



TPO Board Meeting

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

August 23, 2022

4:00 PM

AGENDA

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
2. **ROLL CALL**
3. **PROOF OF PUBLICATION**
4. **CONSENT AGENDA**
 - A. **TPO Meeting Minutes – June 28, 2022** (Page 3)
 - B. **Director Travel** (Page 22)
 - C. **Director Conference Travel Request** (Page 33)
5. **ACTION ITEMS**
 - A. **Fiscal Years (FY) 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment** (Page 38)
Staff is requesting approval of an amendment to include de-obligation funding.
 - B. **Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment** (Page 170)
Staff is requesting approval of a TIP amendment to include de-obligation funding.
 - C. **Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Roll Forward Amendment** (Page 173)
Staff is requesting approval of a TIP amendment to include Roll Forward Projects for FY 2023.
 - D. **TPO Staff Position Reclassification** (Page 420)
Staff is requesting approval of the reclassification of a professional planner position.

6. **PRESENTATIONS**
 - A. **SunTran Draft Transit Development Plan (TDP) Update** (Page 426)
A presentation by Steven Neal of SunTran.
 - B. **Marion Transit Overview** (Page 454)
A presentation by Clayton Murch of Marion Transit.
 - C. **TPO Financial Report** (Page 478)
A presentation by Liz Mitchell of the TPO.
6. **COMMENTS BY FDOT**
 - D. **Construction Report** (Page 480)
7. **DISCUSSION ITEM**
 - A. **Florida Metropolitan Planning Organization Advisory Council (MPOAC) Update** (Page 482)
An update provided by Commissioner Craig Curry and Rob Balmes.
8. **COMMENTS BY TPO STAFF**
 - A. **Stop on Red Week Community Safety Event**
 - B. **Commitment to Zero Safety Action Plan Update** (Page 505)
 - C. **Census Urban Boundary and Functional Classification Update** (Page 506)
 - D. **2045 Long Range Transportation Plan Amendment Update** (Page 526)
9. **COMMENTS BY TPO MEMBERS**
10. **PUBLIC COMMENT (Limited to 2 minutes)**
11. **ADJOURNMENT**

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

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

The next regular meeting of the Ocala Marion Transportation Planning Organization will be held on September 27, 2022.



TPO Board Meeting

Marion County Commission Auditorium

601 SE 25th Avenue, Ocala, FL 34471

June 28, 2022

4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Councilmember Kristen Dryer
Mayor Kent Guinn
Councilmember James Hilty
Commissioner Ronald Livsey
Commissioner Michelle Stone
Mayor Bill White

Members Not Present:

Commissioner Kathy Bryant
Commissioner Craig Curry
Commissioner Jeff Gold
Councilmember Barry Mansfield
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Rakinya Hinson, FDOT
Mike McCammon, FDOT
Sean Lanier, City of Ocala
Peter Lee, City of Ocala
Darren Park, City of Ocala
Tracy Straub, Marion County
Elton Holland, Marion County Office of County Engineer
Ken Odom, Marion County Growth Services
Jeff Shrum, Marion County Growth Services
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Ire Bethea called the meeting to order at 4:01pm 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 June 21, 2022. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

Ms. Stone made a motion to approve the Consent Agenda. Ms. Dreyer seconded, and the motion passed unanimously.

Item 5A. General Planning Consultant (GPC) Contract Modifications

Mr. Balmes presented and said that in May 2022, the Florida Department of Transportation (FDOT) Model Development Transit Office conducted a review of the TPO's Procurement packages and three current General Planning Consultant (GPC) contracts.

Based upon their review, the Transit Office requested the inclusion of specific Federal Transit Administration (FTA) Clauses associated with Professional Services/Architectural Engineering Services in all updated contracts and new procurement packages.

As a sub-recipient of FTA funding through the FDOT, the TPO had been federally required to include all applicable FTA Clauses.

On June 8, TPO staff met with the Marion County Procurement Services Department, and determined the most appropriate action is to amend the three current GPC contracts to include the applicable FTA Clauses. In addition, an internal procurement policy had been developed to ensure all future TPO procurements and contracts include applicable FTA Clauses and other federally required contract language. Three proposed contract amendment documents were included in the meeting packet with the required FTA Clauses for the TPO's current GPC's: Alfred Benesch and Company, Kittelson and Associates, and Kimley Horn and Associates.

Upon Board review and approval, the Contract Amendments would update the master contracts. Alfred Benesch and Company had been on its second Contract Amendment due to a recent name change; Kittelson and Associates and Kimley Horn would be on their first Contract Amendment.

Marion County Procurement Services had also asked the TPO to use the Amendment as an opportunity to include additional revised state Statues for the latter two firms. Procurement

Services would also follow their contract approval process through the Board of County Commissioners (BOCC) on July 7, 2022.

Ms. Stone made a motion to approve the GPC Contract Modifications. Mr. Hilty seconded, and the motion passed unanimously.

Item 5B. Draft Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP)

Mr. Balmes presented and the draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. As a follow up to the draft TIP presentation at the Board meeting on May 24, Mr. Balmes shared comments received from partner agencies and the public at the June 28 meeting.

To date, the TPO had received feedback from the Florida Department of Transportation (FDOT) and three comments from the public.

The following provides comments and updates made to the draft the FY 2023 to 2027 draft TIP since presented to the Board on May 28.

- **Public Comments:** The review period was from May 3 to June 24, 2022. *A summary of public comments are attached to page 10 of this set of minutes for reference.*
- **Partner Comments:** FDOT performed a review of the draft TIP document. *A summary of public comments are attached to pages 11-14 of this set of minutes for reference.*
- **TIP Document Project Update:** FDOT requested the addition of one project to the draft TIP. The project summary page is included with this memo and in the revised draft TIP document.
 - **FM 449764-1:** I-75 Intelligent Transportation System (ITS) Communication System
 - TIP Funding: \$954,356 (Total project cost is \$1,140,212)
 - Phase: Construction
 - Year: Fiscal Year 2023
 - Description: The installation of ITS communication on 24.07 miles of I-75 from mile marker 325 to 349.

Ms. Stone made a motion to approve the FY 2023 to 2027 TIP. Ms. Dreyer seconded, a roll-call vote was called and the motion passed unanimously.

Item 5C. Annual Lists of Priority Projects (LOPP)

Mr. Balmes presented and said that at the Board meeting in May, the initial **draft 2022 List of Priority Projects (LOPP)** lists were shared and discussed. At the meeting, the Board received walk-on comments regarding project rankings from Commissioner Michelle Stone. These comments supported a discussion regarding the current draft lists. As outlined at the meeting by staff, the initial draft lists were based solely on the raw scores tied to the Board-adopted LOPP Policies and Procedures guidance document in April.

Approved –

Per the Board to staff, further follow up was requested to obtain comments on the draft rankings from Technical Advisory Committee (TAC) members.

As part of the review process of draft project rankings, TPO staff received an additional set of comments from Councilmember Dreyer. Staff also received direct feedback from Mayor Guinn.

Mr. Balmes shared with the Board three recommendations based on feedback received at the June 14 Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) regularly scheduled meetings.

CAC Recommendations:

1. Defer to the TAC and Board regarding any adjustments to the rankings. CAC requested to receive a presentation by staff in August to view the final set of project lists and rankings.
2. One exception – Trails List. Rank the Pruitt Trail projects as #4 (from SR 200 to Trailhead) and #5 (Trailhead to Bridges Road) respectfully. Revised rankings reflect the importance of continuity and funding both projects in a timely manner.

TAC Recommendation:

1. Maintain original draft scored rankings for all project lists based on the Board adopted LOPP Policies and Procedures Guidance. TAC defers to Board regarding any project ranking adjustments through the Strategic Refinement process.

TPO Staff Recommendation:

1. Per the TPO LOPP Policies and Procedures Guidance (*Strategic Refinement*), request Board approval of a revised set of draft LOPP project rankings and lists based upon the incorporation of Board member comments. Board member comments are included as reference.
 - a. Commissioner Stone (*attached to this set of minutes on pages 15-16 for reference*)
 - b. Councilmember Dreyer (*attached to this set of minutes on pages 17-18 for reference*)
 - c. Mayor Guinn (no attachment – Emphasis on ranking 44th Street projects as highest priorities)

Based upon the three sets of Board comments/feedback, staff discussed the comments on June 14 with the Citizens Advisory Committee (CAC) and TAC at their regularly scheduled meetings. Part of the discussion involved making modifications to the LOPP project rankings. The end goal was to make formal recommendations to the Board.

Ms. Stone inquired about the details of project 449443-1 ranked #17: NE 8th Ave from SR 40 to SR 492.

Mr. Sean Lanier, City Engineer for the City of Ocala addressed the board and said on NE 8th Ave from SR 40 to SR 492 there had been a road diet reduction down to one lane and a roundabout would be placed at the intersection along with replaced street lights. In the future, there was also plans of a couple of other roundabouts at intersections on NE 8th Ave. The roundabouts would be placed before reaching the railroad.

Mayor Guinn made a comment that he was not a fan of roundabouts and did not see a need for roundabouts as the roadway had seemed to be working well without them.

Mayor Guinn asked for clarification on funding for the North/South 44th Ave project.

Mr. Lanier said that the Governor had signed off on the bill that would provide \$8 million and would be effective in the FDOT budget on July 1st. Also, an agreement had been executed with FDOT for \$1 million that had been approved in the last legislative session and the City had received the funds to do the phase one of 44th Ave from 42nd St flyover.

Ms. Stone asked about the specifics of the resurfacing and operational improvements Safety and Operation project 431935-1 ranked #7: SR 40 from US 441 to NE 8th Ave.

Mr. Balmes said that Noel Cooper with the City of Ocala had informed that the project was “on the shelf” for the time being and that FDOT planned on doing rehab and resurfacing from 8th into the Ocala Forest on SR 40 over the next few years.

Mr. Lanier said that the project was on hold and was a FDOT project. There would have been some lane width reduction to reduce speed downtown and some median changes and pedestrian crossings. The downtown area was trying to get a left turn lane for east bound travelers turning onto 1st Ave. A lot of the project was esthetic enhancements.

Ms. Stone had some corrections to the 2022 Top 20 Priorities list. *The corrections are provided on page 19 of this set of minutes for reference.*

Ms. Stone added a project #21 SR 35 and SR 40 Intersection Flyover: Flyover of SR 35 to SR 464.

Mayor White asked about the re-rankings of projects were re-ranked.

Mr. Balmes said that the ranking and scoring process was a new methodology and added into the policy was a “Strategic Refinement” that allows for movement on the list based on community needs.

Mayor White asked who viewed the comments and feedback from the TPO board members.

Mr. Balmes explained that the Technical Advisory Committee (TAC) received proposed changes from the TPO board and deferred to the board for modifications. At the staff level, board member comments and combined them to together to reflect all comments from the board members.

Mayor White asked about the background of the Pruitt Trailhead project.

Mr. Elton Holland, Marion County Engineer addressed the board and said that SW 49th from Marion Oaks Trail to SW 95th and said it was an active project and that it had been programmed for engineering, design, right-of-way, and construction. Pruitt had been programmed for a Local Agency Program (LAP) project from SR 200 out to the Pruitt Trailhead and was upcoming with the five year time rising.

Ms. Stone made a motion to accept the seven lists of priority projects with the modification to the top 20 list to top 21 list and the adjustments. Mr. Hilty seconded, and the motion passed unanimously.

Item 5D. 2022 Regional Priorities

Mr. Balmes presented and said that in collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO is annually required to submit a list of regionally significant transportation priority projects. The following three (3) lists summarize the regional lists that require Board approval.

Transportation Regional Incentive Program (TRIP)

The purpose of TRIP is to encourage partnerships for transportation projects that are regionally significant. TRIP funds are awarded by the Florida Department of Transportation (FDOT) and are used to match local or regional funds up to 50% of the total project costs. To be eligible, there must be a 50% local match commitment and endorsement of the project by three contiguous counties to receive consideration (two in addition to Marion).

In 2021, the TPO submitted two projects for submission to the CFMPOA TRIP Priority List.

- Marion Oaks Manor Extension – Marion Oaks Manor to CR 42 Flyover at I-75
- County Road 484 – SW 49th Avenue to CR 475A

Strategic Intermodal System (SIS) Needs

The current SIS Needs list is based on existing unfunded needs to support improvements in Marion County. Currently, four projects are listed in Marion County.

- I-75 Interchange at SR 40 from SW 40th to SW 27th
- SR 40 from end of Four Lanes to CR 314
- SR 40 from CR 314 to CR 314A
- SR 40 from CR 314A to Levy Hammock Road

Tier 3 SunTrail Projects

The current Tier 3 SunTrail regional projects list contains four projects in Marion County.

- Silver Springs to Mount Dora – Part of Heart of Florida Trail
- Santos to Baseline Trail – Santos Trailhead – Part of Heart of Florida Trail
- Pruitt Trail – Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Trail
- Nature Coast Connector – Dunnellon to Chiefland – Part of the Nature Coast Trail

Committee and TPO Staff Recommendations:

Transportation Regional Incentive Program (TRIP)

- The Technical Advisory Committee (TAC) recommends the following three projects to the 2022 TRIP list.
 - Marion Oaks Manor Extension: Marion Oaks Manor to CR 42 Flyover at I-75
 - County Road 484: SW 49th Avenue to CR 475A
 - **Add** – NW/SW 44th Avenue: SR 200 to US 27

Strategic Intermodal System (SIS)

- TPO Staff recommends the following 2022 SIS list.
 - I-75 Interchange at SR 40 from SW 40th to SW 27th
 - SR 40 from end of Four Lanes to CR 314

Approved –

- SR 40 from CR 314 to CR 314A
- SR 40 from CR 314A to Levy Hammock Road
- **Add** – I-75 at US 27 Interchange Operations (new)
- **Add** – I-75 from SR 200 to CR 234 Alachua County (new)
- **Add** – I-75 from SR 91 (Turnpike) to SR 200 (new)
- **Add** – I-75 at SR 326 Interchange Operations (new)

Tier 3 SunTrail

- The TAC and Citizens Advisory Committee (CAC) recommend the following four projects to the 2022 SunTrail list.
 - Silver Springs to Mount Dora, Part of Heart of Florida Trail
 - Santos to Baseline Trail: Santos Trailhead, Part of Heart of Florida Trail
 - Pruitt Trail: Pruitt Trailhead to Bridges Road Trailhead, Part of Heart of Florida Trail
 - Nature Coast Connector: Dunnellon to Chiefland, Part of Nature Coast Trail

Mr. Hilty made a motion to accept the 2022 Regional Priorities as presented. Ms. Stone seconded, and the motion passed unanimously.

6. Comments by FDOT

Ms. Rakinya Hinson with the FDOT provided the board with the most current construction report.

Ms. Hinson also commended the TPO on their work on the close out for the end of the fiscal year June 30th.

Mayor White asked about the construction project to widen US 41 north of Dunnellon.

Mr. Michael McCammon, Operations Engineer for FDOT addressed the board and said that the project had been scheduled several times and pushed out due to budgetary issues. As construction cost increase the budget has to be balanced and the project had been moved out of the five year work program. The clearing done on the corridor was completed by Duke Energy in anticipation of the project. The project was tentative in the future but not currently in the five year work program

Mayor White commented that the area was located where Rainbow Springs State Park was located and was a very heavily congested area and the people that live in the Rainbow Springs subdivision often had problems getting onto US 41 due to traffic. Knowing that the project would not be addressed for at least five years was problematic because it was a real issue happening in the present and disappointing because the project had been delayed before.

Item 7. Comments by TPO Staff

Mr. Balmes gave comments on the following:

- The Commitment to Zero Safety Action Plan: Working Group meeting on July 14 and release of a draft Action Plan by August. The TPO would continue to solicit feedback to develop safety improvement strategies through conversations and meetings. The public survey and interactive comment map would also remain open through July 1. This

information be may be accessed via the project website:

<https://ocalamariontpo.org/safety-plan>.

- The Federal Highway Administration (FHWA), Florida Division, recently provided an update regarding the estimated timeframe for activities involving the 2020 Census. Some of the major activities of notable interest to Ocala/Marion County included:
 - By the fall of 2022, the Census Bureau is expected to publish a Federal Registrar notice announcing the official urbanized areas tied to the new methodology.
 - By winter/spring 2023, FHWA/FTA are expected to publish a notice regarding the designation of Transportation Management Areas (TMA) for urban areas over 200,000.
 - Prior to October 2023, states are expected to revisit distribution formula funds for MPOs (CPG-PL) tied to the 2020 census population.

