000	\$ 6,345	\$ 23,371	\$ -	\$ 29,716
6	Public Inv.	\$ 47,399	\$ 8,565	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,399	\$ -	\$ -	\$ 47,399
7	Special Proj.	\$ 149,064	\$ 26,936	\$ -	\$ 32,115	\$ 8,029	\$ -	\$ -	\$ 181,179	\$ -	\$ -	\$ 181,179
8	Local Funds	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL:		\$ 599,306	\$ 108,295	\$ 2,500	\$ 83,826	\$ 20,956	\$ 27,523	\$ 50,000	\$ 683,132	\$ 27,523	\$ 2,500	\$ 713,155

\*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 and Polk 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	\$ 325,588	\$ 51,711	\$ -	\$ 4,152	\$ -	\$ 381,451	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 15,428	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ -
3	LRP	\$ 30,122	\$ -	\$ -	\$ -	\$ -	\$ 30,122	\$ -	\$ -	\$ -
4	SRP	\$ 25,360	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ -
5	Public Trans.	\$ 6,345	\$ -	\$ -	\$ 23,371	\$ -	\$ 29,716	\$ -	\$ -	\$ 50,000
6	Public Inv.	\$ 47,399	\$ -	\$ -	\$ -	\$ -	\$ 47,399	\$ -	\$ 6,180	\$ -
7	Special Proj.	\$ 149,064	\$ 32,115	\$ -	\$ -	\$ -	\$ 181,179	\$ -	\$ 162,662	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 599,306	\$ 83,826	\$ -	\$ 27,523	\$ 2,500	\$ 713,155	\$ 5,000	\$ 169,342	\$ 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

**Proposed - 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 2021/22 FTA 5305(d)		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match						
1	Admin (Less 1B)	\$ 320,588	\$ 57,930	\$ -	\$ 51,711	\$ 12,928	\$ 4,152	\$ -	\$ 372,299	\$ 4,152	\$ -	\$ 376,451
1B	CFMPOA*	\$ 5,000	\$ 904						\$ 5,000		\$ -	\$ 5,000
2	Data/Safety	\$ 15,428	\$ 2,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ 15,428
3	LRP	\$ 34,832	\$ 6,294	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,832	\$ -	\$ -	\$ 34,832
4	SRP	\$ 25,360	\$ 4,583	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ 25,360
5	Public Trans.	\$ 6,345	\$ 1,147	\$ -	\$ -	\$ -	\$ 23,371	\$ 50,000	\$ 6,345	\$ 23,371	\$ -	\$ 29,716
6	Public Inv.	\$ 48,499	\$ 8,764	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,499	\$ -	\$ -	\$ 48,499
7	Special Proj.	\$ 143,254	\$ 25,886	\$ -	\$ 32,115	\$ 8,029	\$ -	\$ -	\$ 175,369	\$ -	\$ -	\$ 175,369
8	Local Funds	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL:		\$ 599,306	\$ 108,295	\$ 2,500	\$ 83,826	\$ 20,956	\$ 27,523	\$ 50,000	\$ 683,132	\$ 27,523	\$ 2,500	\$ 713,155

\*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 and Polk 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	\$ 325,588	\$ 51,711	\$ -	\$ 4,152	\$ -	\$ 381,451	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 15,428	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ -
3	LRP	\$ 34,832	\$ -	\$ -	\$ -	\$ -	\$ 34,832	\$ -	\$ 4,710	\$ -
4	SRP	\$ 25,360	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ -
5	Public Trans.	\$ 6,345	\$ -	\$ -	\$ 23,371	\$ -	\$ 29,716	\$ -	\$ -	\$ 50,000
6	Public Inv.	\$ 48,499	\$ -	\$ -	\$ -	\$ -	\$ 48,499	\$ -	\$ 7,280	\$ -
7	Special Proj.	\$ 143,254	\$ 32,115	\$ -	\$ -	\$ -	\$ 175,369	\$ -	\$ 156,852	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 599,306	\$ 83,826	\$ -	\$ 27,523	\$ 2,500	\$ 713,155	\$ 5,000	\$ 169,342	\$ 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

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

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

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

Amendment #4 (Revision #5): April 27, 2021

Amendment #5 (Revision #6): June 22, 2021

Modification #2 (Revision #7): August 4, 2021

Amendment #6 (Revision #8): August 24, 2021

Amendment #7 (Revision #9): October 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 OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO)  
ENDORISING THE AMENDED UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS  
2020/2021 to 2021/2022

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 450.308(c) and Florida Statute 339.175(9) 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 2020/2021 to 2021/2022 Unified Planning Work Program has been prepared consistent with Chapter 3 of the MPO Program Management Handbook.

WHEREAS, The 2020/2021 to 2021/2022 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 2020/2021 to 2021/2022 Unified Planning Work Program has been amended to change funding amounts of Federal Highway Administration (PL-112) funds and Commission for Transportation Disadvantaged funds in FY 2021/2022.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the Unified Planning Work Program for 2020/2021 to 2021/2022 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 October 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 2022

Modified 8/4/2021

Revision Number: Revision 7

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: Rakinya Hinson

MPO Liaison District Five

Title and District

DocuSigned by:  
*Rakinya Hinson*  
DE5360D3FA644A8...

8/4/2021

Signature

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## INTRODUCTION

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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 20% soft match for the 5305(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 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.

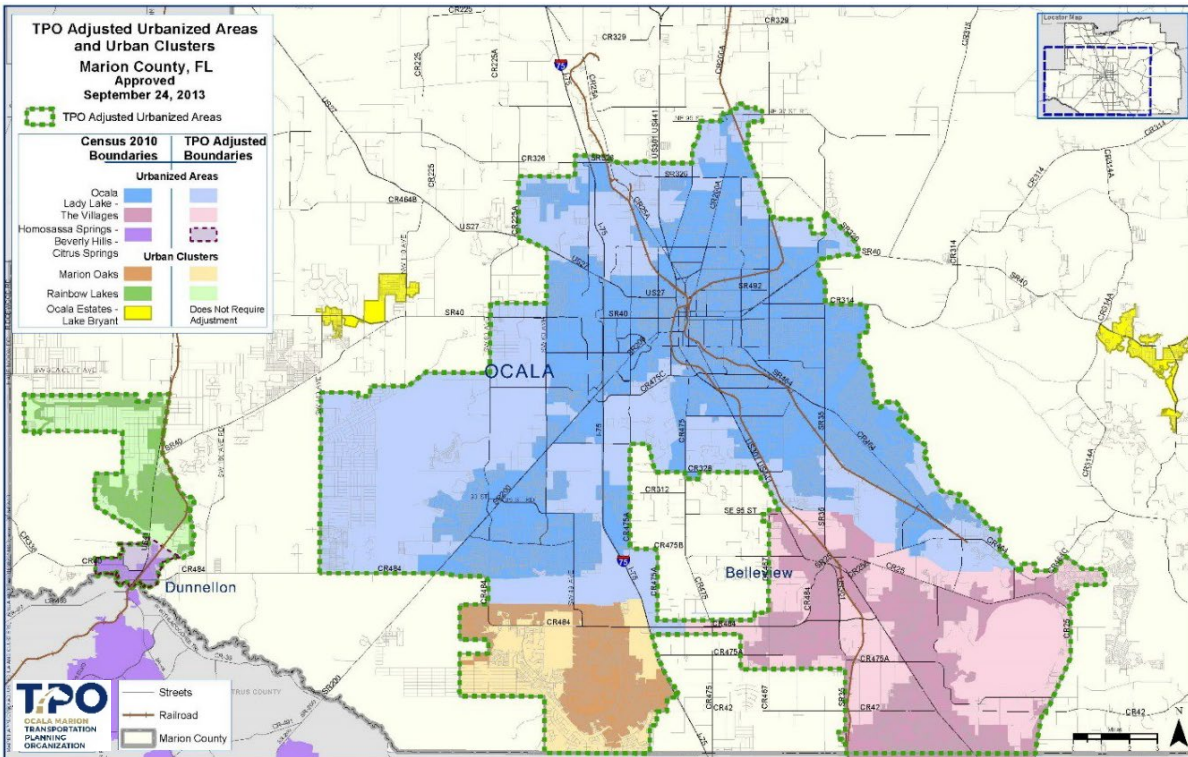
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\*The U.S. Department of Transportation (USDOT) requires the TPO to carry out a Continuing, Cooperative and Comprehensive (3-C) transportation process. *Continuing*: Planning must be maintained as an ongoing activity and addresses both short-term needs 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.

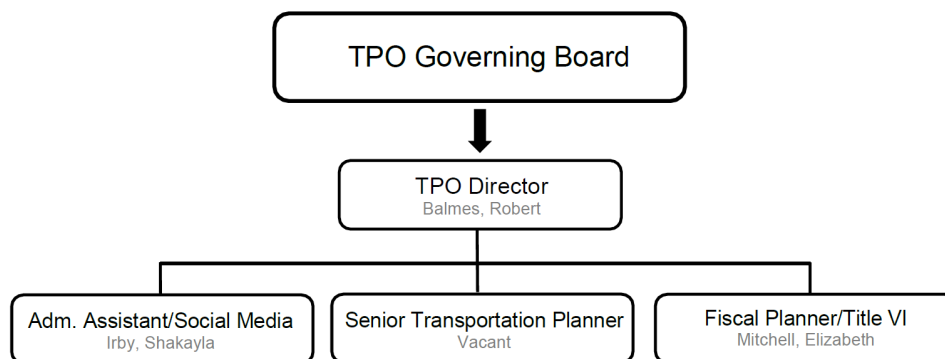
**Transportation Disadvantaged Local Coordinating Board (TDLCB):** coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

**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 four professional staff members, including a TPO Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist/Social Media Coordinator and a vacant position. Figure 2 displays a staff organization chart of the TPO (June 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 December 2020, a revised **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 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 fall 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 2021 to mid 2022.

### **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 spring 2022.

### **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

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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:

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

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### 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 Senior Planner, 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 247,091	**\$5,000	\$ -	\$ -	\$ 252,091
	Total:	\$ 247,091	\$ 5,000	\$ -	\$ -	\$ 252,091
<b>B. Consultant</b>						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
<b>C. Travel</b>						
	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
<b>D. Direct Expenses</b>						
	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
<b>E. Indirect Expenses</b>						
	Marion County Cost Allocation	\$ 39,255	\$ 6,148	\$ 1,892	\$ -	\$ 47,295
	<b>TOTAL BUDGET</b>	<b>\$ 319,463</b>	<b>\$ 14,905</b>	<b>\$ 4,411</b>	<b>\$ -</b>	<b>\$ 338,778</b>

\* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake Sumter 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ 282,594
	Total:	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ 282,594
<b>B. Consultant</b>						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
<b>C. Travel</b>						
	Travel Expenses	\$ 1,274	\$ 7,319	\$ 880	\$ -	\$ 9,473
	Training & Education	\$ 318	\$ 1,830	\$ 220	\$ -	\$ 2,368
	Total:	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
<b>D. Direct Expenses</b>						
	Copier	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
	Advertising	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
	Insurance Premiums	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
	Printing & Binding (Educational)	\$ 415	\$ 552	\$ 20	\$ -	\$ 987
	Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ -	\$ 4,302
	Postage	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
	New Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
	Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ 3,690
	Total:	\$ 17,965	\$ 4,793	\$ 1,195	\$ -	\$ 23,953
<b>E. Indirect Expenses</b>						
	Marion County Cost Allocation	\$ 26,536	\$ 29,670	\$ 1,857	\$ -	\$ 58,063
	<b>TOTAL BUDGET</b>	<b>\$ 325,588</b>	<b>\$ 51,711</b>	<b>\$ 4,152</b>	<b>\$ -</b>	<b>\$ 381,451</b>

\* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake Sumter 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 Senior Planner, 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 22,599	\$ -	\$ -		\$ 22,599
	Total:	\$ 22,599	\$ -	\$ -	\$ -	\$ 22,599
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL BUDGET</b>		<b>\$ 22,599</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 22,599</b>

**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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 15,428	\$ -	\$ -		\$ 15,428
	Total:	\$ 15,428	\$ -	\$ -		\$ 15,428
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 15,428</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 15,428</b>

## TASK 3: LONG RANGE PLANNING

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### 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	December 2020

Complete modifications or amendments of the 2045 LRTP	Update/Amend the 2045 LRTP	Ongoing
Data collection and analysis for all federally required performance measures, including safety targets	Updated information	January – February 2021, 2022
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2021, 2022
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 Senior Planner, 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.