The Florida Department of Transportation (FDOT) had requested to deliver presentations to the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) in August regarding their process to update roadway Functional Classifications and Urban Boundary adjustments. Further information will be provided to the Board in August.

- On June 1, 2022, the TPO published the 2022 Traffic Counts Report and Online Map to serve as a resource to citizens, elected leaders and professionals in Marion County. This report is a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala and the Florida Department of Transportation (FDOT). Included with the meeting packet is the 2022 Traffic Counts report. Please also find below a web-link to the companion Online Map and Story Map. The information may also be accessed at the TPO's Website Transportation Statistics Page:
<https://ocalamariontpo.org/transportation-statistics>
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=684f763711d742f893a1271ab346c28c>
Traffic Counts Online Map
<https://storymaps.arcgis.com/stories/6190ad2ad11c4e99a0d149c9dff71488>
Traffic Counts Story Map

Item 8. Comments by TPO Board Members

Ms. Stone inquired if a study had been done on US 41 that would show the activity where the residents were unable to get out.

Mr. Balmes said that US 41 was identified as a congested corridor in the Congestion Management Plan (CMP) that needed operational and future widening improvements and had also been identified on the high injury network on the Safety Plan.

Mayor White expressed that improvements were needed and that is why it was disappointing to see the project moved off the list again.

Ms. Stone said that at some point there was a need for conversation about a plan for US 41.

Item 9. Public Comments

There were no public comments.

TPO Board Meeting Minutes – June 28, 2022

Approved –

Item 10. Adjournment

The meeting was adjourned by Chairman Bethea at 4:59pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



Draft FY 2023 to 2027 Transportation Improvement Program (TIP)

Public Comments

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. The following public comments were received by the TPO.

- **Comment:** “Please expand I-75 and existing roads before destroying farms, nature, and the springs to build new ones. Once these resources are gone they can never be replaced.”
 - **TPO Response:** Noted for public record. The citizen requested to not receive follow up from the TPO. The comment is part of public record and included in the TIP document for future planning considerations.

- **Comment:** “As a member of the TPO Board who works at Central Florida Community Action Agency and live in Alachua County, one of the things that I've noticed for some of the clients that we serve in Marion County, they have transportation needs to get back and forth to clinical sites that are often located in Belleview, Orlando, etc. I'm not sure if there is some sort of shuttle services that can assist students who are residents and need to travel outside of Marion County for clinicals, work, etc.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.

- **Comment:** “The back and forth regarding opening Ocala Int'l Airport to commercial airlines needs to be resolved in two ways: The designation "International Airport" is misleading. That needs to be changed to something else to reflect the actual air traffic and constituent travel: Regional Airport? Regional Business Airpark? Dump the word "International". Second, a lot of frustration of air travelers having to drive to Orlando or Gainesville could be reduced by a highspeed railway system.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling and other related errors.

Enhancement: Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment MUST be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures or statutes that the document does not conform with.

If a question is categorized, a comment must be included. In addition, if a question is answered with "no", a comment must also be included. Once the checklist is finalized, please share as a PDF.

MPO:	Ocala Marion TPO	Fiscal Years included:	FY 2023-2027
Review #:	1 (Draft)	Date of Review:	5/10/22
		Reviewed by:	LLH

TIP Format & Content

Does the cover page include the MPO name, address correct fiscal years, and provide a location to add the date of adoption? Yes No

No comment [Click here to enter comments](#)

Page Numbers: 1

[Page numbers referenced are page numbers of pdf](#)

Does the Table of Contents show the title of each section with correct page number? Yes No

No comment [Click here to enter comments](#)

Page Numbers: 4

[Click here to enter notes](#)

Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover. Yes No

No comment [Click here to enter comments](#)

Page Numbers: 2

[Click here to enter notes](#)

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms? Yes No

No comment [Click here to enter comments](#)

Page Numbers: 21 and 138

List of fund codes starts on page 21. Glossary of Terms and Acronyms begins on page 138.

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S.].

Yes No

[No comment](#) [Click here to enter comments.](#)

Page Numbers: 20

[Click her to enter notes](#)

Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.] **For consistency guidance, see Section 1. Florida LRTP Amendment Thresholds.**

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 32

[Click here to enter notes](#)

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

No comment [Click here to enter comments](#)

Page Numbers: 102

[Click here to enter notes](#)

Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 7

[Click here to enter notes](#)

If applicable, does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.

Yes No

N/A

No comment [Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 10

[Click here to enter notes](#)

Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

Does the TIP discuss how, once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes No

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(c)]

No comment [Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Does the TIP discuss anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(d)]

[No comment](#) [Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 31

[Click here to enter notes](#)

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, **Department of Economic Opportunity**, FTA, & FHWA?

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

Commissioner Michelle Stone Comments (May 24, 2022)

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1	1
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	7	2
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	3	4
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	5	3
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	8	17
CR 484 - Pennsylvania Avenue Multi-Modal Improvements and Trail, Phase A	0	6	5	5	5	10	10	10	5	0	56	TBD	21	6
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	25	45
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	9	8
SW 44th Avenue (SR 200 to SW 20th Street), 2-lane extension extension <i>Const.</i>	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	2	6
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	4	11
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	NR	7
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	19	12
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	59	3
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	NR	12
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	55	12
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	NR	16
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	15	14
SW 44th Avenue (SR 200 to SW 20th Street), 2-new lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	13	18
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	42	15
SR 35/Baseline Road at SR 464/Maricamp Road, Intersection Flyover	0	2	0	0	10	10	0	10	7	7.5	46.5	TBD	NR	16
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	17	21
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	31	22

SW 80th Ave from 38th St. to SR 40

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	NR	23 ¹⁹
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	57	23
SR 40/SR 35 Intersection Improvement (Roundabout)	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	46	45 ¹⁹
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	65	26
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	70	27
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	26	27 ¹⁰
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	11	29
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	64	29 ¹³
Citywide Sidewalk Improvements (Ocala)	6	10	5	10	0	0	10	0	0	0	41	\$2,104,713	14	29
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	39	32
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	29	33
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	38	33
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	56	35
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	16	36
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	12	37
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	48	37
US 441 (CR 42 to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	22	37
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	24	40 ²⁰
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	27	40
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	28	42
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	43	42
Bellevue to Greenway Trail (Lake Lillian to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	32	44

Councilmember Kristen Dreyer Comments (June 2, 2022)

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1	1
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	7	2
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	3	X 4
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	5	X 17
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	8	X
CR 484 - Pennsylvania Avenue Multi-Modal Improvements and Trail, Phase A	0	6	5	5	5	10	10	10	5	0	56	TBD	21	X
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	25	7
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	9	8
SW 44th Avenue (SR 200 to SW 20th Street), 4-lane Construction	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	2	X 5
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	4	X 11
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	NR	X 6
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	19	12
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	59	X 3
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	NR	X
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	55	X
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	NR	X
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	15	X 14
SW 44th Avenue (SR 200 to SW 20th Street), 2 new lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	13	X
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	42	X 15
SR 35/Baseline Road at SR 464/Maricamp Road, Intersection Flyover	0	2	0	0	10	10	0	10	7	7.5	46.5	TBD	NR	X 16
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	17	21
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	31	X 18

SW 80th Avenue from 38th Street to SR 40

22

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	NR	2 19
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	57	23
SR 40/SR 35 Intersection Improvement	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	46	2 9
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	65	26
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	70	27
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	26	2 10
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	11	29
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	64	2 13
Citywide Sidewalk Improvements (Ocala)	6	10	5	10	0	0	10	0	0	0	41	\$2,104,713	14	29
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	39	32
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	29	33
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	38	33
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	56	35
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	16	36
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	12	37
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	48	37
US 441 (CR 42 to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	22	37
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	24	2 20
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	27	40
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	28	42
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	43	42
Belleview to Greenway Trail (Lake Lillian to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	32	44

2022 Top 20 Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	435209-1	Top 20	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension of NW 49th from NW 44th to NW 35th	CST	\$42,379,864		
2	433652-1	Top 20	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,500,000
3		Top 20	NW 44th Avenue, SR 40 to NW 11th St	Construction of four new roadway lanes			CST	\$14,000,000
4		Top 20	S/O NW 80th/70th from N/O SR 40 to N/O US 27	Widening to four lanes			CST	\$11,488,960 \$30,000,000
5		Top 20	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction	*CST	\$9,000,000		
6		Top 20	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway			CST	\$5,000,000
7		Top 20	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park	CST	\$2,537,000		
8		Top 20	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
9	450340-1	Top 20	Emerald Road Extension	92nd Loop to FN Railroad Connection	ROW, CST	\$9,650,000		\$4,700,000
10	237988-1	Top 20	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
11		Top 20	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway			CST	\$6,000,000 \$18,000,000
12	238651-1	Top 20	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway			CST	\$37,800,000
13	433660-1	Top 20	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$3,277,299		
14	238648-1	Top 20	US 41 from SW 110th to North of SR 40	Widening to four lanes, sidewalks/path, shoulders			CST	\$38,100,000
15	410674-2	Top 20	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
16		Top 20	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75			PD&E, DES, ROW, CST	\$55,000,000
17	449443-1	Top 20	NE 8th Avenue from SR 40 to SR 492	Construction of a roundabout on NE 8th Avenue	CST	\$4,452,800		
18		Top 20	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes			DES, ROW, CST	\$35,000,000
19		Top 20	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
20		Top 20	SW 80th Avenue from north of 38th Street to SR 40	Widening of roadway to four lanes			PE, DES, ROW, CST	\$20,000,000 \$25,000,000
21			SR 35 & SR 464 Intersection Flyover	Flyover of SR 35 at SR 464	PE, DES, CST			\$35,000,000

* Pending TIP Amendment



TO: TPO Board Members

RE: Director Travel Reimbursement Approval

TPO Director Rob Balmes travel reimbursement request for \$56.25, per TPO Travel Policy and current U.S. General Services Administration (GSA) travel and Internal Revenue Service (IRS) mileage rates.

1. July 28, 2022

Metropolitan Planning Organization Advisory Council (MPOAC) Joint Quarterly Meeting
Gainesville, FL

Travel Reimbursement Requested: \$56.25

**Marion County Commission
Authorization to Incur Travel Request
for Travel Advance and Prepayment**

Traveler: Robert Balmes Date: 7/27/2022

Employee Number: 11612 Department: _____

Travel Destination: Gainesville, FL

Purpose: FL MPOAC Meetings

Date: July 28, 2022 Time: 8:00 AM of Departure

Date: July 28, 2022 Time: 5:15 PM of Return

REGISTRATION INFORMATION

(Attach Registration Form)

Account #: _____ Registration Check Amount: _____

Registration Check Payable To: _____

Mail Registration Check To: _____

Registration Mailing Address: _____

City: _____ State: Florida Zip Code: _____

Check One: Mail Registration Check Traveler to Carry Registration Check P-Card Purchase

HOTEL INFORMATION

Hotel Name: _____

Hotel Mailing Address: _____

City: _____ State: Florida Zip Code: _____

Confirmation Number: _____

Account Number: _____ Hotel Check Amount: _____

Check One: Mail Hotel Check Traveler to Carry Hotel Check P-Card Purchase

TRAVELER'S COST OF TRAVEL

Meals: B _____ Per Day x \$6.00
 L _____ Per Day x \$11.00
 D _____ Per Day x \$19.00

Days = _____ \$0.00

County Vehicle Requested? YES NO (Gas Card Available)

Mileage Private Vehicle: 90 Miles @ \$ 0.58 *.625* *RB* *\$56.25*
GSA
RB.

~~\$52.200~~

Traveler's Total Estimated Expenses \$52.20

Travel Advance Check Requested? YES NO *RB* *\$56.25*

Requested Amount of Travel Advance \$0.00
 (80% of total estimated expenses)

Account #: BR407549-540101

INFORMATION FOR ADMINISTRATION

ESTIMATED COST OF TRAVEL

Registration _____

Lodging _____

Traveler's Estimated Cost ~~\$52.20~~ *\$56.25 RB*

Total Estimated Cost of Travel ~~\$52.20~~ *\$56.25 RB*

TRAVELERS SIGNATURE: *[Signature]*

DATE: 7/29/22

DEPARTMENT HEAD SIGNATURE: _____

DATE: _____

Upon return from travel, employees must file Form T-1 including receipts within 5 work days.

APPROVAL: _____

DATE: _____

Assistant County Administrator

APPROVAL: _____

DATE: _____

Procurement Services

APPROVAL: _____

DATE: _____

County Administrator

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
7/28/2022	Ocala to Gainesville	FL MPOAC Meetings	8:00 AM		45			
7/28/2022	Gainesville to Ocala	FL MPOAC Meetings	5:15 PM		45			

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.

90	# Miles	
0.58	@ Per Mile	
52.20		TOTAL
		52.20

Payee Signature: [Signature]
 Date Prepared: 7/29/22

56.75 RB.
 Less Advance Received. RB. \$56.25

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.

Less Class "C" Travel Meals. _____
Net Amount Due RB. \$56.25
\$52.20

Department Head Signature: _____
 Date Signed: _____ Title: _____
 Administration Approved By: _____
 Date Signed: _____ Title: _____
 Procurement Signature: _____
 Date Signed: _____ Title: _____

Travel Advance
 Check # _____
 Check Date _____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CONTRACTOR TRAVEL FORM

300-000-06
 COMPTROLLER
 02/13

Contractor <u>Robert Balmes</u>	Contract or PO # _____	Contact Person _____
Company <u>Ocala Marion TPO</u>	Company's Address <u>2710 E. Silver Spgs Blvd.</u>	Telephone No. <u>(352) 438-2631</u>
Residence (City) <u>Ocala, Florida</u>	<u>Ocala, Florida 34470</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
7/28/2022	Ocala to Gainesville	MPOAC Meetings	8:00 AM			45			
7/28/2022	Gainesville to Ocala	MPOAC Meetings	5:15 PM			45			

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.

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES <u>90</u>	COLUMN TOTAL	SUMMARY TOTAL
		X @ \$0.445 <u>625</u> <i>RB.</i>		<u>\$40.04</u> <i>GSA</i>
		<u>\$40.04</u>		<u>\$56.25</u> <i>GSA</i>

CONTRACTOR: *Robert Balmes* DATE: 7/29/22
 JOB TITLE: *TPO Director*

JUSTIFICATION/EXPLANATION *\$56.25 RB. GSA RB.*

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: _____

OTHER PERSONNEL IN PARTY

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.)



The Florida Metropolitan Planning Organization Advisory Council

*Commissioner Nick Maddox
Chair*

MPOAC Joint Governing Board and Staff Directors' Advisory Committee Meeting

Date: Thursday, July 28, 2022

Time: 9:30 p.m. – 5:00 p.m.

Location: Florida Department of Transportation State Materials Lab
5007 N.E. 39th Avenue
Building C Conference Rooms
Gainesville, Florida 32609

Meeting Links: (there will be no virtual option for this Retreat)

Dress Code: Casual

**Chairman Nick Maddox, Presiding
Chairman Don Scott, Presiding**

9:30 a.m. Start the tour of the State Materials Lab (The tour starts promptly at 9:30, so please plan to arrive early.)

11:45 a.m. Lunch will be served in Building C Conference Rooms

1:00 p.m. Retreat will begin

- 1. Call to Order & Pledge of Allegiance**
- 2. Approval of Minutes: April 28, 2022 Governing Board and Staff Directors' Advisory Committee Meetings**
- 3. Public Comments (non-agenda items)**
- 4. LRTP Revenue Forecast – Mike Neidhart**
- 5. Executive Director's Business Items**
 - a. UPWP Amendment**
 - b. MPOAC Annual Report**
 - c. MPOAC Policies and Procedures Manual**
 - d. Proposal to move forward with RFP**
 - e. NCHRP 20-44 Project**

f. Option to move October 27, 2022 MPOAC Meeting/October 31, 2023 MPOAC Meeting

6. What is the MPOAC?

a. Legislative Intent

7. What do we want the MPOAC to be?

a. MPOAC Strategic Directions Plan

b. How can the MPOAC best serve your needs?