**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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 30,757	\$ -	\$ -		\$ 30,757
	Total:	\$ 30,757	\$ -	\$ -	\$ -	\$ 30,757
<b>B. Consultant</b>						
	*Consultants	\$ 10,960	\$ -	\$ -		\$ 10,960
	Total:	\$ 10,960	\$ -	\$ -	\$ -	\$ 10,960
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL BUDGET</b>		<b>\$ 41,717</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 41,717</b>

\*The TPO will utilize previously authorized 5305(d) funds to support completion of the 2045 LRTP project, in addition to FY 2022 PL for updates as shown in Table 3B. 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 30,122	\$ -	\$ -		\$ 30,122
	Total:	\$ 30,122	\$ -	\$ -		\$ 30,122
<b>B. Consultant</b>						
	Consultants	\$ 4,710	\$ -	\$ -		\$ 4,710
	Total:	\$ 4,710	\$ -	\$ -		\$ 4,710
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 34,832</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 34,832</b>



## 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
Completion of an updated List of Priority Projects (LOPP) process	Updated LOPP process and guidance publication	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 Senior Planner, 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 28,217	\$ -	\$ -		\$ 28,217
	Total:	\$ 28,217	\$ -	\$ -	\$ -	\$ 28,217
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 28,217</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 28,217</b>

**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)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 25,360	\$ -	\$ -		\$ 25,360
	Total:	\$ 25,360	\$ -	\$ -		\$ 25,360
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 25,360</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 25,360</b>

## TASK 5: PUBLIC TRANSPORTATION

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### **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 Senior Planner, 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 6,738		\$ 22,327		\$ 29,066
	Total:	\$ 6,738	\$ -	\$ 22,327		\$ 29,066
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 6,738</b>	<b>\$ -</b>	<b>\$ 22,327</b>		<b>\$ 29,066</b>

**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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
	Total:	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 6,345</b>	<b>\$ -</b>	<b>\$ 23,371</b>		<b>\$ 29,716</b>

**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		
<b>A. Personnel</b>							
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
<b>B. Consultant</b>							
	Consultants	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800
	Total:	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800
<b>C. Travel</b>							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>							
		\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ 19,800</b>	<b>\$ 69,800</b>

**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		
<b>A. Personnel</b>							
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
<b>B. Consultant</b>							
	Consultants	\$ 40,000	\$ -	\$ 10,000	\$ -		\$ 50,000
	Total:	\$ 40,000	\$ -	\$ 10,000	\$ -		\$ 50,000
<b>C. Travel</b>							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>							
		\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>

## 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	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
Create Website page for the Safety Action Plan	Safety Action Plan website page	November 2021

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Senior Planner, 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 43,527	\$ -	\$ -		\$ 43,527
	Total:	\$ 43,527	\$ -	\$ -		\$ 43,527
<b>B. Consultant</b>						
	TPO Website Maint. & Hosting	\$ 3,536	\$ 494	\$ -		\$ 4,030
	Total:	\$ 3,536	\$ 494	\$ -		\$ 4,030
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 47,063</b>	<b>\$ 494</b>	<b>\$ -</b>		<b>\$ 47,557</b>

**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)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 41,219	\$ -	\$ -		\$ 41,219
	Total:	\$ 41,219	\$ -	\$ -		\$ 41,219
<b>B. Consultant</b>						
	TPO Website Maint. & Hosting	\$ 7,280	\$ -	\$ -		\$ 7,280
	Total:	\$ 7,280	\$ -	\$ -		\$ 7,280
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 48,499</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 48,499</b>

## 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	October 2021
Complete a Safety Plan and/or strategies to improve safety for all users in Marion County	Safety Plan/Study	April 2022
Complete Economic and Community Benefits of Bicycling and Trails Study in Marion County	Study Report	April 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
Develop a guidance paper on transportation resilience to prepare the TPO and partner governments for future project and planning opportunities	Transportation Resilience Guidance Paper	October 2021
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 Senior Planner, 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) FY 20/21	*FTA 5305(d) Carry Forward			Local	Total:
				Federal (FTA)	FDOT Match	Local Match		
<b>A. Personnel</b>								
	Salaries & Benefits	\$ 34,691	\$ 11,500	\$ -	\$ -	\$ -	\$ -	\$ 46,191
	Total:	\$ 34,691	\$ 11,500	\$ -	\$ -	\$ -	\$ -	\$ 46,191
<b>B. Consultant</b>								
	# Consultants	\$ 186,538	\$ 59,807	\$ -		\$ -	\$ -	\$ 246,345
	Safety Action Plan	\$ -	\$ -	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 36,382
	Total:	\$ 186,538	\$ 59,807	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 282,727
<b>C. Travel</b>								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>								
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL BUDGET</b>		<b>\$ 221,229</b>	<b>\$ 71,307</b>	<b>\$ 29,106</b>	<b>\$ 3,638</b>	<b>\$ 3,638</b>		<b>\$ 328,918</b>

**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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
	Total:	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
<b>B. Consultant</b>						
	# Consultants	\$ 128,137	\$ 28,715	\$ -		\$ 156,852
	Total:	\$ 128,137	\$ 28,715	\$ -		\$ 156,852
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 143,254</b>	<b>\$ 32,115</b>	<b>\$ -</b>		<b>\$ 175,369</b>

\*Carry Forward FTA 5305(d) grant funding (Contract GOV18, FY 16/17)

#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 support the completion of 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