8. Member Comments

9. Adjournment

Any person who desires or decides to appeal any decision made by this Council with respect to any matter considered at this meeting will need a record of the proceedings. For such purposes, such person may need to ensure that a verbatim record of the proceedings is made which record includes testimony and evidence upon which appeal is to be based.

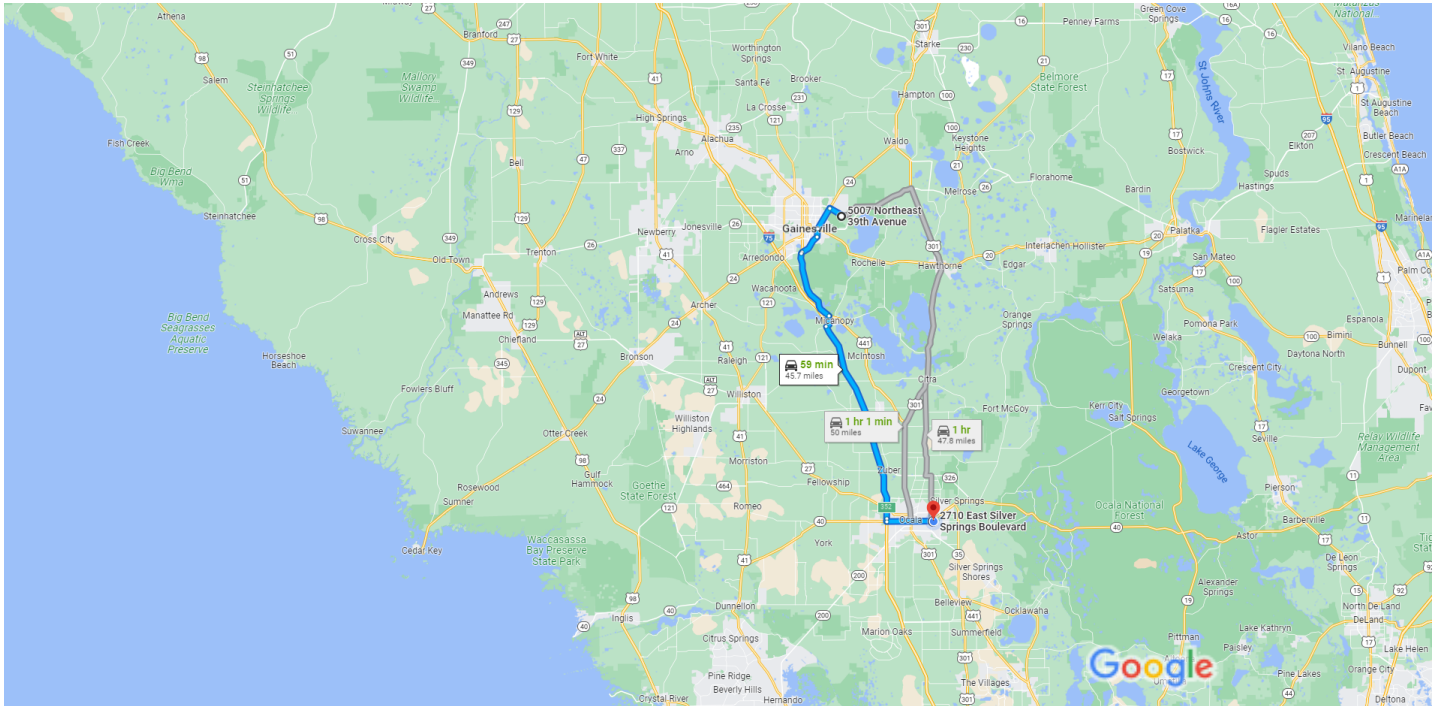
The needs of hearing or visually impaired persons shall be met by contacting the Council sponsoring such meeting at least 48 hours prior to the meeting. Please contact Lisa Stone at (850) 414-4037 or by email to lisa.o.stone@dot.state.fl.us.



5007 NE 39th Ave, Gainesville, FL 32609 to 2710 E Silver Springs Blvd, Ocala, FL 34470

Drive 45.7 miles, 59 min

MPOAC Meetings, July 28, 2022



Map data ©2022 Google, INEGI 5 mi



via US-301 S

1 hr

Best route now due to traffic conditions

47.8 miles



via I-75 S

59 min

⚠ This route has restricted usage or private roads.

45.7 miles



via FL-26 and US-301 S

1 hr 1 min

50.0 miles

Explore 2710 E Silver Springs Blvd

Restaurants Hotels Gas stations Parking Lots More



IRS increases mileage rate for remainder of 2022

IR-2022-124, June 9, 2022

WASHINGTON — The Internal Revenue Service today announced an increase in the optional standard mileage rate for the final 6 months of 2022. Taxpayers may use the optional standard mileage rates to calculate the deductible costs of operating an automobile for business and certain other purposes.

For the final 6 months of 2022, the standard mileage rate for business travel will be 62.5 cents per mile, up 4 cents from the rate effective at the start of the year. The new rate for deductible medical or moving expenses (available for active-duty members of the military) will be 22 cents for the remainder of 2022, up 4 cents from the rate effective at the start of 2022. These new rates become effective July 1, 2022. The IRS provided legal guidance on the new rates in [Announcement 2022-13](#) [PDF](#), issued today.

In recognition of recent gasoline price increases, the IRS made this special adjustment for the final months of 2022. The IRS normally updates the mileage rates once a year in the fall for the next calendar year. For travel from January 1 through June 30, 2022, taxpayers should use the rates set forth in [Notice 2022-03](#) [PDF](#).

"The IRS is adjusting the standard mileage rates to better reflect the recent increase in fuel prices," said IRS Commissioner Chuck Rettig. "We are aware a number of unusual factors have come into play involving fuel costs, and we are taking this special step to help taxpayers, businesses and others who use this rate."

While fuel costs are a significant factor in the mileage figure, other items enter into the calculation of mileage rates, such as depreciation and insurance and other fixed and variable costs.

The optional business standard mileage rate is used to compute the deductible costs of operating an automobile for business use in lieu of tracking actual costs. This rate is also used as a benchmark by the federal government and many businesses to reimburse their employees for mileage.

Taxpayers always have the option of calculating the actual costs of using their vehicle rather than using the standard mileage rates.

The 14 cents per mile rate for charitable organizations remains unchanged as it is set by statute.

Midyear increases in the optional mileage rates are rare, the last time the IRS made such an increase was in 2011.

Mileage Rate Changes

Purpose	Rates 1/1 through 6/30/2022	Rates 7/1 through 12/31/2022
Business	58.5	62.5
Medical/Moving	18	22
Charitable	14	14

Page Last Reviewed or Updated: 13-Jun-2022



TO: Board Members

FROM: Rob Balmes, Director

RE: Approval of Director Attendance at AMPO National Conference

Summary

Each year, the Association of Metropolitan Planning Organizations (AMPO) conducts a national conference. In 2022, the conference will be held in Minneapolis, MN from October 25 to 28.

The purpose of attending the AMPO conference this year is to gain ongoing education and training related to metropolitan planning practices, and to serve on a conference panel. I've been selected to serve with fellow Florida peer MPO Directors on a panel titled: MPO Form and Function, The Evolution of MPO's as Independent and Hosted Agencies.

The estimated cost of attending the conference is:

- \$600 Registration Fee (\$25 discount as a speaker)
- \$850 estimated Hotel/Lodging Fee
- \$500 Airfare
- \$200 Per Diem
- \$50 Transportation
- \$2,200 Total estimate

The TPO maintains a budget devoted to staff and board member training and travel to cover all costs associated with this request.

Attachment(s)

- Draft 2022 AMPO Conference Agenda
- Conference Weblink: <https://ampo.org/news-events/ampo-annual-conference>

If you have any questions about the conference or request, please contact me at: 438-2631.

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

2022 AMPO Annual Conference



October 24 - 28, 2022 | Minneapolis, MN

MONDAY, OCTOBER 24			
TIME	Session 1	Session 2	Session 3
2:00 pm - 4:00 pm	Pre-Conference Mobile Tour METRO Orange Line BRT Hotel Lobby Registration Required The METRO Orange Line is a 17-mile highway Bus Rapid Transit (BRT) line connecting the communities of Minneapolis, Richfield, Bloomington, and Burnsville along I-35W; Minnesota's busiest commuter corridor. The Orange Line provides fast, reliable, all-day service in both directions, seven days a week. Learn how the regional came together to support this critical transit investment that also includes street and highway improvements, upgraded transit stations, specialized vehicles and improved connecting bus routes.		
1:00 pm - 2:00 pm	Joint Policy & Technical Committee Meeting Crystal Lake		
2:00 pm - 3:00 pm	Policy Committee Meeting Crystal Lake	Technical Committee Meeting Birch/Maple Lake	
4:00 pm - 6:00 pm	AMPO Board of Directors Meeting Chase Boardroom		
TUESDAY, OCTOBER 25			
TIME	Session 1	Session 2	Session 3
7:00 am - 5:00 pm	Registration	Atrium	
7:00 am - 5:00 pm	Exhibit Hall	Atrium	
9:00 am - 10:30 am	Pre-Conference Workshop Pine/Cedar Lake TRB & Cambridge Workshop - Think Big!	Pre-Conference Workshop Birch/Maple Lake Effective Performance Target Setting Workshop This workshop session will provide an opportunity for participants to learn about effective methods for setting transportation performance targets, based on the results of National Cooperative Highway Research Program (NCHRP) Project 23-07. The session will highlight technical methods for setting targets (e.g., different methods available, procedures for applying methods, and issues to consider) as well as process issues (e.g., effective practices related to coordination, ways to make the target setting process valuable) and provide opportunities to learn from peers about effective target setting practices.	
10:30 am - 12:00 pm	Pre-Conference Workshop Deer Lake IJJA Workshop		
10:00 am - 11:00 am	Pre-Conference Mobile Tour Minneapolis Walking Tour Hotel Lobby Registration Required Learn where it all started! This walking tour will feature sights and sounds that have made Minneapolis famous. See our milling industry history, our connection to world-famous music icons and places and learn how the city in re-activating the downtown post-pandemic. See the world famous Mississippi River, expanded residential and commercial development and learn how local indigenous efforts are reclaiming this historic area.		
12:00 pm - 1:30 pm	Opening Lunch - Metropolitan Council Welcome Ballroom 1 & 2		
1:45 pm - 3:00 pm	Hybrid Public Involvement Ballroom 3 Shifting the Paradigm on Public Engagement: Hybrid Models for a Post-Pandemic World Chet Parsons, Plan RVA Ann Cundy, Central Shenandoah Planning District Commission Ashley Dobson, Avid Core Hybrid Meetings: Bridging the Virtual and In-Person Experience Judy Dellert-O'Keefe and Brian Elgort, Charlotte Regional TPO	EJ 1 Ballroom 4 ITS for Underserved Communities: An Overview of the USDOT's ITS4US Deployment Program Mike Pina and Elina Zlotchenko, USDOT Deepak Gopalakrishna, ICF Brooke Ramsey, Heart of Iowa Regional Transit Agency Anat Caspi, University of Washington Kofi Wakhsji, Atlanta Regional Commission Highlighting Equity within a Congestion Management Process Brian Fineman and Eugene McGuinness, North Jersey TPA Michael Grant, ICF	MPO Roles and Relevancy 1 Deer Lake/Elk Lake MPO Form and Function: The Evolution of MPO's as Independent and Hosted Agencies Greg Stuart, Broward MPO Don Scott, Lee County MPO Robert Balmes, Ocala/Marion County Transportation Planning Organization Moving Forward with Purpose: CRTPO's Strategic Plan Robert Cook, Charlotte Regional TPO Rich Denbow, Cambridge Systematics
3:00 pm - 3:30 pm	Coffee Break		

TUESDAY OCTOBER 25

3:30 pm - 5:00 pm	<p>Emerging Technology Ballroom 3</p> <p>Planning for Equitable EV Transitions Kofi Wakhisi, AICP, Atlanta Regional Commission Megan Day, National Renewable Energy Laboratory</p> <p>Implementing EV Equity at the MPO level Adrienne Heller, Cambridge Systematics</p> <p>Chattanooga 2050 RTP EV Opportunity Areas Melissa Taylor, Chattanooga Regional Planning Agency Julie Billings, Modern Mobility Partners</p>	<p>Safety Ballroom 4</p> <p>Safety First: An MPO-Led Safety Program from Analysis to Implementation Mark Brown, Broward MPO</p> <p>Preventing Deaths and Serious Injuries - Positioning MPOs for Success Nicole Waldheim, Burgess Niple Victoria Barrett, Metropolitan Agency on Planning</p> <p>All Hail the Mighty Intersection! Thomas Bamonte, North Central Texas COG</p>	<p>Florida MPOAC and State Associations Deer Lake/Elk Lake</p> <p>Florida MPOs' Noteworthy Practices Lightning Round Mark Reichert, FL MPO Advisory Council Greg Stuart or Paul Calvaresi, Broward MPO Whit Blanton, Forward Pinellas D'Juan Harris, Charlotte-Punta Gorda MPO Eric Hill or Cynthia Lambert, Metroplan Orlando Dave Hutchinson or Ryan Brown, Sarasota-Manatee MPO Beth Alden, Plan Hillsborough</p>
5:30 pm - 7:00 pm	<p>Trivia Night Ballroom 1 & 2 Please join us for a fun evening of Transportation Trivia with host Chris Evilia of the Lexington Area MPO Drinks & Pub Fare provided - Registration Required</p>		