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### 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 Senior Planner, 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>B. Consultant</b>						
	MPOAC Dues	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
<b>D. Direct Expenses</b>						
	Office Supplies	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Professional Memberships & Dues	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
	Total:	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500
<b>TOTAL BUDGET</b>		\$ -	\$ -	\$ -	\$ 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:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>B. Consultant</b>						
	MPOAC Dues		\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
<b>D. Direct Expenses</b>						
	Office Supplies	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Professional Memberships & Dues	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
	Total:	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500
<b>TOTAL BUDGET</b>		\$ -	\$ -	\$ -	\$ 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)	\$ 314,463	\$ 56,824	\$ -	\$ 14,905	\$ 3,726	\$ 4,411	\$ -	\$ 329,368	\$ 4,411	\$ -	\$ 333,779
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.	\$ 6,738	\$ 1,218	\$ -	\$ -	\$ -	\$ 22,327	\$ 69,800	\$ 6,738	\$ 22,327	\$ -	\$ 29,065
6	Public Inv.	\$ 47,063	\$ 8,504	\$ -	\$ 494	\$ 123	\$ -	\$ -	\$ 47,557	\$ -	\$ -	\$ 47,557
7	Special Proj.	\$ 221,229	\$ 39,976	\$ -	\$ 71,307	\$ 17,827	\$ -	\$ -	\$ 321,642	\$ 3,638	\$ 3,638	\$ 328,918
8	Local Funds	\$ -	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500
TOTAL:		\$ 687,026	\$ 124,146	\$ 3,500	\$ 86,706	\$ 21,676	\$ 26,738	\$ 69,800	\$ 802,838	\$ 30,376	\$ 7,138	\$ 840,352

\*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	\$ 319,463	\$ 14,905	\$ -	\$ 4,411	\$ -	\$ 338,779	\$ 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.	\$ 6,738	\$ -	\$ -	\$ 22,327	\$ -	\$ 29,065	\$ -	\$ -	\$ 69,800
6	Public Inv.	\$ 47,063	\$ 494	\$ -	\$ -	\$ -	\$ 47,557	\$ -	\$ 4,030	\$ -
7	Special Proj.	\$ 221,229	\$ 100,413	\$ 3,638	\$ -	\$ 3,638	\$ 328,918	\$ -	\$ 282,727	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 687,026	\$ 115,812	\$ 3,638	\$ 26,738	\$ 7,138	\$ 840,352	\$ 5,000	\$ 298,217	\$ 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 2021/22 FTA 5305(d)		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match						
1	Admin (Less 1B)	\$ 320,588	\$ 57,930	\$ -	\$ 51,711	\$ 12,928	\$ 4,152	\$ -	\$ 372,299	\$ 4,152	\$ -	\$ 376,451
1B	CFMPOA*	\$ 5,000	\$ 904						\$ 5,000		\$ -	\$ 5,000
2	Data/Safety	\$ 15,428	\$ 2,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ 15,428
3	LRP	\$ 34,832	\$ 6,294	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,832	\$ -	\$ -	\$ 34,832
4	SRP	\$ 25,360	\$ 4,583	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ 25,360
5	Public Trans.	\$ 6,345	\$ 1,147	\$ -	\$ -	\$ -	\$ 23,371	\$ 50,000	\$ 6,345	\$ 23,371	\$ -	\$ 29,716
6	Public Inv.	\$ 48,499	\$ 8,764	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,499	\$ -	\$ -	\$ 48,499
7	Special Proj.	\$ 143,254	\$ 25,886	\$ -	\$ 32,115	\$ 8,029	\$ -	\$ -	\$ 175,369	\$ -	\$ -	\$ 175,369
8	Local Funds	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL:		\$ 599,306	\$ 108,295	\$ 2,500	\$ 83,826	\$ 20,956	\$ 27,523	\$ 50,000	\$ 683,132	\$ 27,523	\$ 2,500	\$ 713,155

\*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 and Polk 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	\$ 325,588	\$ 51,711	\$ -	\$ 4,152	\$ -	\$ 381,451	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 15,428	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ -
3	LRP	\$ 34,832	\$ -	\$ -	\$ -	\$ -	\$ 34,832	\$ -	\$ 4,710	\$ -
4	SRP	\$ 25,360	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ -
5	Public Trans.	\$ 6,345	\$ -	\$ -	\$ 23,371	\$ -	\$ 29,716	\$ -	\$ -	\$ 50,000
6	Public Inv.	\$ 48,499	\$ -	\$ -	\$ -	\$ -	\$ 48,499	\$ -	\$ 7,280	\$ -
7	Special Proj.	\$ 143,254	\$ 32,115	\$ -	\$ -	\$ -	\$ 175,369	\$ -	\$ 156,852	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 599,306	\$ 83,826	\$ -	\$ 27,523	\$ 2,500	\$ 713,155	\$ 5,000	\$ 169,342	\$ 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	FTA 5305(d) Carry Forward			TD	Local	Total
			FTA	FDOT	Local			
<b>A. Personnel</b>								
Salaries and Fringe Benefits	\$ 413,621	\$ 16,500	\$ -	\$ -	\$ -	\$ 22,327	\$ -	\$ 452,448
<b>Subtotal:</b>	<b>\$ 413,621</b>	<b>\$ 16,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 22,327</b>	<b>\$ -</b>	<b>\$ 452,448</b>
<b>B. Consultant Services</b>								
Consultant Services	\$ 206,034	\$ 60,301	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 500	\$ 266,835
<b>Subtotal:</b>	<b>\$ 206,034</b>	<b>\$ 60,301</b>	<b>\$ 29,106</b>	<b>\$ 3,638</b>	<b>\$ 3,638</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ 303,217</b>
<b>C. Travel</b>								
Travel	\$ 9,864	\$ 1,573	\$ -	\$ -	\$ -	\$ 1,069	\$ 500	\$ 13,006
<b>Subtotal:</b>	<b>\$ 9,864</b>	<b>\$ 1,573</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,069</b>	<b>\$ 500</b>	<b>\$ 13,006</b>
<b>D. Direct Expenses</b>								
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
<b>Subtotal:</b>	<b>\$ 18,253</b>	<b>\$ 2,184</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,450</b>	<b>\$ 2,500</b>	<b>\$ 24,387</b>
<b>E. Indirect Expenses</b>								
Marion County Cost Allocation	\$ 39,254	\$ 6,148	\$ -	\$ -	\$ -	\$ 1,892	\$ -	\$ 47,294
<b>SubTotal:</b>	<b>\$ 39,254</b>	<b>\$ 6,148</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,892</b>	<b>\$ -</b>	<b>\$ 47,294</b>
<b>Revenues</b>	<b>\$ 687,026</b>	<b>\$ 86,706</b>	<b>\$ 29,106</b>	<b>\$ 3,638</b>	<b>\$ 3,638</b>	<b>\$ 26,738</b>	<b>\$ 3,500</b>	<b>\$ 840,352</b>
<b>Expenditures</b>	<b>\$ 687,026</b>	<b>\$ 86,706</b>	<b>\$ 29,106</b>	<b>\$ 3,638</b>	<b>\$ 3,638</b>	<b>\$ 26,738</b>	<b>\$ 3,500</b>	<b>\$ 840,352</b>



**ESTIMATED BUDGET DETAIL FISCAL YEAR (FY) 2021/2022**

<b>JULY 1, 2021 - JUNE 30, 2022 BUDGET</b>					
<b>Budget Category/Description</b>	<b>FHWA (PL)</b>	<b>FTA 5305(d) FY 21/22</b>	<b>TD</b>	<b>Local</b>	<b>Total</b>
<b>A. Personnel</b>					
Salaries and Fringe Benefits	\$ 408,086	\$ 11,499	\$ 23,371	\$ -	\$ 442,956
<b>Subtotal:</b>	<b>\$ 408,086</b>	<b>\$ 11,499</b>	<b>\$ 23,371</b>	<b>\$ -</b>	<b>\$ 442,956</b>
<b>B. Consultant Services</b>					
Consultant Services	\$ 145,127	\$ 28,715	\$ -	\$ 500	\$ 174,342
<b>Subtotal:</b>	<b>\$ 145,127</b>	<b>\$ 28,715</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ 174,342</b>
<b>C. Travel</b>					
Travel	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
<b>Subtotal:</b>	<b>\$ 1,592</b>	<b>\$ 9,149</b>	<b>\$ 1,100</b>	<b>\$ -</b>	<b>\$ 11,841</b>
<b>D. Direct Expenses</b>					
Postage & Freight	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
Advertising - Legal	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
Insurance Premiums (Marion County)	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
Printing & Binding (Educational)	\$ 415	\$ 552	\$ 20	\$ -	\$ 987
Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ 100	\$ 4,402
Operating - Computer Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
Dues & Memberships	\$ -	\$ -	\$ -	\$ 1,900	\$ 1,900
Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ 3,690
<b>SubTotal:</b>	<b>\$ 17,965</b>	<b>\$ 4,793</b>	<b>\$ 1,195</b>	<b>\$ 2,000</b>	<b>\$ 25,953</b>
<b>E. Indirect Expenses</b>					
Marion County - Cost Allocation	\$ 26,536	\$ 29,670	\$ 1,857	\$ -	\$ 58,063
<b>SubTotal:</b>	<b>\$ 26,536</b>	<b>\$ 29,670</b>	<b>\$ 1,857</b>	<b>\$ -</b>	<b>\$ 58,063</b>
<b>Revenues</b>	<b>\$ 599,306</b>	<b>\$ 83,826</b>	<b>\$ 27,523</b>	<b>\$ 2,500</b>	<b>\$ 713,155</b>
<b>Expenditures</b>	<b>\$ 599,306</b>	<b>\$ 83,826</b>	<b>\$ 27,523</b>	<b>\$ 2,500</b>	<b>\$ 713,155</b>

**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)**  
**STATEMENTS AND ASSURANCES**

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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)**  
**STATEMENTS AND ASSURANCES**

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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)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**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)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**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  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

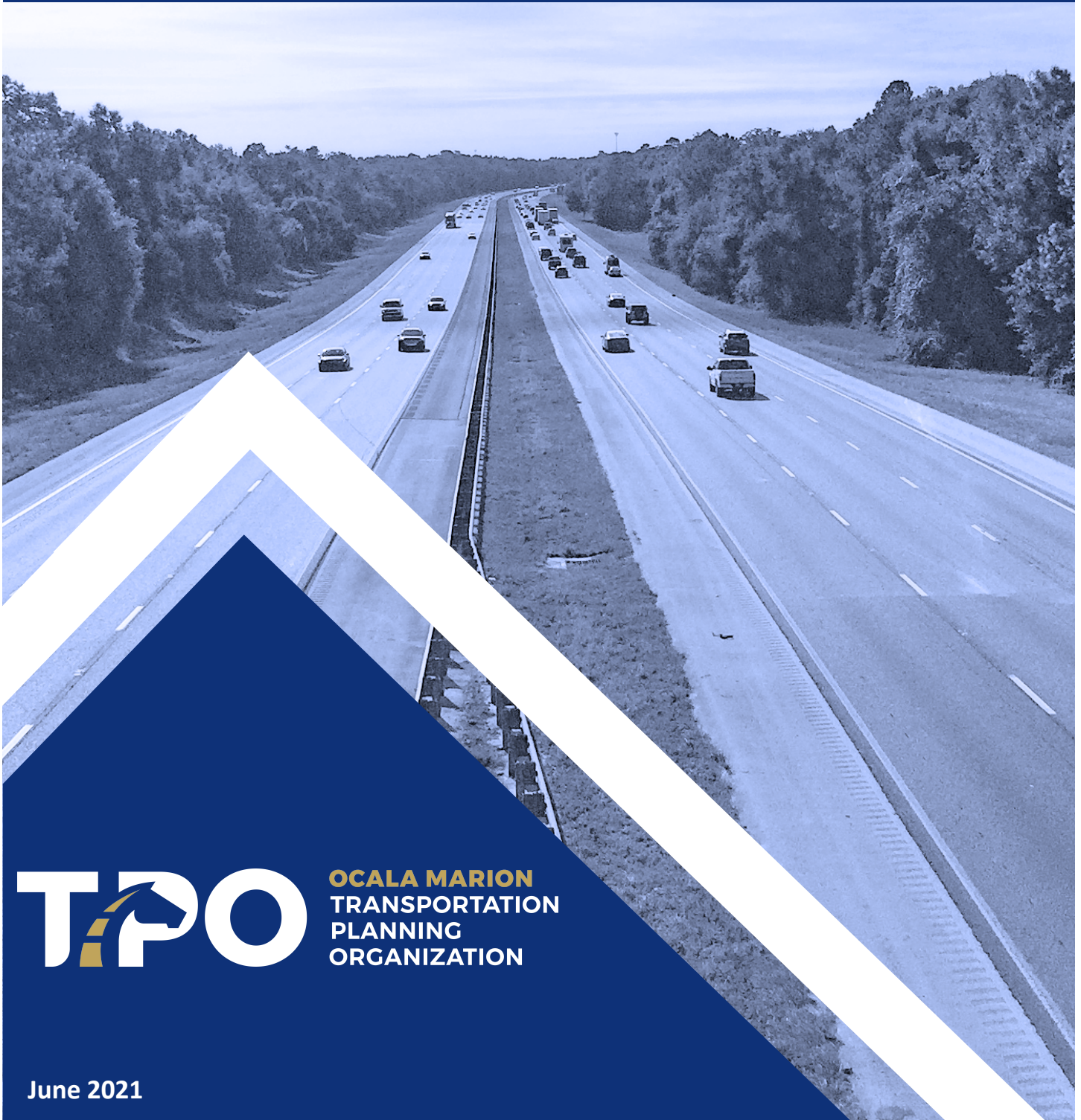
525-010-08  
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05/18