WEDNESDAY, OCTOBER 26

TIME	Session 1	Session 2	Session 3
7:00 am - 5:00 pm	Registration	Atrium	
7:00 am - 5:00 pm	Exhibit Hall	Atrium	
8:00 am - 9:00 am	<p>Breakfast Ballroom 1 & 2</p>		
9:15 am - 10:15 am	<p>L RTP Ballroom 3</p> <p>North Carolina MPO Collaboration in the development of NCDOT's STIP Neil Burke, Charlotte Regional TPO Chris Lukasina, NC Capital Area MPO</p>	<p>Resiliency 2 Ballroom 4</p> <p>Transportation Resiliency Study for the Rockford Region Sydney Turner, Rockford MPO</p> <p>Resiliency Planning and Funding Decisions in an Economically Strategic Location Cameron Walker, Permian Basin MPO William Frawley, Texas A&M Transportation Institute</p>	<p>COVID Surveys Deer Lake/Elk Lake</p> <p>Transit in the COVID-19 era: early results from the 2021-2022 Twin Cities on-board survey Ashley Asmus, Met Council Eric Lind, Metro Transit</p> <p>A Review of Transportation Surveys Measuring Impacts to Travel Behavior from COVID-19 that Inform Regional Transportation Planning Kenneth Joh, Metropolitan Washington COG</p>
10:30 am - 12:00 pm	<p>Coordination with Key Partners Ballroom 3</p> <p>Modern Industrial Revival of the Sparrows Point Steel Plant – Regional Partners Plan for Equitable Rebirth Todd Lang and Mike Kelly, Baltimore Metropolitan Council Johnny Olszewski, Jr., Baltimore County Executive Aaron Tomarchio, Tradepoint Atlantic</p> <p>Met Council and Commute with Enterprise; Bringing sustainable and impactful transportation to the Twin Cities Community Randy Rosvold, Metropolitan Council Cheryl O'Connor, Commute with Enterprise</p> <p>CONNECT Beyond Regional Mobility Initiative Jason Wager, Centralina Regional Council Robert Cook, Charlotte Regional TPO Randi Gates, Gaston-Cleveland-Lincoln Metropolitan Planning Organization</p>	<p>EJ 3 Ballroom 4</p> <p>Planning for Equity With Heart, Mind and Soul Hannah Twaddell, ICF Sherry Steine, ICF Tracee Strum-Gilliam, PRR</p> <p>The Vulnerable Populations Index and Efforts to Incorporate Equity into BRTB Planning Activities Zach Kaufman, Baltimore Metropolitan Council</p> <p>Increasing tree canopy cover through an interactive prioritization tool (Growing Shade Project) Ellen Esch and Eric Wojchik, Met Council</p>	<p>Corridor Studies Deer Lake/Elk Lake</p> <p>Innovations in Community Engagement for Corridor Planning Dan Doenges, RTC of Washoe County Amy Cummings and Jennifer Valentine, Parametrix</p> <p>Imagine Nicholasville Rd – A Corridor Plan to Address the Housing and Transportation Needs of a Mid-sized MPO Kenzie Gleason, Lexington Area MPO</p> <p>Behind the Scenes of North Carolina's Most Complex Corridor Study Agustin Rodriguez, Charlotte Regional TPO</p>
12:00 pm - 1:30 pm	<p>Lunch with Keynote Speaker Ballroom 1 & 2</p>		
1:30 pm - 3:00 pm	<p>Data Science and Planning Ballroom 3</p> <p>Region-Wide Congestion Analysis with Big Data Farhad Ahmadzai, Akron Metropolitan Area Transportation Study Danny Yoder, Streetlight Data</p> <p>Data Science and Analytics Teams in Planning Jonathan Ehrlich and Joel Huting, Met Council</p> <p>Regional Transportation Statistics and Metrics Dashboard Nirav Ved, CAMPO TX</p>	<p>Complete Streets 1 Ballroom 4</p> <p>SMART STEP: Addressing bicycle and pedestrian mobility challenges in Miami-Dade County Maria Vilches-Landa & Aileen Bouclé, Miami-Dade TPO</p> <p>How to Advance Complete Streets In Your Region Emily Kleinfelder, & Jacob Riger, Denver Regional COG Trung Vo, Toole Design</p> <p>Planning for People First Heidi Schallberg, Metropolitan Council Nissa Tupper, MNDOT</p> <p>*Walking Tour to Follow - Registration Required</p>	<p>Pushing the Envelope Deer Lake/Elk Lake</p> <p>Metro Transportation Construction and Engineering Cooperative (MTECC) (20) Christopher Bross and Greg Stuart, Broward MPO</p> <p>Design/Construction/Engineering Ashby Johnson and Ryan Collins, CAMPO TX</p>
3:00 pm - 3:30 pm	<p>Coffee Break</p>		
3:30 pm - 4:30 pm	<p>Public Involvement 1 Ballroom 3</p> <p>A One-Stop Database to Track CRTPO's Public Engagement Activities Judy Dellert-O'Keef, Charlotte Regional TPO</p> <p>Digital Marketing Masterclass: 10 Transformative Social Media Strategies to Drive Engagement for MPOs Carol Henderson, Broward MPO Tasha Cunningham, The Brand Advocates</p>	<p>Small MPO Ballroom 4</p> <p>Moderator: Lethal Coe, Whatcom Council of Governments</p> <p>Approaching GIS for Outreach as a Small MPO Olivia Lunsford, FAST Planning</p> <p>Connecting Transportation Performance Measures to Project Programming and Decision Making Christopher Evilia and Stuar Kearns, Lexington Area MPO</p>	<p>Activity Sim Deer Lake/Elk Lake</p> <p>Using ActivitySim for Transportation Forecasting Joe Castiglione, San Francisco County Transportation Authority Jeffrey Newman, Cambridge Systematics Dennis Farmer, Metropolitan Council</p>

WEDNESDAY , OCTOBER 25

6:00 pm - 8:00 pm	Cocktail Reception Mill City Museum		
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THURSDAY, OCTOBER 27

TIME	Session 1	Session 2	Session 3
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7:00 am - 5:00 pm	Registration	Atrium	
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7:00 am - 5:00 pm	Exhibit Hall	Atrium	
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8:00 am - 9:00 am	Breakfast with Equity Panel Ballroom 1 & 2		
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9:15 am - 10:30 am	EJ 2 Ballroom 3 Moderator: Chet Parsons, PlanRVA Sharing Power: Lessons Learned on Community-Engaged Planning and Equitable Funding Framework Development Raleigh McCoy and Judis Santos, Metropolitan Transportation Commission Equity Investment Analysis James Fister, East-West Gateway COG Project-Level Accessibility Tool Anna Batista, High Street Consulting Bert Granberg and Julie Bjornstad, Wasatch Front Regional Council	Core Products Ballroom 4 Rapid-Fire Planning: Lessons Learned Through Three Successive MTP Updates in West Virginia Erin Grushon, Burgess Niple Bethany Wild, KYOVA Interstate Planning Commission Using Strategic Planning Process to Jumpstart MPO's Preparation for Directional Shift in Regional Planning Process Dr. Mukesh Kumar and Annette Polk, Waco MPO Brigida Gonzalez, TX DOT Scenario Planning for Regional Regeneration Alex Kone, Genesee Transportation Council	Freight Deer Lake/Elk Lake Southern Nevada Regional Freight Plan: A Combined Analyses of Commodity Flows, Supply Chains, and Freight Performance Indicators Dan Anderson, Cambridge Systematics Andrew Kjellman and Beth Xie, RTC of Southern Nevada Communicating and Promoting Florida MPO Freight Priorities to the Florida Department of Transportation Michael Williamson, Cambridge Systematics Thomas Brandenstein, Whitehouse Group Paul Flavien, Broward MPO Megaregional Freight Movement - Analyzing Freight Flows Andrea Noel, TDOT Mavrick Fitzgerald, Memphis Area MPO
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10:45 am - 11:45 am	Resiliency 1 Ballroom 3 Overview of the Baltimore Region Climate Change Resource Guide for DPWs/DOTs Eileen Singleton, Baltimore Metropolitan Council Cassandra Bhat, ICF Integrating Climate and Health Data into Transportation Planning Andrew Kjellman, Paul Gully and Deborah Reardon, RTC of Southern Nevada	Public Involvement 2 Ballroom 4 The Virtual Public Involvement Checklist for Success Amy Luft, COMPASS Dave Biggs, MetroQuest Public Participation: Art or Science? Justin Mondok and Eric Svensson, Easgate Regional COG	Surveys Deer Lake/Elk Lake Successful Public Surveys for Transit Alan Rodenstein and Robyn Egbert, Houston-Gavlestone Area Council Field Audits Enhanced by Survey123 & ArcGIS Online Jad Salloum, Broward MPO
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12:00 pm - 1:30 pm	Lunch & General Membership Meeting Ballroom 1 & 2		
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1:45 pm - 3:15 pm	Complete Streets 2 Ballroom 3 Non-Motorized Risk Index: Using Safety Data to Inform Regional Planning Decisions Daniel Capparella, Greater Nashville Regional Council Complete Streets Through Collaboration Chelsea Favero, Forward Pinellas Best Practices in the use of Big Data for Complete Streets Planning Jeff Peel, StreetLight Data Lauren Cardoni, Mid-Ohio Regional Planning Commission Taylor Laurent, Metroplan Orlando	Future of Transportation Ballroom 4 An MPO Success Story: Using Technology for a Sustainable Future Dan Lamers, North Central Texas COG Paul Steinert, GoCarma Exploring transportation net-zero emissions scenarios in the Twin Cities Region Liz Roten and Mauricio Leon, Metropolitan Council Jason Hawkins, University of Nebraska, Lincoln	Transit Deer Lake/Elk Lake Adapting Federal Funding Solicitation to Fit Regional Bus Rapid Transit Priorities Cole Hiniker, Metropolitan Council Kyle O'Donnell Burrows, Metro Transit Bus Rapid Transit and Multimodal Corridor Study - Spokane, WA Jason Lien, Spokane Regional Transportation Council Mike Tresidder, Spokane Transit Authority Darby Watson, Parametrix TCRP H-59: Racial Equity, Black America, and Public Transportation Dr. Destiny Thomas, Thrivance Group Dr. Alex Karner, University of Texas, Austin Arterial BRT Tour Immediately Following - Registration Required
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3:15 pm - 3:45 pm	Coffee Break		
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3:45 pm - 5:00 pm	MPO Staffing Ballroom 3 Entry-Level Employee Training and Onboarding: Essential Steps for Effective Succession Planning Paul Calvaresi, Broward MPO Nicholas Torres, Whitehouse Group From the Classroom to the Field: Engaging the Next Generation of Transportation Professionals Khyra Everette and Carol Henderson, Broward MPO	COVID Pivoting Ballroom 4 The Miami-Dade Transportation Planning Organization (TPO) Taste of Transportation (ToT) Paul Chance, Miami-Dade TPO SMART Demonstrations Projects Utilized for Food Delivery Franchesca Taylor, Miami-Dade TPO	Federal Roundtable Deer Lake/Elk Lake Innovative Financing and New Grants from the Build America Bureau Morteza Farajiam, Robert Hanifin and Valerie Burnette, USDOT, Build America Bureau USDOT SMART Grants Program Ben Levine, UDOT
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5:00 pm - 6:30 pm	Light Reception with Sponsors Atrium		
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FRIDAY, OCTOBER 28

TIME	Session 1	Session 2	Session 3
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Conference Mobile Tour | Minneapolis Walking Tour

Hotel Lobby | Registration Required

10:00 am -11:00 am

Learn where it all started! This walking tour will feature sights and sounds that have made Minneapolis famous. See our milling industry history, our connection to world-famous music icons and places and learn how the city is re-activating the downtown post-pandemic. See the world famous Mississippi River, expanded residential and commercial development and learn how local indigenous efforts are reclaiming this historic area.

Conference Mobile Tour | METRO Orange Line BRT

Hotel Lobby | Registration Required

10:00 am -12:00 am

The METRO Orange Line is a 17-mile highway Bus Rapid Transit (BRT) line connecting the communities of Minneapolis, Richfield, Bloomington, and Burnsville along I-35W; Minnesota's busiest commuter corridor. The Orange Line provides fast, reliable, all-day service in both directions, seven days a week. Learn how the region came together to support this critical transit investment that also includes street and highway improvements, upgraded transit stations, specialized vehicles and improved connecting bus routes.



TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment, De-Obligation Funding

Summary

The Unified Planning Work Program (UPWP) is a federally required two-year document that serves as the TPO's working budget. At the regularly scheduled meeting on March 22, the TPO Board approved the de-obligation of \$175,000 in FHWA PL-112 funding from the prior FY 2020/21 to 2021/22 UPWP. This request was coordinated with the Florida Department of Transportation and approved by the Federal Highway Administration (FHWA). Through the approval process, the TPO is eligible to re-obligate the full \$175,000 of funding to the current UPWP in year one (Fiscal Year 2022/23). The funding will be available and authorized after October 1, 2022.

Pending Board approval, TPO staff proposes to re-obligate the full \$175,000 in funding to Tasks 1, 3 and 7 of Fiscal Year 2022/23. Attached to this memo are the proposed obligations, overview presentation and proposed amended UPWP document.

Attachment(s)

- Proposed UPWP summary of changes
- Presentation Overview
- Amended FY 22/23 to 23/24 UPWP, pending approval

Action Requested

TPO staff requests the TPO Board to approve a UPWP amendment to obligate \$175,000 of FHWA-PL funds to Tasks 1, 3 and 7.

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

**Fiscal Years 2022/23 to 2023/24 Unified Planning Work Program (UPWP)
PL-112 Obligation Summary of Changes**

FY 2022/23 Funding Changes by Task

Task 1 – Administration

Current: \$326,276

Proposed: \$328,876

 \$100 Subscriptions

 \$2,500 Meeting Audio Equipment

Difference: +\$2,600

Task 3 – Long Range Planning

Current: \$140,125

Proposed: \$195,125

 \$5,000 Salaries/Benefits

 \$50,000 2050 Long Range Transportation Plan

Difference: +\$55,000

Task 7 – Special Projects

Current: \$150,163

Proposed: \$267,563

 \$5,000 Salaries/Benefits

 \$112,400 Consultants

Difference: +\$117,400

Total:

Current Tasks 1, 3, 7: \$616,564

Proposed Tasks 1, 3, 7: \$791,564

Difference: +\$175,000

**Fiscal Years 22/23 to 23/24
UPWP Amendment
Proposed to include
FHWA PL De-Obligated Funding**

Background

- In April 2022, the Board approved the de-obligation of \$175,000 in FHWA-PL Funding through a UPWP Amendment.
- Funding was authorized in the FY 20/21 to FY 21/22 UPWP.

Background

- The full \$175,000 is eligible to be added to the current FY 22/23 to 23/24 UPWP as an amendment in **Year One (FY 22/23)** and available/authorized after **October 1, 2022**.

Year One (FY 22/23) Proposed Obligation

Task 1: Administration (\$2,600)

\$100 Subscriptions

\$2,500 Meeting Audio Equipment

Task 3: Long Range Planning (\$55,000)

\$5,000 Salaries/Benefits

\$50,000 2050 LRTP Placeholder

Year One (FY 22/23) UPWP Obligation

Task 7: Special Projects (\$117,400)

\$5,000 Salaries/Benefits

\$112,400 Consultants

Total: \$175,000

JULY 1, 2022 - JUNE 30, 2023 FUNDING SUMMARY BY CATEGORY AND SOURCE

CURRENT	FHWA (PL)	FTA 5305(d) Carry Forward	CTD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 393,074	\$ 11,499	\$ 23,549	\$ -	\$ 428,122
Subtotal:	\$ 393,074	\$ 11,499	\$ 23,549	\$ -	\$ 428,122
B. Consultant Services					
Consultants	\$ 148,453	\$ 88,522	\$ -	\$ -	\$ 236,975
2050 LRTP Placeholder	\$ 125,000	\$ -	\$ -	\$ -	\$ 125,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
Subtotal:	\$ 273,453	\$ 88,522	\$ -	\$ -	\$ 366,975
C. Travel					
Travel and Training	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
Subtotal:	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses					
Advertising	\$ 1,600	\$ 240	\$ 725	\$ -	\$ 2,565
Computer Equipment and Plotter	\$ 5,500	\$ 2,445	\$ -	\$ -	\$ 7,945
Copier/Printer Rental	\$ 2,390	\$ 313	\$ 110	\$ -	\$ 2,813
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ 2,875
Office Supplies	\$ 3,800	\$ 467	\$ 110	\$ 300	\$ 4,677
Postage	\$ 175	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ 552	\$ -	\$ -	\$ 1,852
Professional Membership Dues	\$ -	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses	\$ 6,684	\$ 728	\$ 100	\$ -	\$ 7,512
Subtotal:	\$ 24,324	\$ 4,793	\$ 1,065	\$ 2,000	\$ 32,182
E. Indirect Expenses					
Marion County Cost Allocation	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
Subtotal:	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
Budget Totals					
Revenues:	\$ 723,984	\$ 146,840	\$ 27,551	\$ 2,000	\$ 900,375
Expenditures:	\$ 723,984	\$ 146,840	\$ 27,551	\$ 2,000	\$ 900,375

JULY 1, 2022 - JUNE 30, 2023 FUNDING SUMMARY BY CATEGORY AND SOURCE

PROPOSED	FHWA (PL)	FTA 5305(d) Carry Forward	CTD	Local	Total
	A. Personnel				
Salaries and Fringe Benefits	\$ 403,074	+ \$10,000	\$ 23,549	\$ -	\$ 438,122
Subtotal:	\$ 403,074	\$ 11,499	\$ 23,549	\$ -	\$ 438,122
B. Consultant Services					
Consultants	\$ 260,853	+ \$112,400	\$ -	\$ -	\$ 349,375
2050 LRTP Placeholder	\$ 175,000		\$ -	\$ -	\$ 175,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	+ \$50,000	\$ -	\$ -	\$ 5,000
Subtotal:	\$ 440,853	\$ 88,522	\$ -	\$ -	\$ 529,375
C. Travel					
Travel and Training	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
Subtotal:	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses					
Advertising	\$ 1,600	\$ 240	\$ 725	\$ -	\$ 2,565
Computer Equipment and Plotter	\$ 5,500	\$ 2,445	\$ -	\$ -	\$ 7,945
Copier/Printer Rental	\$ 2,390	\$ 313	\$ 110	\$ -	\$ 2,813
Meeting Audio Equipment	\$ 2,500	+ \$2,500	\$ -	\$ -	\$ 2,500
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ 2,875
Office Supplies	\$ 3,800	\$ 467	\$ 110	\$ 300	\$ 4,677
Postage	\$ 175	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ 552	\$ -	\$ -	\$ 1,852
Professional Membership Dues	\$ -	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses, Subscriptions	\$ 6,784	+ \$100	\$ 100	\$ -	\$ 7,612
Subtotal:	\$ 26,924	\$ 4,793	\$ 1,065	\$ 2,000	\$ 34,782
E. Indirect Expenses					
Marion County Cost Allocation	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
Subtotal:	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
Budget Totals					
Revenues:	\$ 898,984		\$ 27,551	\$ 2,000	\$ 1,075,375
Expenditures:	\$ 898,984	+ \$175,000	\$ 27,551	\$ 2,000	\$ 1,075,375

Action Requested:

Approve Amendment to UPWP to obligate \$175,000 to FY 22/23 to:

Tasks 1, 3 and 7.