- (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



**TPO** **OCALA MARION**  
TRANSPORTATION  
PLANNING  
ORGANIZATION

June 2021

ACRYONYM	NAME	DESCRIPTION
3-C	Comprehensive, Continuing and Cooperative	A Comprehensive, Continuing and Cooperative (3C) process is required for all Metropolitan Planning Organizations (MPO) 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 (ADA) 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. ATMS 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.
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.

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 - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> ).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> ).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> ).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
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 part of the project.

ACRYONYM	NAME	DESCRIPTION
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 the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- <a href="https://jobs.myflorida.com/go/Department-of-Transportation/2817700/">https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/</a> ).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FMTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development into the future.
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.
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 to June 30. The Federal Fiscal Year is from October 1 to September 30.

ACRYONYM	NAME	DESCRIPTION
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 HSIP 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.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) 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.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
LRTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: <a href="https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/">https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/</a> .

ACRYONYM	NAME	DESCRIPTION
LOTTR	Level of Travel Time Reliability	The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS).
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 as an MPO, 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 Area	A 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.
NTD	National Transit Database	The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems.
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. 103(b) (23CFR500).

ACRYONYM	NAME	DESCRIPTION
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - <a href="https://www.fdotd7studies.com/what-is-a-pde-study.html">https://www.fdotd7studies.com/what-is-a-pde-study.html</a> ).
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.
PM	Performance Management	Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals.
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.
PTASP	Public Transportation Agency Safety Action Plan	A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system.
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 and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - <a href="https://www.fdot.gov/planning/sis/default.shtm">https://www.fdot.gov/planning/sis/default.shtm</a> ).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding 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.



ACRYONYM	NAME	DESCRIPTION
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.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
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.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
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.
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.

ACRYONYM	NAME	DESCRIPTION
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation (Definition taken from Reconnecting America- <a href="http://www.reconnectingamerica.org">www.reconnectingamerica.org</a> ).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
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.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
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 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.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
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 13<sup>th</sup> 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		-	-
<b>Actual Budgeted Allocation</b>		<b>\$ 51,095</b>	<b>\$ 46,026</b>

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

Marion County Board of County Commissioners  
 Detail of Cost Allocation  
 Proposed Fiscal Year 2021-22

105100      BR407, 408, 409      BR407, 408, 409

Type of Central Service	TPO 2019-20	TPO 2020-21	TPO 2021-22
Independent Audit Fee	308	73	346
Clerk of the Circuit Court - Finance	4,096	1,864	5,790
Clerk of the Circuit Court - Internal Auditor	735	202	1,040
Clerk of the Circuit Court - Budget	5,150	8,780	13,592
BCC Records	697	958	614
Records Center	-	-	-
County Attorney	3,897	218	155
County Administration	4,127	6,208	5,151
Information Systems	8,132	16,476	23,367
Human Resources	5,577	3,143	3,374
Procurement	8,964	-	186
Human Resources - Clinic	176	230	103
Facilities Management	9,236	7,874	8,356
Public Safety Radio	-	-	-
MSTU / Assessments Office	-	-	-
Tax Collector (Assessment)	-	-	-
Property Appraiser (Assessment)	-	-	-
Total Costs Identified	\$ 51,095	\$ 46,026	\$ 62,074
Identified Costs not Allocated	-	-	-
<b>Actual Budgeted Allocation</b>	<b>\$ 51,095</b>	<b>\$ 46,026</b>	<b>\$ 62,074</b>
Property Tax @100%			
Assessment @100%			
Tax/Assessment @100%			
Max Cost Allocation			
Limit by Ordinance			



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: TPO Board Election of Officers**

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**Summary**

Per Board Bylaws, members must elect a new Chair and Vice-Chair to serve one-year rotational terms at the last board meeting of the calendar year. In 2021, the current officers are:

- Chair, Marion County Commissioner Michelle Stone
- Vice-Chair, City of Ocala Councilman Ire Bethea

**Action Requested**

Elect a Board Chair and Vice-Chair for 2022. The officers will begin their terms as Chair and Vice-Chair on January 1, 2021.

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



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: TPO Appointments to the Florida Metropolitan Planning Organization Advisory Council (MPOAC)**

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**Summary**

On an annual basis, the Board selects two representatives to serve the Florida MPOAC. The MPOAC is a statewide transportation planning and policy organization devoted to serving the 27 MPO/TPO's in Florida. The MPOAC consists of a Governing Board, with one representative and one alternate from all MPO/TPO's. The MPOAC has a Staff Directors Advisory Committee, which is represented by the TPO Director. In 2022, the MPOAC Governing Board will meet quarterly in Orlando. The 2022 schedule is currently not available.

The TPO's current 2021 Governing Board member and alternate member are as follows.

MPOAC (1 member, 1 alternate)

Governing Board Member: Marion County Commissioner Craig Curry

Alternate Member: City of Dunnellon Councilwoman Valerie Hanchar

**Action Requested**

Appoint one member and one alternate member for 2022.

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



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: TPO Appointments to the Central Florida MPO Alliance**

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**Summary**

On an annual basis, the Board selects representatives to serve the Central Florida MPO Alliance. The Central Florida MPO Alliance is a coalition of six MPO/TPO's within the larger Central Florida region. The Alliance is 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 2022, the Alliance will meet quarterly in Orlando. Attached is the approved 2022 meeting schedule.

<https://metroplanorlando.org/board-committees/central-florida-mpo-alliance>

The TPO's current 2021 delegates and alternate are as follows.

Central Florida MPO Alliance (2 members, 1 alternate, 1 TPO Director)

Member: Marion County Commissioner Michelle Stone (incoming 2022 Chair)

Member: City of Ocala Councilman Ire Bethea

Alternate Member: Marion County Commissioner Craig Curry

**Action Requested**

Appoint two delegate members and one alternate for 2022.

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



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## Approved 2022 Meeting Schedule<sup>1</sup>

(All meetings are scheduled to begin at 10:00 a.m.)

**LOCATION:** MetroPlan Orlando  
250 S. Orange Avenue, Suite 200  
Orlando, FL 32801

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### Date

February 4, 2022\*

April 8, 2022

June 8, 2022<sup>2</sup>

October 7, 2022

#### NOTE(S):

<sup>1</sup> In 2018, the Alliance approved a meeting schedule of three (3) times per year: January/February, April, and September/October. Staff will propose winter and fall dates contingent upon the Priority Project List adoption schedule.

<sup>2</sup> Staff recommends a joint meeting with the Sun Coast TPA in 2022.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Proposed 2022 Board Meeting Schedule**

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**Summary**

Per TPO Board bylaws, regular board meetings shall be held at least quarterly. Based on a review of anticipated business items and key deadlines in 2022, a total of nine board meetings are proposed. This includes a board meeting and 2045 Long Range Transportation Plan (LRTP) amendment public hearing in April and a board meeting on the 5th Tuesday of November. The proposed meeting schedule is included with this memo.

**Attachment(s)**

- Proposed 2022 Schedule

**Action Requested**

Approve a schedule for TPO Board meetings in 2022.

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



# 2022 TPO Board Proposed Meeting Schedule

Ocala Marion Transportation Planning Organization (TPO)  
 2710 E. Silver Springs Blvd., Ocala, FL 34470  
 Ocalamariontpo.org  
 (352) 438-2630

## Transportation Planning Organization (TPO) Board – 4:00 p.m.

All scheduled TPO Board meetings are held on the fourth Tuesday of the month.  
 TPO Board meetings will be held at the Marion County Board of County Commissioners Auditorium,  
 601 SE 25<sup>th</sup> Ave., Ocala, FL 34471

January 25, 2022
February 22, 2022
March 22, 2022
*April 26, 2022
May 24, 2022
June 28, 2022
August 23, 2022
September 27, 2022
#November 29, 2022

\* TPO Board Meeting and 2045 Long Range Transportation Plan (LRTP) Amendment Public Hearing

#Please note the proposed meeting date is the 5<sup>th</sup> Tuesday of the month

### Meeting Deadlines and Public Notices

TPO Board meetings take place on the 4th Tuesday of the month when scheduled.

### Agenda Item Submission Deadlines:

- To TPO by **Friday 5:00 PM**, prior to the Tuesday 7-day public notice.  
 (12 days in advance of meeting)

### Agenda and Public Notices:

- Public notices and agendas are sent 7-days prior to the meeting per Florida Sunshine Law, Board Bylaws and the TPO's adopted Public Participation Plan (PPP).

### Contacts for Agenda Items:

Shakayla Irby	Shakayla.Irby@marionfl.org
Rob Balmes	Rob.Balmes@marionfl.org





**TO: TPO Board Members**

**FROM: Amanda Tart, Executive Director**

**RE: TPO Director Annual Performance Evaluation**

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**Summary**

According to the Staff Services Agreement between the TPO and Marion County, the TPO Chairman is responsible for the annual performance evaluation of the TPO Director using the County performance evaluation process.

On July 27, 2021, an evaluation form was submitted to each TPO Board member for completion. That information was collected by the Marion County Executive Director and is attached to this agenda item for review.

**Attachment(s)**

- TPO Director Annual Performance Evaluation

**Action Requested**

Action is requested to approve the TPO Director Annual Performance Evaluation

If you have any questions, please contact me at 352-438-2348.

## Director and ACA Evaluation

Robert Balmes

### Organizational Principles and Values

Element	Focus	Percent Weight	Score	Points Awarded
Organizational Values	<p><b>Dedication to Serve</b> Display</p> <p>positive acceptance and <b>respect</b> towards others. Encourage others on one's team, management, subordinates and self. Adapt behavior to others' styles; interact positively with people who have different values, cultures, or backgrounds; display <b>humbleness</b>; be of service to difficult people; optimize the benefits of having a diverse workforce. Cooperate with others to accomplish common goals; works with employees within and across his/her department to achieve shared goals; treat others with dignity and respect and maintains a friendly demeanor; value the contributions of others.</p>	10%	5	0.50
	<p><b>Stone: Rob is extremely cooperative and works well both within the department and across the County. He interacts well with his peers across the District, MPO and with FDOT.</b></p>			
	<p><b>Professional Operations</b></p> <p>Show <b>commitment</b>, be tactful, maintain confidentiality and foster an ethical work environment; prevent inappropriate behavior by coworkers; give proper credit to others; handle all situations with <b>integrity</b>. Maintain a demeanor that demonstrates competence, reliability, consistency, composure and self-awareness; a job-appropriate personal image that represents credibility and attention-to-detail; a work environment that displays organization and order. Able to act in accordance with established guidelines; follow standard procedures in crisis situations; communicate and enforce organizational policies and procedures; recognize and constructively conform to unwritten rules or practices.</p>	10%	5	0.50
	<p><b>Comments</b></p>			
	<p><b>Resource Stewardship</b> Accept</p> <p>accountability for actions and outcomes, both for self and for contributions as a team member; display a strong commitment to organizational success and inspire others to commit to goals; accept constructive criticism positively. Able to persist despite obstacles; exercise self-discipline; complete tasks right the first time; follow through on obligations; work extra hours when needed; maintain confidentiality and show a sense of urgency about getting results. Works with supervisor in building an effective team; objectives, talents and efforts are directed toward the needs of the department; improved methods are suggested or readily tried to improve effectiveness of employee's duties; new and additional assignments are accepted and performed. Embraces new technology implementations; troubleshoots problems; uses technology to increase productivity; keeps technical skills up to date.</p>	10%	5	0.50
<p><b>Comments</b></p>				