Unified Planning Work Program

Fiscal Years 2022/2023 and 2023/2024
(July 1, 2022 to June 30, 2024)



Board Adoption on April 26, 2022

Amendment #1: August 23, 2022

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

Federal Aid Project (FAP) Number: 0314-060-M; FDOT Financial Project Number: 439331-4

Catalog of Federal Domestic Assistance Numbers:

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

Resolution
No. 22-7

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO)
ENDORISING THE ADOPTION OF THE UNIFIED PLANNING WORK PROGRAM FOR
FISCAL YEARS 2022/2023 to 2023/2024

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 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 2022/2023 to 2023/2024 Unified Planning Work Program has been prepared consistent with Chapter 3 of the MPO Program Management Handbook.

WHEREAS, the 2022/2023 to 2023/2024 Unified Planning Work Program was approved by the Ocala/Marion County Transportation Planning Organization on April 26, 2022; and

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the Unified Planning Work Program for 2022/2023 to 2023/2024 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 April 2022.

By: 
Ire Bethea Sr., Chair

Attest: 
Rob Balmes, Director



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Cost Analysis Certification

Ocala/Marion County TPO

Unified Planning Work Program - FY 2023-2024

Adopted 4/26/2022

Revision Number: Initial Adoption

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
DF5360D3FA644A8...

5/16/2022

Signature

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Ire Bethea Sr., City of Ocala District 2, Chair
Commissioner Craig Curry, Marion County District 1, Vice-Chair

Commissioner Kathy Bryant, Marion County District 2

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Jeff Gold, Marion County District 3

Mayor Kent Guinn, City of Ocala

Councilmember James Hilty, City of Ocala District 5

Commissioner Ronald Livsey, City of Belleview Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Commissioner Michelle Stone, Marion County District 5

Mayor Bill White, City of Dunnellon

Commissioner Carl Zalak III, Marion County District 4

John E. Tyler, P.E., FDOT District Five Secretary, Non-Voting

Mission

To plan for a future transportation system that is safe and accessible for the residents and visitors of our community.

Vision

A transportation system that supports growth, mobility and safety through leadership and planning.

www.ocalamariontpo.org

2710 East Silver Springs Boulevard, Ocala, FL 34470

352-438-2630

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities. The TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts. Persons wishing to express their may do so by contacting the TPO.

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INTRODUCTION

The Unified Planning Work Program (UPWP) outlines the Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) planning activities for the two-year period from July 1, 2022 to June 30, 2024 (fiscal years 2022/2023, 2023/2024). The federal definition of the UPWP is ***“a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the 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”*** (23 CFR450.104).

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 in the UPWP must also follow a *Continuing, Cooperative and Comprehensive (‘3C’) transportation process and be in full compliance with Title 23 United States Code (USC), Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning), Title 49 (Public Transportation) Chapter 53 and Florida Statutes (F.S.) 339.175(9).

FUNDING SOURCES

The UPWP provides a description and estimated budget for nine specific planning tasks to be undertaken by the TPO and partner agencies. 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 and state governments provide funding to support the TPO through FDOT and the Florida Commission for Transportation Disadvantaged (CTD), including three primary funding sources: FHWA Planning (PL funds), FTA Section 5305(d), and the CTD Transportation Disadvantaged grant. A portion of local funding is provided to some TPO activities that are non-reimbursable through the three grants.

The TPO and FDOT participate in the Consolidated Grant Program (CPG). The CPG enables FDOT, in cooperation with the TPO, FHWA, and FTA, to annually consolidate Florida’s FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the TPO by FDOT utilizing formulas approved by the TPO, FDOT, FHWA, and FTA, in accordance with 23 Code of Federal Regulations (CFR) 420.109 and 49 USC Chapter 53. FDOT is fulfilling the CPG’s required 18.07% non-federal share (match)

***3C Transportation Planning Process**

The U.S. Department of Transportation (USDOT) requires the TPO to carry out a Continuing, Cooperative and Comprehensive (3C) 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.

using Transportation Development Credits as permitted by 23 CFR 120(i) and FTA C 8100.1D. A summary of all planning activities, budget and matching funds for the two-year period are provided on pages 53 to 56.

PARTICIPATION PROCESS

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 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 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 participation process of the UPWP is described in further detail in the TPO's Public Participation Plan on the TPO's public website. **Appendix A** consists of certification statements and assurances for all tasks in the UPWP. **Appendix B** provides a glossary of terms and acronyms used in this document and on a regular basis by the TPO.

TPO PLANNING AREA

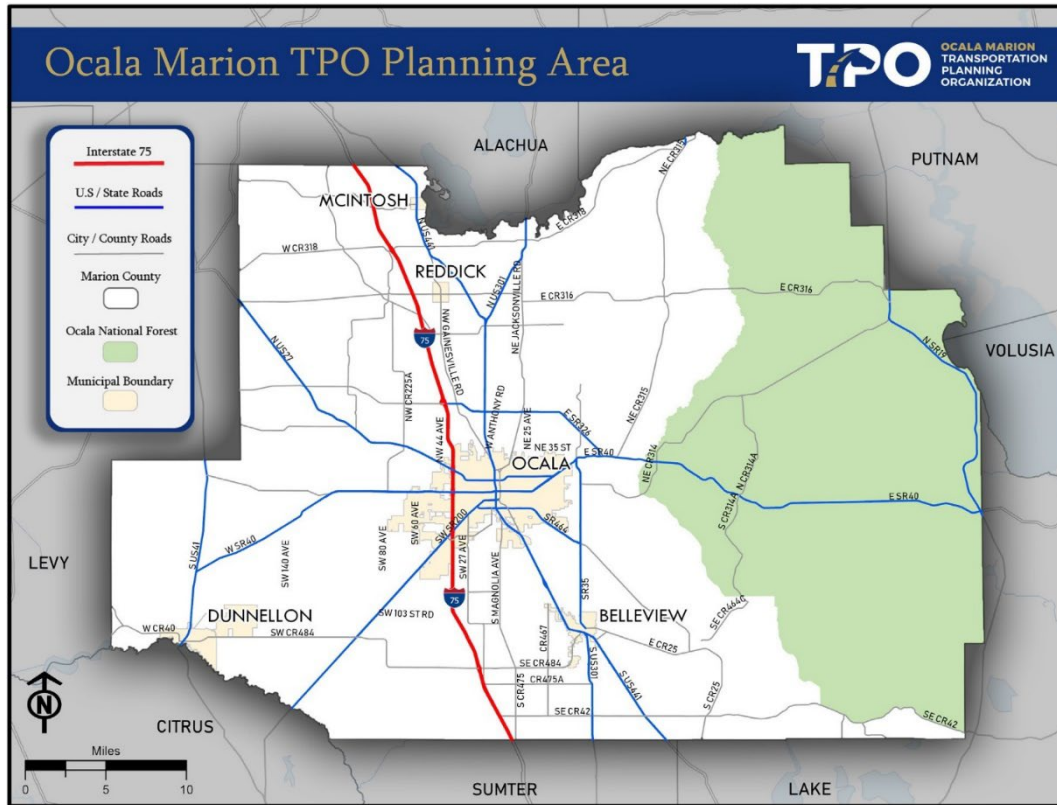
The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to population growth in the 1980s, the planning boundaries of the entire county were added. **Figure 1** on the next page illustrates the TPO planning area, which includes all of Marion County. The UPWP incorporates all federal, state, regional and local activities to be performed in the census-designated TPO Urbanized Areas and Marion County.

TPO ORGANIZATION STRUCTURE

TPO Governing Board: 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 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 Board is guided by bylaws, which were adopted in May 2004 and revised in 2021 and 2022 (<https://ocalamariontpo.org/wp-content/uploads/2021/02/TPO-Bylaws-January-2021.pdf>).

Figure 1: TPO Planning Area



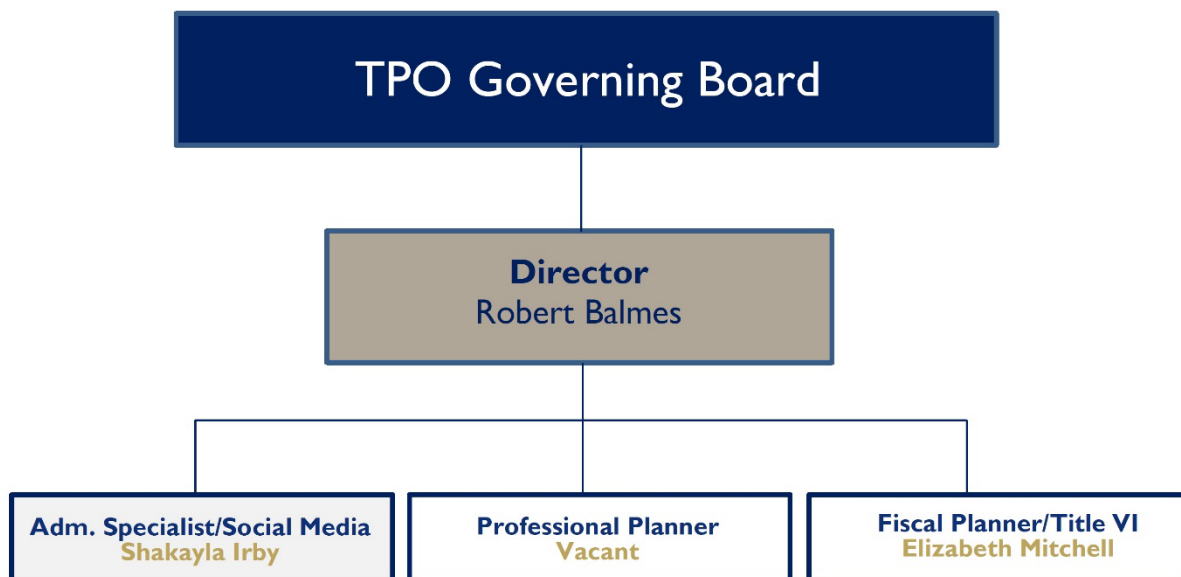
Transportation Disadvantaged Local Coordinating Board (TDLCB): Coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

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

Technical Advisory Committee (TAC): Comprised of planners, engineers, and other local and state professionals that review plans, programs and projects from a technical perspective, offering recommendations to the TPO Board.

TPO Staff: The TPO is comprised of professional staff members, including a Director, Grants Coordinator/Fiscal Planner, Administrative Specialist/Social Media Coordinator and a professional Planner. Figure 2 displays a staff organization chart of the TPO (April 2022).

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 Ocala/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) through September 30, 2023. The Planning Funds (PL) JPA was approved in June 2021 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 FDOT, the TPO, East Central Florida Regional Planning Council, City of Ocala and Marion County.

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 payment on a monthly basis to Marion County for indirect services.

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 TDLCB meets on a quarterly basis as managed by the TPO.

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, updated in 2018 and 2016.

In 2020, the TPO entered in a **Interlocal 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 ‘3C’ process and follow specific organizational, federal and state emphasis areas. The following summarizes how the TPO’s UPWP tasks in fiscal years (FY) 2022/23 and 2023/24 are guided by these respective areas.

PLANNING EMPHASIS AREAS

Long Range Transportation Plan

The **2045 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 2045 LRTP was adopted by the TPO Board on November 24, 2020 and includes a Needs Assessment and Cost Feasible Plan. Selected projects from the Cost Feasible Plan are identified in the Transportation Improvement Program (TIP) and List of Priority Projects (LOPP). These projects are prioritized on an annual basis. The vision and goals of the 2045 LRTP serve as guidance to transportation planning by the TPO, state and local partners.

2045 LRTP Vision

“Develop a safe, convenient and accessible multimodal transportation system that supports a vibrant economy, preserves existing assets, and protects the natural environment.”

2045 LRTP Goals

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 November 2021, the Investment in Infrastructure Jobs Act (IIJA) was signed into law. The IIJA serves as the primary five-year surface transportation legislation and is valid until September 30, 2026. Since regulations and guidance for the TPO’s development of the UPWP are not yet available from IIJA, this document will continue to follow the current guidelines under the Fixing America’s Surface Transportation Act (Fast Act). The Fast Act identifies ten (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 listed on the next page. The TPO will update the UPWP, as needed, when new federal regulations and guidelines become available.

Ten Federal Planning Factors:

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;
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.

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

Figure 3: FAST Act Ten (10) Planning Factors and UPWP 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	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. Regional Activities	X	X	X	X	X	X	X	X	X	X
9. Local Fund										

Federal Planning Emphasis Areas (PEA)

On December 30, 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEA). PEAs are specific areas the TPO shall integrate into the ongoing 3C planning work in Ocala/Marion County. The following provides a summary of the eight (8) federal PEAs. **Appendix C** contains more detailed information regarding the eight federal PEAs.

Eight Federal Planning Emphasis Areas (PEA):

1. Tackling the Climate Crisis: Transition to Clean Energy, Resilient Future
2. Equity and Justice in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
6. Federal Land Management Agency (FLMA) Coordination
7. Planning and Environmental Linkages (PEL)
8. Data in Transportation Planning

Florida Planning Emphasis Areas

The FDOT develops Planning Emphasis Areas on a two-year cycle in coordination with Metropolitan Planning Organizations' 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 over the two-year period.

Figure 4: Florida Planning Emphasis Areas and UPWP Tasks

UPWP Task	Safety	Equity	Resilience	Emerging Mobility
1. Administration	X	X	X	X
2. Data Collection	X	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. Regional Activities	X	X	X	X
9. Local Fund				

Appendix C contains further background information from FDOT's Office of Policy Planning. The Florida Planning Emphasis Areas are summarized as follows:

Safety

The FTP and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their LRTPs and priority projects in their TIPs support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, Tackling the Climate Crisis at Home and Abroad, created the “Justice40 Initiative” that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The FTP seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

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.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging

mobility. The UPWP should recognize the important influence of emerging mobility on the multimodal transportation system and include related planning studies, collaboration efforts, research, or other activities.

FDOT District Five Planning Activities

The following summarizes the major planning activities of FDOT District Five for the two-year period. **Appendix C** contains more detailed information regarding District planning activities.

Improve Safety

FDOT's mission and top priority is to create a safe, efficient transportation system for all road users in the state of Florida. To continually improve the safety of the traveling public, FDOT participates in several safety campaigns throughout the year, consistently spreads awareness of safety practices through its communication and social media channels, and follows safety standards in every project, every time. FDOT supports the mission of Vision Zero by implementing Target Zero initiatives and by collaborating with our partners to reach zero fatalities and serious injuring on all roads in Florida.

Enhance Mobility

As Florida continues to gain more than 600 residents a day and welcomes more than 126 million annual visitors, it is essential to enhance mobility throughout the state to accommodate its consistent and rapid growth. The Florida Department of Transportation is committed to continuing to enhance our state's transportation system to fit the current and future needs of our residents and visitors. Whether that's through the expansion or enhancement of existing roadways or increased multimodal options, we are committed to building the Florida of the future.

Inspire Innovation

Since it was created, FDOT has been consistently creating innovative solutions to solve transportation challenges throughout the state and has become a leader in transportation across the country. The transportation industry is evolving at a rapid pace, and one of our goals at FDOT is to inspire innovation in everything we do. FDOT is proud to employ some of the best and brightest individuals. In order to continue to provide a safe, efficient transportation system for Florida's residents and visitors and prepare for the future, FDOT encourages every employee to think outside of the box. From the everyday processes we use to complete our work to incorporating the latest technologies, let us be forward-thinking in all we do.

Additional Planning Activities

- MPO Program Management
- Regional Planning
- Environmental Management

Regional Transportation Planning Activities

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

I-75 Master Plan

FDOT is conducting a master plan to evaluate transportation improvements and upgrades to I-75 in Sumter, Marion and Alachua Counties. The outcome of this planning process may result in different recommendations to address transportation corridor and interchange needs for certain areas along I-75 in Marion County. The Master Plan is divided into two areas: The Southern Study is from Florida's Turnpike in Sumter County to SR 200 in Marion County (22.5 miles); The Northern Study is from SR 200 to County Road (CR) 234 in Alachua County (25.3 miles). Interchanges to be evaluated include SR 40, US 27, NW 49th, SR 326, CR 236 and CR 234.

Northern Turnpike Extension

The Florida's Turnpike Enterprise (FTE), part of the Florida Department of Transportation, is conducting an Alternative Corridor Evaluation (ACE) and Project Development and Environment (PD&E) Study to evaluate the extension of Florida's Turnpike (State Road 91). The project study area extends from the northern terminus of the Turnpike in Wildwood and includes Citrus, Levy, Marion and Sumter counties. Per Florida Statutes 339.66(6) and Senate Bill 100, the Turnpike is required to submit a PD&E Study status report to the Governor of Florida, President of the Florida Senate and Speaker of the Florida House of Representatives by December 31, 2022.

TPO PLANNING PRIORITIES

The following summarizes the major planning priorities of the TPO for FY 2022/23 and FY 2023/24. Some activities are identified as ongoing or as needed based on changes to federal and state requirements and organizational priorities.

Transportation Improvement Program (TIP)

The TPO will actively manage the FY 2022/23 to 2026/27 TIP, including amendments. The Roll Forward and Federal Obligations Amendments will be adopted by the TPO Board in 2022 and 2023. TPO staff will develop the next TIP for FY 2023/24 to 2027/28, scheduled for adoption by June 2023. The following fiscal year will involve the development of the FY 2024/25 to 2028/29 TIP, scheduled for adoption by June 2024.

2045 Long Range Transportation Plan (LRTP)

The TPO will actively manage the 2045 LRTP and process all amendments, potentially on an annual basis to ensure projects are amended into the Needs and/or Cost Feasible Elements.

2050 Long Range Transportation Plan (LRTP)

The TPO will begin the planning process for development of the 2050 LRTP, which is required to be adopted by the TPO Board in November 2025. Activities include a project management plan, scope development, identification of staff and consulting support, and project kick-off.

Public Participation Plan (PPP)

In 2021, the TPO updated the Public Participation Plan (PPP). The TPO typically updates the PPP every two to three years. During this UPWP cycle, the TPO will conduct an update to the PPP and ensure all public engagement requirements, practices and deadlines are reviewed and updated. This will include emerging or new methods of public participation.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

The TPO serves the transportation disadvantaged community of Ocala/Marion County in partnership with representative agencies and the Community Transportation Coordinator (CTC), currently Marion Senior Services. The TPO will be involved in several major activities including updates to the Transportation Disadvantaged Service Plan (TDSP), annual CTC Evaluation, quarterly TDLCB meetings and annual workshops.

TPO Continuity of Operations Plan (COOP) and Process Documentation

The TPO will develop a Continuity of Operations Plan (COOP) to guide the continued functioning and performance of the TPO. COOP planning is standard organizational practice to ensure the fundamental mission of the TPO is carried out, including a TPO staff order of succession. The TPO will also formalize a compilation of process documentation related to all core work products and activities.

Congestion Management Plan (CMP), State of System Report

In 2021, the TPO completed a major update to the Congestion Management Plan (CMP), which

included a Policy and Procedures Element and a State of the System Report. The TPO plans to update the State of the System Report every two to three years. During this UPWP cycle, the TPO will complete one update to State of the System Report.

Safety Planning Implementation

Improving safety for all modes and users is critical to the future of transportation in Marion County. In 2022, the TPO, in collaboration with its state and local government partners, will adopt the Commitment to Zero Safety Action Plan. As part of future implementation, the TPO will identify and support projects that improve safety, including multimodal and complete streets. The TPO will also be involved in supporting grants; developing online reporting tools and crash reports; improving education and awareness; and the implementation strategies outlined in Commitment to Zero.

Equity in Transportation

The TPO will undertake a process to assess transportation equity in Ocala/Marion County. Based on the result of the 2020 Census, a study or analysis will be conducted that supports a further understanding of the opportunities and challenges associated with transportation equity, and how to support greater access to the multimodal transportation system for all members of the community.

Resiliency Planning

Improving resiliency is crucial to the long-term viability of the transportation system in Ocala/Marion County. As a follow-up to the Transportation Resilience Guidance Paper published in February 2022, the TPO will assess the further development of planning tools and/or a master planning project. The TPO will also identify and support resilience projects, data/information, grants, education and other opportunities.

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

The transportation system of the nation is being 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, specific to Ocala/Marion County. This may also involve how to better integrate short-term and long-term planning through the TPO's core planning documents to address the opportunities and challenges of ACES in the future.

Community Gateway Planning

The TPO will support the planning and coordination of interchange and community gateways in Ocala/Marion County with state and local partner agencies.

Freight Mobility

The transportation and logistics industry is experiencing significant growth in Ocala/Marion County. The TPO will provide support to state and local partners to improve freight mobility. This may include a local freight assessment and/or strategic planning to provide more

accessibility and safety for freight providers, the logistics industry and community residents.

Transportation Studies

As the Ocala/Marion County population and transportation system continues to expand and develop, the TPO may support local state and local governments by performing professional planning activities, not limited to the completion of trail feasibility studies, congestion management corridor studies, complete streets sub-area or corridor specific safety studies, transit and traffic circulation studies. The UPWP will be amended as specific studies are coordinated and formalized. These studies are dedicated to support the implementation of the Congestion Management Plan (CMP) and Commitment to Zero Safety Action Plan.

2020 Census Planning

Pending the outcome of the U.S. Census Urban Area boundaries and Transportation Management Area (TMA) designations by USDOT, the TPO may implement an organizational strategic plan to prepare for necessary transition planning. This may include an assessment of additional federal requirements and organizational changes. The estimated Census implementation timeline is from 2022 to 2024.

UPWP TASKS AND FUNDING

The activities of the UPWP are organized into nine (9) specific tasks. Each task provides an overview of the work completed in the previous UPWP, activities planned for the two-year period, and the funding sources and costs associated with the activities. Summary budget tables for FY 2022/2023 and FY 2023/2024 are on pages 53 to 56.

Task 1: Administration: Identifies all administrative functions 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).

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 the public transportation system in Marion County.

Task 6: Public Involvement: Describes the activities used to encourage public participation in the '3C' transportation planning process.

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

Task 8: Regional Activities: Identifies the transfer of funds to MetroPlan in support of the Central Florida Metropolitan Planning Organization (MPO) Alliance regional planning.

Task 9: Local Fund: Identifies expenditures that are non-reimbursable from state and federal grant sources, provided by the local government host agency.

Budget categories for the UPWP are as follows:

A. Personnel	Salaries and fringe benefits. Fringe includes retirement, FICA, health insurance, workers compensation, and life insurance.
B. Consultant	Costs for consulting services in support of TPO planning activities.
C. Travel	Costs for travel related to TPO activities. This includes costs associated with training and educational related activities.
D. Direct Expenses	Costs for public advertising, office supplies, computer equipment, furniture, copier, postage, printing and binding, software, professional dues, insurance, etc.
E. Indirect Expenses	Marion County Cost Allocation through Staff Services Agreement.

State Soft Match

Section 120 of Title 23, USC, permits FDOT to use toll revenue expenditures as a credit (non-cash) toward the non-federal matching share of authorized MPO programs. This credit, referred to as a soft-match, is listed as FDOT state funds in the agency participation tables on pages 53 to 56. For this UPWP cycle, the total soft match provided by FDOT is 18.07% of the CPG (consolidated FHWA PL and FTA 5305d funds). The soft-match replaces the required local government cash-match to the TPO’s CPG. The soft-match provided by FDOT for carryover FTA 5305d funds is 20%. This soft-match replaces the previous cash-match requirement of 10% state and 10% local.

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.

Indirect Rate – Cost Allocation Plan

Per the Staff Services Agreement between the TPO and Marion County Board of County Commissioners, calculated indirect 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 in 2021 by the TPO Board and the FDOT. **Appendix E** contains the most current rate, prior TPO Cost Allocation rates, and the Staff Services Agreement with Marion County.

Funding Summary

The following chart summarizes the total funding by source allocated to the TPO for FY 2022/2023 and FY 2023/2024. The CPG is reflected as FHWA PL in each of the nine (9) task tables in both fiscal years for reporting purposes.

Funding Source	Fiscal Year 2022/2023	Fiscal Year 2023/2024
Consolidated Planning Grant (CPG)	\$898,984	\$669,715
FHWA PL-112	\$797,150	\$567,881
FTA 5305(d)	\$101,834	\$101,834
FTA 5305(d) Carryover (prior grants)	\$146,840	\$0
CTD (Transportation Disadvantaged)	\$27,551	\$27,551
Local Funding	\$2,000	\$2,000
Total:	\$1,075,375	\$699,266

TASK 1: ADMINISTRATION

Purpose

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

Previous Work Completed

Summary of completed administrative activities in FY 2020/21 and FY 2021/22.

- Administration of TPO meetings, workshops, agendas and public notices.
- Documentation of all TPO meetings, including formal minutes, file management.
- Completion of financial and invoicing tasks for the PL-112 and 5305d grant reimbursement process.
- Travel and attendance to Central Florida MPO Alliance (CFMPOA) and Metropolitan Planning Organization Advisory Council (MPOAC) meetings.
- Development of regional priority projects lists, including coordination with local partners and the CFMPOA.
- Coordination and attendance of meetings with local, state and federal partners.
- Completion of UPWP and amendment updates.
- Completion of updates to the bylaws for the TPO Board, CAC and TAC.
- Completion of the annual Joint Certification with FDOT in 2021 and 2022.
- Completed an update to the TPO Disadvantaged Business Enterprise (DBE) Program, to be adopted in summer 2022.
- Monitored DBE participation and report payments for work completed for TPO.
- Staff and TPO Board travel at meetings, trainings, conferences and workshops.
- Review of federal and state legislation involving transportation funding and programs to MPO/TPO's.
- Coordination with Marion County Departments, including Human Resources, Payroll, Procurement, IT, Administration and Clerk of the Court and Comptroller.
- Annual host Marion County budget process conducted through the Marion County Clerk of the Court and Comptroller.
- Staff management, personnel changes and interviews.
- Staff Services Agreement with Marion County, including revisions.
- Ongoing communication with TPO Board regarding budget status.
- Procurement and contracting with consultants for tasks and projects.
- Procurement of office supplies, equipment and software licenses.
- Management of travel and training for staff and TPO Board members.
- Printing of information for meetings and workshops.
- TPO Audit coordination and completion with the FDOT Office of Inspector General.

Required Activities

The Task 1 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are summarized as follows.

Activity	End Product(s)	Completion Date(s)
Staff support, administration and security of TPO committees, boards, meetings, workshops	Meetings, packets, public notifications, minutes	Monthly
Financial tasks, budget management and maintenance of electronic files and records	Budgets for UPWP and Host Agency	Ongoing
Process timesheets, payroll and monthly/quarterly progress reporting	Staff timesheets, progress reports	Bi-weekly
Prepare and submit invoices for federal grants, progress reports and backup documentation	Invoices, progress reports for federal grants	Monthly, Quarterly
Amend, update FY 22/23 to FY 23/24 UPWP	FY 23-24 updated UPWP	As needed
Complete FY 24/25 to FY 25/26 UPWP	FY 25-26 new UPWP	May 2024
Prepare financial budgets for host agency	Clerk of Court Budgets	June 2023, 2024
TPO Board budget updates	Budget Summary Reports	Quarterly
Participate in annual Joint FDOT/TPO Certification process	Certification Reports, Certification Statements	March/April 2023, 2024
Participation in MPOAC and CFMPOA, regional or statewide partner meetings, trainings	Meetings, trainings,	Quarterly, Ongoing
Coordination with MPOAC on regional and statewide planning, prioritization	State planning and coordination	Ongoing
Coordinate and attend meetings with federal, state and local partners	Meeting participation	Ongoing
Maintain and update TPO agreements, board and committee bylaws	Revised agreements, bylaws	As needed
Update DBE Program guidance	DBE Program document	August 2022
TPO Continuity of Operations Plan (COOP) and Process Documentation	COOP document, Process documentation	December 2022
Monitor legislative activities at the federal, state, local levels affecting transportation	Summary reports, documentation	Ongoing
Manage consultant support services and contracts, task work orders	Consultant contract(s), task orders	Ongoing, As needed
Office supplies, computer equipment, plotter	Supplies and Equipment	As needed
Software license renewal/equipment, purchases (ArcGIS, Pagefreezer, Microsoft Office, BIS/DCR, Kronos, Clockify, Adobe Pro, Adobe Cloud); Online news subscriptions	Software Licenses, Equipment, Subscriptions	Ongoing, Annual
Printing of materials for education and outreach	Printed materials	As needed
Travel and training for TPO staff and TPO Board	Meetings, conferences	Ongoing
Monitor DBE participation and report payments	Summary report(s)	Quarterly

Responsible Agency

Responsible Staff

Ocala Marion TPO

Ocala Marion TPO

Budget Summary

The estimated budgets for Task 1 are summarized in Tables 1A and 1B.

Table 1A: Task 1 Estimated Budget, FY 2022/2023

Task 1 Administration, Fiscal Year 2022/2023							
Funding Source	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category	Contract						
A. Personnel							
Salaries and Benefits	\$ 272,319	\$ -	\$ -	\$ 8,099	\$ -	\$ -	\$ 280,418
Total:	\$ 272,319	\$ -	\$ -	\$ 8,099	\$ -	\$ -	\$ 280,418
B. Consultant							
Security Services for Meetings	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Total:	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
C. Travel							
Travel Expenses	\$ 2,162	\$ -	\$ -	\$ 7,319	\$ 800	\$ -	\$ 10,281
Training and Education	\$ 3,000	\$ -	\$ -	\$ 1,830	\$ 275	\$ -	\$ 5,105
Total:	\$ 5,162	\$ -	\$ -	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses							
Advertising	\$ 1,600	\$ -	\$ -	\$ 240	\$ 725	\$ -	\$ 2,565
Computer Equipment and Plotter	\$ 5,500	\$ -	\$ -	\$ 2,445	\$ -	\$ -	\$ 7,945
Copier Rental	\$ 2,390	\$ -	\$ -	\$ 313	\$ 110	\$ -	\$ 2,813
Meeting Audio Equipment	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,875
Office Supplies	\$ 3,800	\$ -	\$ -	\$ 467	\$ 110	\$ -	\$ 4,377
Postage	\$ 175	\$ -	\$ -	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ -	\$ -	\$ 552	\$ -	\$ -	\$ 1,852
Software Licenses, Subscriptions	\$ 6,784	\$ -	\$ -	\$ 728	\$ 100	\$ -	\$ 7,612
Total:	\$ 26,924	\$ -	\$ -	\$ 4,793	\$ 1,065	\$ -	\$ 32,782
E. Indirect Expenses							
Marion County Cost Allocation	\$ 22,971	\$ 3,207	\$ -	\$ 29,670	\$ 1,862	\$ -	\$ 57,710
TOTAL TASK BUDGET:	\$ 328,876	\$ 3,207	\$ -	\$ 51,711	\$ 4,002	\$ -	\$ 387,796

Note: FHWA PL reflects the new CPG, including PL-112 and FTA 5305d consolidated grants.

Table 1B: Task 1 Estimated Budget, FY 2023/2024

Task 1 Administration, Fiscal Year 2023/2024					
Budget Category	Funding Source Contract	FHWA PL G2797	CTD	Local	Total
A. Personnel					
Salaries and Benefits		\$ 295,700	\$ -	\$ -	\$ 295,700
	Total:	\$ 295,700	\$ -	\$ -	\$ 295,700
B. Consultant					
Security Services for Meetings		\$ 1,500	\$ -	\$ -	\$ 1,500
	Total:	\$ 1,500	\$ -	\$ -	\$ 1,500
C. Travel					
Travel Expenses		\$ 10,800	\$ 800	\$ -	\$ 11,600
Training and Education		\$ 4,800	\$ 275	\$ -	\$ 5,075
	Total:	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
D. Direct Expenses					
Advertising		\$ 1,850	\$ 750	\$ -	\$ 2,600
Computer Equipment		\$ 5,500	\$ -	\$ -	\$ 5,500
Copier Rental		\$ 2,750	\$ 110	\$ -	\$ 2,860
Insurance		\$ 2,875	\$ -	\$ -	\$ 2,875
Office Supplies		\$ 4,200	\$ 50	\$ -	\$ 4,250
Postage		\$ 425	\$ 20	\$ -	\$ 445
Printing and Binding		\$ 1,400	\$ -	\$ -	\$ 1,400
Software Licenses		\$ 7,675	\$ 100	\$ -	\$ 7,775
	Total:	\$ 26,675	\$ 1,030	\$ -	\$ 27,705
E. Indirect Expenses					
Marion County Cost Allocation		\$ 55,848	\$ 1,862	\$ -	\$ 57,710
	TOTAL TASK BUDGET:	\$ 395,323	\$ 3,967	\$ -	\$ 399,290

TASK 2: DATA COLLECTION

Purpose

Identifies all data collection and analysis activities from a number of sources including the City of Ocala, Belleview, Dunnellon, 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, the annual TPO Traffic Counts Report, crash reporting, support for the Congestion Management Plan (CMP), level of service/traffic analysis and other tasks as deemed necessary.