**Leadership Values**

Element	Focus	Percent Weight	Score	Points Awarded
Leadership Competencies	<b>Initiative</b> volunteers readily, undertakes self-development, initiates and/or seeks increased responsibility. Takes independent actions and calculated risks. Looks for and takes advantage of opportunities and asks for help when needed. Participates in community outreach activities, programs and organizations that provide positive exposure and align with the organization's goals. Actively develops community contacts and creates and or strengthens community partnerships.	Employee 10%	4	0.40
	<b>Comments</b>			
	<b>Judgment</b> displays willingness to make decisions. Exhibits sound and accurate judgment. Supports and explains reasoning for decisions. Includes appropriate people in decision-making process. Makes timely decisions. Able to take action in solving problems while exhibiting judgement and a realistic understanding of issues; able to use reason even when dealing with emotional topics; review facts and weigh options. Able to remain open-minded and change opinions on the basis of new information; perform a wide variety of tasks and change focus quickly as	Employee 10%	5	0.50
	<b>Comments</b>			
	<b>Delegation</b> Delegates work assignments, matches the responsibility to the person, gives authority to work independently. Sets expectations and monitors delegated activities. Provides recognition for results.	5%	5	0.25
	<b>Comments</b>			
<b>Interpersonal Skills</b> Demonstrates accuracy and thoroughness. Exhibits confidence in self and others. Inspires respect and trust, reacts well under pressure, shows courage to take action. Motivates others to perform well. Works effectively with subordinates, peers, supervisor and the public. Exemplifies and encourages teamwork and cooperation. Partners with other departments. Welcomes and seeks constructive feedback on performance.	10%	4	0.40	
<b>Comments</b>				

**Technical Competencies**

Element	Focus	Percent Weight	Score	Points Awarded
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Technical Competencies

<b>Customer Service</b> responsive and effective customer service that addresses the diverse needs of all citizens, fellow BCC employees and vendors.	Provides	10%	5	0.50
<b>Comments</b>				
<b>Communication</b> to clearly present information through the spoken or written word; read and interpret complex information; talk with customers or stakeholders; listen well.	Able	10%	4	0.40
<b>Comments</b>				
<b>Attention to Detail</b> Able to be alert in a high-risk environment; follow detailed procedures and ensure accuracy in documentation and data; carefully monitor gauges, instruments, or processes; concentrate on routine work details, and organize and maintain a system of records.		10%	5	0.50
<b>Comments</b>				
<b>Self Evaluation</b>		5%	5	0.25

**TOTAL SCORE**

**4.70**

## **Ocala/Marion County Project Status Update as of September 30, 2021**

The following is a brief status update on major FDOT road construction projects in Marion County. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Anna Taylor at 386-943-5499 or via email at [Anna.Taylor@dot.state.fl.us](mailto:Anna.Taylor@dot.state.fl.us).

### **Upcoming Projects**

#### **441136-1 Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split.**

- Contractor: Anderson Columbia Inc.
- Estimated Start: October 2021
- Estimated Completion: Summer 2022
- Project Cost: \$17.8 million

#### **Milling and resurfacing various locations in Marion County (FDOT Financial Information Number 423391-1)**

- Contract: E5V61
- Contractor: Anderson-Columbia Inc.
- Estimated Start: September 2021
- Estimated Completion: TBD

### **Current Projects**

#### **439238-1 Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200**

- Contract: T5675
- Contractor: D.A.B. Constructors, Inc.
- Start: January 2021
- Estimated Completion: Fall 2021
- Cost: \$15.7 million
- Update: DAB Constructors of Inglis has stopped work. The reason why work on US441 from SR 35 to SR 200 has stopped is because the contractor assigned to this project has gone out of business. We are now waiting for a new company to be assigned to this project. The surety company that insures this project is responsible for finding another contractor who meets FDOT qualifications to finish the job. This is a news article about the work stoppage [DAB Constructors stop work - Citrus County Chronicle](#) The completion date could be pushed back to late 2021 or later as a result of this development.

**431798-3 Widen Northeast 36<sup>th</sup> Avenue to four lanes and construction of bridges over CSX rail line (FDOT Financial Information Number 431798-3)**

- Contract: E5Z71
- Contractor: SEMA Construction, Inc.
- Start: Summer 2019
- Estimated Completion: Summer 2021
- Cost: \$17 million
- Update: This job is effectively finished but a subcontractor called Powercore quit the job before it installed light poles. Department assigned SEMA to finish installation of light poles. This development is estimated to be completed on November 3, 2021. Team is working on minor repairs, finishing installation of light poles, bringing bridge up to code for inspection, and making sure crosswalk in front of Panther Printing is ADA compliant.

**441366-1 Converting full median openings to directional medians, closing three of the existing full median openings, and extending some of the turn lanes between Northwest 27<sup>th</sup> Avenue and Martin Luther King Jr. Avenue in Ocala.**

- Contract: T5710
- Contractor: CW Roberts Contracting
- Start: July 2021
- Estimated Completion: Fall 2021
- Cost: \$627,000
- Update: Work began July 6 and is proceeding as expected. Median widening operations have begun for this project. Daytime lane closures with restrictions are put in place Monday-Friday Between 9am and 4pm for the duration of the project. This daytime lane closure was granted due to rain delays and because of the upcoming completion date in the next 30 days. Contractor wants to continue production at an effective rate to complete work in the time allotted.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) 2022 Officers**

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**Summary**

On October 12, 2021, the members of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) elected officers for 2022. The officers are as follows:

**Technical Advisory Committee (TAC)**

- Mickey Thomason, Chair
- Elton Holland, Vice-Chair

**Citizens Advisory Committee (CAC)**

- Richard McGinley, Chair
- Michelle Shearer, Vice-Chair

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