Previous Work Completed

Summary of completed data collection activities in FY 2020/21 and FY 2021/22.

- Completion of 2021 and 2020 Traffic Counts Reports.
- Completion of interactive and static maps for TPO website, including Traffic Counts, Transportation and Community Features, Transportation Improvement Program and Long-Range Transportation Plan.
- 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 statewide GIS coordination meetings.
- Data collection support for the Congestion Management Plan (CMP).
- Participation in the regional Transportation Systems Management and Operations (TSM&O) work group.

Required Activities

The Task 2 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
Completion of annual Traffic Counts Reports	Completed summary reports and online maps.	May 2023, 2024
Updates to interactive and static maps for TPO website (crashes, traffic counts, multimodal transportation network features, congestion management, safety and others as determined)	Online interactive map portal hub on TPO website	Ongoing
Participation in Community Traffic Safety Team (CTST) and Transportation Systems Management and Operations (TSM&O) and	Meetings, workshops	Monthly, Ongoing

other state and regional committees		
Data collection and information to support update to the Congestion Management Plan (CMP) Updates	Data to support Congestion Management Plan (CMP) updates	June 2023
Central Florida Regional Planning Model (CFRPM) review, support and coordination	CFRPM participation	Ongoing, As needed
On-call data collection, analysis and GIS support services to TPO partner governments	Reports, databases, maps	Ongoing, As needed
Data collection to support crash updates	Crash reports, summaries	Annual, On-going
Development of Commitment to Zero and Congestion Management Plan online maps	Online interactive maps on TPO website portal	December 2022

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO

Budget Summary

The estimated budgets for Task 2 are summarized in Tables 2A and 2B on the next page.

Table 2A: Task 2 Estimated Budget, FY 2022/2023

Task 2 Data Collection, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ 23,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030
Total:	\$ 23,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030
B. Consultant							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 23,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030

Table 2B: Task 2 Estimated Budget, FY 2023/2024

Task 2 Data Collection, Fiscal Year 2023/2024					
Budget Category	Funding Source Contract	FHWA PL G2797	CTD	Local	Total
A. Personnel					
Salaries and Benefits		\$ 26,500	\$ -	\$ -	\$ 26,500
	Total:	\$ 26,500	\$ -	\$ -	\$ 26,500
B. Consultant					
Consultants		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
C. Travel					
Travel Expenses		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses					
		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:		\$ 26,500	\$ -	\$ -	\$ 26,500

TASK 3: LONG RANGE PLANNING

Purpose

Identifies activities that support the long-term implementation of TPO transportation programs and projects. Also included are activities that support transportation needs on a local or regional level.

Previous Work Completed

Summary of completed long-range planning activities in FY 2020/21 and FY 2021/22.

- Adoption of the 2045 Long Range Transportation Plan (LRTP).
- Completion of a modification and amendment to the 2045 LRTP.
- Annual updates and adoption of federally required performance measures, including PM-1 Safety, PM-2 Bridge and Pavement, and PM-3 System Performance.
- Coordination with local and regional partners on planning initiatives, local and regional trails and other major projects.
- Participation in the Central Florida Regional Planning Model review.
- Adoption of the FDOT/MPOAC Transportation Performance Measures Consensus Planning Document.
- Coordination with FDOT District Five on Strategic Intermodal System (SIS) project planning and priorities.

Required Activities

The Task 3 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
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 PM-1, PM-2 and PM-3	Updated information to support target setting	January – February 2023, 2024
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2023, 2024
Coordination on local, regional projects and transportation studies with partner agencies	Meetings, technical assistance	As Needed, Ongoing
Completion of Congestion Management Plan (CMP) State of System Report	CMP State of System Report update	January 2024
Begin development of the 2050 LRTP, including project management, scope, technical support and formal kick off	2050 LRTP project management plan, scope, support team and kick-off	June 2024

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

The estimated budgets for Task 3 are summarized in Tables 3A and 3B.

Table 3A: Task 3 Estimated Budget, FY 2022/2023

Task 3 Long-Range Planning, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ 20,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,125
Total:	\$ 20,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,125
B. Consultant							
2050 LRTP Placeholder	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 195,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,125

Table 3B: Task 3 Estimated Budget, FY 2023/2024

Task 3 Long-Range Planning, Fiscal Year 2023/2024					
Budget Category	Funding Source Contract	FHWA PL G2797	CTD	Local	Total
A. Personnel					
Salaries and Benefits		\$ 16,100	\$ -	\$ -	\$ 16,100
	Total:	\$ 16,100	\$ -	\$ -	\$ 16,100
B. Consultant					
2050 LRTP Placeholder		\$ 75,000	\$ -	\$ -	\$ 75,000
Congestion Management Report		\$ 15,000	\$ -	\$ -	\$ 15,000
	Total:	\$ 90,000	\$ -	\$ -	\$ 90,000
C. Travel					
Travel Expenses		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses					
		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:		\$ 106,100	\$ -	\$ -	\$ 106,100

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 updates of the Transportation Improvement Program (TIP) and List of Priority Projects (LOPP).

Previous Work Completed

The completed short-range planning activities of the TPO in FY 2020/21 and FY 2021/22.

- Developed the annual TIP for both FY 2021/22 to 2025/26 and FY 2022/23 to 2026/27.
- Development of a new TIP document format to support improved public access.
- 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.
- Completion of the Annual LOPP process for FY 2027 and FY 2028 (2021, 2022).
- Completion of a revised LOPP guidance publication, including methodology, scoring and ranking, and project lists.
- Published the annual listing of federally-funded obligated projects in the TIP for Federal Fiscal Years (FFY) 2020, 2021.

Required Activities

The Task 4 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
Prepare annual TIP, including project database, online mapping and public involvement process	FY 2023/24 to 2027/28 Transportation Improvement Program FY 2024/25 to 2028/29 Transportation Improvement Program	June 2023 June 2024
Updates, amendments to the TIP documents and online interactive maps	Updated TIP, online maps	As Needed
Annual Listing of Federally Obligated projects	Annual Obligation Report amended in the TIP	November 2022, 2023
Completion and updates to annual List of Priority Projects (LOPP) process and project lists	LOPP Priority Lists	June 2023 June 2024

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO

Budget Summary

The estimated budgets for Task 4 are summarized in Tables 4A and 4B.

Table 4A: Task 4 Estimated Budget, FY 2022/2023

Task 4 Short-Range Planning, Fiscal Year 2022/2023							
Funding Source	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category	Contract						
A. Personnel							
Salaries and Benefits	\$ 29,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,650
Total:	\$ 29,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,650
B. Consultant							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 29,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,650

Table 4B: Task 4 Estimated Budget, FY 2023/2024

Task 4 Short-Range Planning, Fiscal Year 2023/2024					
Budget Category	Funding Source Contract	FHWA PL G2797	CTD	Local	Total
A. Personnel					
Salaries and Benefits		\$ 33,200	\$ -	\$ -	\$ 33,200
	Total:	\$ 33,200	\$ -	\$ -	\$ 33,200
B. Consultant					
Consultants		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
C. Travel					
Travel Expenses		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses					
		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:		\$ 33,200	\$ -	\$ -	\$ 33,200

TASK 5: PUBLIC TRANSPORTATION

Purpose

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

Previous Work Completed

The completed public transportation planning activities of the TPO in FY 2020/21 and FY 2021/22.

- Provided staff support and administration to the Transportation Disadvantaged Local Coordinating Board (TDLCB), quarterly meetings and annual workshop.
- Conducted administration responsibilities for the Florida Commission for Transportation Disadvantaged grant (TD), including quarterly reports, invoices and financial statements.
- Conducted annual reviews of the local CTC, Marion Transit (MT).
- Completed review and approval of the CTC Annual Operating Report (AOR).
- Reviewed CTC's Annual report.
- Developed Request for Proposal (RFP), procurement process and selection of a CTC.
- Completed a minor update to the Transportation Disadvantaged Service Plan (TDSP).
- Completed a major update to the TDSP.
- Conducted public survey to support the TDSP update.
- Completed updates/reviews of TDLCB Bylaws, Grievance Procedures and TD Service Plan revisions.
- Coordination with the CTD state grant program manager.
- Facilitated coordination between the TDLCB, CTC and MT.
- Coordination with SunTran for UPWP tasks and updates.
- Support to SunTran for selection of the Transit Development Plan (TDP), community amenities and facilities consultant teams.
- Participation with SunTran in the transit route realignments and public meetings.

Required Activities

The Task 5 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are on the next page.

Activity	End Product(s)	Completion Date(s)
Staff support and administration of the TDLCB	Meetings, packets, public notifications, minutes	Quarterly
Perform CTC report and annual evaluation process	Annual Report	March 2023, 2024
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	2022, 2023
Updates/Reviews/Amendments to TDLCB Bylaws, Grievance Procedures and TD Service Plan (TDSP)	Updated documents	Ongoing, As needed
TDSP public survey and public engagement	TDSP survey report	Annual
Review and approval of CTC Annual Operating Report (AOR)	AOR Review	2022, 2023
Conduct TD annual Public workshop	Public workshop meeting	2023, 2024
Coordination and support for TDSP with MT and TDLCB	Annual updated tactical plan	June 2023 June 2024
Prepare and review Actual Expenditure Report (AER)	Annual Expenditure Report (AER)	August 2022 August 2023
Coordinate with SunTran for the Public Transportation Agency Safety Plan (PTASP) and required safety performance targets	PTASP targets	Annual
Coordinate with SunTran on the required PTASP transit safety performance measure targets	Reporting and amendment of targets in annual TIP	Annual
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
Meetings, coordination, support to SunTran	Meetings, services	As needed

Responsible Agency

Ocala Marion TPO, SunTran

Responsible Staff

Ocala Marion TPO, City of Ocala (SunTran)

Budget Summary

The estimated budget for Task 5 in FY 2022/23 and FY 2023/24 is summarized in Tables 5A and 5B.

Table 5A: Task 5 Estimated Budget, FY 2022/2023

Task 5 Public Transportation, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ 4,350	\$ -	\$ -	\$ -	\$ 23,549	\$ -	\$ 27,899
Total:	\$ 4,350	\$ -	\$ -	\$ -	\$ 23,549	\$ -	\$ 27,899
B. Consultant							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 4,350	\$ -	\$ -	\$ -	\$ 23,549	\$ -	\$ 27,899

Table 5B: Task 5 Estimated Budget, FY 2023/2024

Task 5 Public Transportation, Fiscal Year 2023/2024					
Budget Category	Funding Source Contract	FHWA PL G2797	CTD	Local	Total
A. Personnel					
Salaries and Benefits		\$ 4,600	\$ 23,584	\$ -	\$ 28,184
	Total:	\$ 4,600	\$ 23,584	\$ -	\$ 28,184
B. Consultant					
Consultants		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
C. Travel					
Travel Expenses		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses					
		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:		\$ 4,600	\$ 23,584	\$ -	\$ 28,184

SunTran Required Activities (not part of the TPO’s budget)

Public transportation planning activities by SunTran for FY 2022/23 and FY 2023/24 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.
- Major update to the Transit Development Plan (TDP).
- Annually updates the TDP.
- Develop annual NTD Report.
- Develop shelter and bench program and projects for fixed-route service area.
- Feasibility Study for a microtransit pilot program.
- Electric Vehicle Fleet Transition Plan.

Responsible Agency: SunTran

Budget Summary

The estimated budget in FY 2022/23 and FY 2023/24 is summarized in Tables 5C and 5D.

Table 5C: Task 5 SunTran Estimated Budget, FY 2022/2023

Task 5 Public Transportation, Fiscal Year 2022/2023						
Funding Source	FTA 5307				Local	Total
	FTA	FDOT	TDC	Local Match		
Budget Category						
A. Personnel						
Salaries and Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B. Consultant						
Consultants	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Total:	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
C. Travel						
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000

Table 5D: Task 5 SunTran Estimated Budget, FY 2023/2024

Task 5 Public Transportation, Fiscal Year 2022/2023						
Funding Source	FTA 5307				Local	Total
	FTA	FDOT	TDC	Local Match		
Budget Category						
A. Personnel						
Salaries and Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B. Consultant						
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel						
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

TASK 6: PUBLIC INVOLVEMENT

Purpose

Identifies all activities that involve the public in the TPO's '3C' 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 transportation planning activities of the TPO in FY 2020/21 and FY 2021/22.

- Completed regular updates on the TPO website, including public notices for meetings, meeting agendas and minutes, meeting schedules and all federally required planning document reviews.
- Developed information fact sheets and postcards for public education and awareness.
- Maintained the TPO's Facebook and Twitter social media platforms.
- Regular Facebook and Twitter postings for meeting notices, community events, transportation information and publications.
- Updated the Public Participation Plan (PPP) in 2021.
- Hosted Mobility Week events in 2019 and 2020.
- Maintained social media archive services.
- Participated in American Association of Metropolitan Planning Organization (AMPO) social media and organization spotlight in 2021.
- Provided public notices for all meetings and workshops within seven (7) days to meet state Sunshine Law and PPP directives.
- Developed Limited English Proficiency "I Speak Cards" and Public Comment cards for use in all TPO meetings.
- Instituted non-discrimination statements in English on all public meeting notices and agendas.
- Instituted non-discrimination statement in Spanish on the TPO website.
- Title VI Plan update completed in 2020.
- Documented and responded to all public inquiries and requests for information.
- Developed Annual Reports for 2020 and 2021.
- Created public website page for the Commitment to Zero Safety Action Plan.
- Conducted outreach to solicit interest and applications for the Citizens Advisory Committee (CAC).

Required Activities

The Task 6 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
Promote more awareness and understanding of the TPO and the 3C planning process	Fact sheets, infographics, postcards	Ongoing
Regular updates to TPO website content	Up to date website	Ongoing
Develop Annual Report to highlight major activities, accomplishments	2022, 2023 Annual Reports	January 2023, 2024
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 (PPP)	As needed
Updates to Title VI Plan	Revised Title VI Plan	As needed
Monitor and respond to all Title VI and ADA complaints	Formal response, documented report(s)	As needed, As required
Document and respond to all public inquiries and information requests	Formal responses, documented	Ongoing
Develop outreach materials and new document templates for public awareness involving specific studies or planning documents	Brochures, summary cards, pamphlets, document templates	Ongoing, As needed
Social media archive subscription renewals	Social Media archives subscription service	April 2023, 2024
Attend Title VI, ADA, DBE, Limited English Proficiency (LEP) and public involvement training	Completed trainings	Ongoing, Annual
Outreach to attain 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	2022, 2023
Updates to the Safety Action Plan regarding activities and information	Safety Action Plan website updates	Ongoing

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

The estimated budget for Task 6 in FY 2022/23 and FY 2023/24 is summarized in Tables 6A and 6B on the next page.

Table 6A: Task 6 Estimated Budget, FY 2022/2023

Task 6 Public Involvement, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
A. Personnel							
Salaries and Benefits	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
Total:	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
B. Consultant							
Public Outreach Task	\$ 8,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,850
Website Maintenance and Hosting	\$ 4,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,040
Total:	\$ 12,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,890
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 45,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,390

Table 6B: Task 6 Estimated Budget, FY 2023/2024

Task 6 Public Involvement, Fiscal Year 2023/2024					
Budget Category	Funding Source Contract	FHWA PL G2797	CTD	Local	Total
A. Personnel					
Salaries and Benefits		\$ 37,200	\$ -	\$ -	\$ 37,200
	Total:	\$ 37,200	\$ -	\$ -	\$ 37,200
B. Consultant					
Consultants		\$ -	\$ -	\$ -	\$ -
Website Maintenance and Hosting		\$ 4,040	\$ -	\$ -	\$ 4,040
	Total:	\$ 4,040	\$ -	\$ -	\$ 4,040
C. Travel					
Travel Expenses		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses					
		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:		\$ 41,240	\$ -	\$ -	\$ 41,240

TASK 7: SPECIAL PROJECTS

Purpose

Identifies special projects and activities that are non-recurring, such as planning studies and research in support of federal and state planning emphasis areas and TPO planning priorities.

Previous Work Completed

The completed special project planning activities of the TPO in FY 2020/21 and FY 2021/22.

- Completed a major update to the Congestion Management Plan (CMP), including public survey, policies and procedures and state of system elements.
- Completed a guidance paper on Transportation Resilience.
- Kick-off and significant progress toward completion of Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion in 2021.
- Development of task work orders, scheduling and procurement processing for CMP, Safety Action Plan and Transportation Resilience Guidance Publication.

Required Activities

The Task 7 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
Completion of the Commitment to Zero Safety Action Plan, including online database, maps and files	Commitment to Zero Action Plan	October 2022
Implementation of Commitment to Zero safety activities, including plan update, online reporting tools, education/awareness and strategy implementation	Commitment to Zero safety implementation	Ongoing, as needed and identified
Transportation Resiliency planning, including additional technical tools, master planning, data/information gathering, education and grant support for projects	Transportation resiliency planning	Ongoing, as needed and identified
Equity in transportation planning to support greater understanding of opportunities and challenges for a more equitable and accessible transportation system	Equity and Transportation Assessment/Plan	2023
Community gateway planning in support of aesthetics, landscaping, wayfinding and signage	Community Gateway Plan or Planning Process	2022 to 2023
Freight planning in Ocala/Marion County to support access, mobility and safety	Freight Assessment	2022 to 2023
Develop a guidance paper on automated, connected, electric, shared vehicles (ACES), emerging technologies	ACES Guidance Paper	2022 to 2023

Conduct corridor or subarea studies and assessments to improve safety for all users, complete streets and congestion management in Ocala/Marion County	Transportation Studies	As needed and identified
2020 Census planning to prepare for changes impacting the TPO and Ocala/Marion community	2020 Census Planning, preparations	2022 to 2024

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

The estimated budget for Task 7 in FY 2022/23 and FY 2023/24 is summarized in Tables 7A and 7B on the next page.

Table 7A: Task 7 Estimated Budget, FY 2022/2023

Task 7 Special Projects, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ 21,100	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ 24,500
Total:	\$ 21,100	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ 24,500
B. Consultant							
Safety Action Plan	\$ 1,100	\$ -	\$ 59,807	\$ -	\$ -	\$ -	\$ 60,907
Consultants	\$ 245,363	\$ -	\$ -	\$ 28,715	\$ -	\$ -	\$ 274,078
Total:	\$ 245,363	\$ -	\$ 59,807	\$ 28,715	\$ -	\$ -	\$ 334,985
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 267,563	\$ -	\$ 59,807	\$ 32,115	\$ -	\$ -	\$ 359,485

Table 7B: Task 7 Estimated Budget, FY 2023/2024

Task 7 Special Projects, Fiscal Year 2023/2024					
Budget Category	Funding Source Contract	FHWA PL G2797	CTD	Local	Total
A. Personnel					
Salaries and Benefits		\$ 17,500	\$ -	\$ -	\$ 17,500
	Total:	\$ 17,500	\$ -	\$ -	\$ 17,500
B. Consultant					
Consultants		\$ 40,252	\$ -	\$ -	\$ 40,252
	Total:	\$ 40,252	\$ -	\$ -	\$ 40,252
C. Travel					
Travel Expenses		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses					
		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:		\$ 57,752	\$ -	\$ -	\$ 57,752

TASK 8: REGIONAL ACTIVITIES

Purpose

To promote and enhance interregional transportation planning and coordination with neighboring MPOs by supporting common interests through the Central Florida MPO Alliance (CFMPOA). Participating MPOs/TPOs include: Lake~Sumter MPO, MetroPlan Orlando, Ocala Marion TPO, Polk TPO, River to Sea TPO and Space Coast TPO.

Previous Work:

Previous Work	Adoption Date/Status
CFMPOA Regional priority project list	Annual
CFMPOA Quarterly meetings	Quarterly
CFMPOA Annual joint meeting with Sun Coast Transportation Planning Alliance (SCTPA)	Annual

Required Activities:

Required Activities and Work Products	Milestone/Completion Date
CFMPOA Regional Metropolitan Transportation Plan summary	Spring 2024
CFMPOA Regional priority project list	July 2022 July 2023
CFMPOA continued coordination amongst regional MPO partners	Quarterly meetings/Ongoing

Responsible Agencies:

Participating agencies of CFMPOA include Lake-Sumter MPO, MetroPlan Orlando, Ocala-Marion TPO, Polk TPO, River to Sea TPO, and Space Coast TPO

Budget Tables:

The estimated budget for Task 8 in FY 2022/23 and FY 2023/24 is summarized in Tables 8A and 8B on the next page.

Table 8A: Task 8 Estimated Budget, FY 2022/23

Task 8 Regional Activities		
Budget Detail for FY 23 (July 1, 2022 - June 30, 2023)		
Funding Source	FHWA (CPG)	Total
Contract Number	G2797	
Source Level	Federal (81.93%)	
Consultant		
Transfer to: MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
TOTAL	\$ 5,000	\$ 5,000

* 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.



 Orange formatting indicates outgoing funds.

Table 8B: Task 8 Estimated Budget, FY 2023/24

Task 8 Regional Activities		
Budget Detail for FY 24 (July 1, 2023 - June 30, 2024)		
Funding Source	FHWA (CPG)	Total
Contract Number	G2797	
Source Level	Federal (81.93%)	
Consultant		
Transfer to: MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
TOTAL	\$ 5,000	\$ 5,000

* 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.

 Orange formatting indicates outgoing funds.

TASK 9: LOCAL FUND

Purpose

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

Previous Work Completed

Sources of local funds provided by the host agency Marion County supported the following activities in FY 2020/21 and FY 2021/22:

- Professional staff membership dues to the American Planning Association (APA).
- Legislative dues to the Florida Metropolitan Planning Organization Advisory Council (MPOAC).
- TPO Board member expenses.

Required Activities

The activities planned for FY 2022/23 and FY 2023/24 that will be supported by local funding are as follows.

Activity	End Product(s)	Completion Date(s)
Staff professional planning membership dues	APA memberships, grant memberships	Annual
Payment for TPO Board member expenses not reimbursable by federal grants	Office expenses	As needed

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO

Budget Summary

The estimated budget for Task 9 in FY 2022/23 and FY 2023/24 is summarized in Tables 9A and 9B on the next page.

Table 9A: Task 9 Estimated Budget, FY 2022/2023

Task 9 Local Fund, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B. Consultant							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
Office Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ 300
Professional Membership Dues	\$ -					\$ 1,700	\$ 1,700
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
TOTAL TASK BUDGET:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000

Table 9B: Task 9 Estimated Budget, FY 2023/2024

Task 9 Local Fund, Fiscal Year 2023/2024					
Budget Category	Funding Source Contract	FHWA PL G2797	CTD	Local	Total
A. Personnel					
Salaries and Benefits		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
B. Consultant					
Consultants		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
C. Travel					
Travel Expenses		\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses					
Office Supplies		\$ -	\$ -	\$ 300	\$ 300
Professional Membership Dues				\$ 1,700	\$ 1,700
	Total:	\$ -	\$ -	\$ 2,000	\$ 2,000
TOTAL TASK BUDGET:		\$ -	\$ -	\$ 2,000	\$ 2,000

SUMMARY BUDGET TABLES

Table 10A: Budget Summary by Task and Funding Source, FY 2022/2023

Fiscal Year 2022/2023 Budget Summary												
Funding Source Contract Number Task Name	*FHWA PL G2797	FDOT Soft Match (18.07%)	FTA 5305(d) Carryover G2560	FDOT Soft Match (20%)	FTA 5305(d) Carryover GU198	FDOT Soft Match (20%)	FTA 5305(d) Carryover G2458	FDOT Soft Match (20%)	CTD G2964	Local	#FTA 5307 SunTran	Total (minus soft match)
1. Administration	\$ 328,876	\$ 59,428	\$ 3,207	\$ 641	\$ -	\$ -	\$ 51,711	\$ 10,342	\$ 4,002	\$ -	\$ -	\$ 387,796
2. Data Collection	\$ 23,030	\$ 4,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030
3. Long-Range Planning	\$ 195,125	\$ 35,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,125
4. Short-Range Planning	\$ 29,650	\$ 5,358	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,650
5. Public Transportation	\$ 4,350	\$ 786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,549	\$ -	\$ 200,000	\$ 27,899
6. Public Involvement	\$ 45,390	\$ 8,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,390
7. Special Projects	\$ 267,563	\$ 48,349	\$ -	\$ -	\$ 59,807	\$ 11,961	\$ 32,115	\$ 6,423	\$ -	\$ -	\$ -	\$ 359,485
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
TOTAL BUDGET:	\$ 898,984	\$ 162,448	\$ 3,207	\$ 641	\$ 59,807	\$ 11,961	\$ 83,826	\$ 16,765	\$ 27,551	\$ 2,000	\$ 200,000	\$ 1,075,375

*Orange formatting indicates outgoing funds

All federal funding, including fund transfers, apply the required non-federal match (FDOT State Soft Match with Toll Revenue Credits);

*FTA 5307 Funding to SunTran. Not included in TPO funding totals

Table 10B: Agency Participation, FY 2022/2023

Agency Participation, Fiscal Year 2022/2023									
Task Name	FHWA	FTA	FDOT Soft Match	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant	SunTran
1. Administration	\$ 328,876	\$ 54,918	\$ 70,411	\$ 4,002	\$ -	\$ 387,796	\$ -	\$ 1,500	\$ -
2. Data Collection	\$ 23,030	\$ -	\$ 4,162	\$ -	\$ -	\$ 23,030	\$ -	\$ -	\$ -
3. Long-Range Planning	\$ 195,125	\$ -	\$ 35,259	\$ -	\$ -	\$ 195,125	\$ -	\$ 175,000	\$ -
4. Short-Range Planning	\$ 29,650	\$ -	\$ 5,358	\$ -	\$ -	\$ 29,650	\$ -	\$ -	\$ -
5. Public Transportation	\$ 4,350	\$ -	\$ 786	\$ 23,549	\$ -	\$ 27,899	\$ -	\$ -	\$ 200,000
6. Public Involvement	\$ 45,390	\$ -	\$ 8,202	\$ -	\$ -	\$ 45,390	\$ -	\$ 12,890	\$ -
7. Special Projects	\$ 267,563	\$ 91,922	\$ 66,733	\$ -	\$ -	\$ 359,485	\$ -	\$ 334,985	\$ -
*8. Regional Planning	\$ 5,000	\$ -	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -
TOTAL BUDGET:	\$ 898,984	\$ 146,840	\$ 191,815	\$ 27,551	\$ 2,000	\$ 1,075,375	\$ 5,000	\$ 524,375	\$ 200,000

*Orange formatting indicates outgoing funds

Table 11A: Budget Summary by Task and Funding Source, FY 2023/2024

Fiscal Year 2023/2024 Budget Summary						
Funding Source Contract Number Task Name	FHWA PL G2797	FDOT Soft Match (18.07%)	CTD	Local	#SunTran	Total (minus soft match)
1. Administration	\$ 395,323	\$ 71,435	\$ 3,967	\$ -	\$ -	\$ 399,290
2. Data Collection	\$ 26,500	\$ 4,789	\$ -	\$ -	\$ -	\$ 26,500
3. Long-Range Planning	\$ 106,100	\$ 19,172	\$ -	\$ -	\$ -	\$ 106,100
4. Short-Range Planning	\$ 33,200	\$ 5,999	\$ -	\$ -	\$ -	\$ 33,200
5. Public Transportation	\$ 4,600	\$ 831	\$ 23,584	\$ -	\$ -	\$ 28,184
6. Public Involvement	\$ 41,240	\$ 7,452	\$ -	\$ -	\$ -	\$ 41,240
7. Special Projects	\$ 57,752	\$ 10,436	\$ -	\$ -	\$ -	\$ 57,752
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
TOTAL BUDGET:	\$ 669,715	\$ 121,018	\$ 27,551	\$ 2,000	\$ -	\$ 699,266

*Orange formatting indicates outgoing funds

All federal funding, including fund transfers, apply the required non-federal match (FDOT State Soft Match with Toll Revenue Credits)

*FTA 5307 Funding to SunTran. Not included in TPO funding totals

Table 11B: Agency Participation, FY 2023/2024

Agency Participation, Fiscal Year 2023/2024								
Task Name	FHWA	FDOT Soft Match	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant	SunTran
1. Administration	\$ 395,323	\$ 71,435	\$ 3,967	\$ -	\$ 399,290	\$ -	\$ 1,500	\$ -
2. Data Collection	\$ 26,500	\$ 4,789	\$ -	\$ -	\$ 26,500	\$ -	\$ -	\$ -
3. Long-Range Planning	\$ 106,100	\$ 19,172	\$ -	\$ -	\$ 106,100	\$ -	\$ 90,000	\$ -
4. Short-Range Planning	\$ 33,200	\$ 5,999	\$ -	\$ -	\$ 33,200	\$ -	\$ -	\$ -
5. Public Transportation	\$ 4,600	\$ 831	\$ 23,556	\$ -	\$ 28,184	\$ -	\$ -	\$ -
6. Public Involvement	\$ 41,240	\$ 7,452	\$ -	\$ -	\$ 41,240	\$ -	\$ 4,040	\$ -
7. Special Projects	\$ 57,752	\$ 10,436	\$ -	\$ -	\$ 57,752	\$ -	\$ 40,252	\$ -
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000		\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -
TOTAL BUDGET:	\$ 669,715	\$ 121,018	\$ 27,551	\$ 2,000	\$ 699,266	\$ 5,000	\$ 135,792	\$ -

*Orange formatting indicates outgoing funds

Table 12: Fiscal Year (FY) 2022/2023 Budget Summary by Category and Funding Source

JULY 1, 2022 - JUNE 30, 2023 FUNDING SUMMARY BY CATEGORY AND SOURCE					
Budget Category	FHWA (PL)	FTA 5305(d) Carry Forward	CTD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 403,074	\$ 11,499	\$ 23,549	\$ -	\$ 438,122
Subtotal:	\$ 403,074	\$ 11,499	\$ 23,549	\$ -	\$ 438,122
B. Consultant Services					
Consultants	\$ 260,853	\$ 88,522	\$ -	\$ -	\$ 349,375
2050 LRTP Placeholder	\$ 175,000	\$ -	\$ -	\$ -	\$ 175,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
Subtotal:	\$ 440,853	\$ 88,522	\$ -	\$ -	\$ 529,375
C. Travel					
Travel and Training	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
Subtotal:	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses					
Advertising	\$ 1,600	\$ 240	\$ 725	\$ -	\$ 2,565
Computer Equipment and Plotter	\$ 5,500	\$ 2,445	\$ -	\$ -	\$ 7,945
Copier/Printer Rental	\$ 2,390	\$ 313	\$ 110	\$ -	\$ 2,813
Meeting Audio Equipment	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ 2,875
Office Supplies	\$ 3,800	\$ 467	\$ 110	\$ 300	\$ 4,677
Postage	\$ 175	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ 552	\$ -	\$ -	\$ 1,852
Professional Membership Dues	\$ -	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses, Subscriptions	\$ 6,784	\$ 728	\$ 100	\$ -	\$ 7,612
Subtotal:	\$ 26,924	\$ 4,793	\$ 1,065	\$ 2,000	\$ 34,782
E. Indirect Expenses					
Marion County Cost Allocation	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
Subtotal:	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
Budget Totals					
Revenues:	\$ 898,984	\$ 146,840	\$ 27,551	\$ 2,000	\$ 1,075,375
Expenditures:	\$ 898,984	\$ 146,840	\$ 27,551	\$ 2,000	\$ 1,075,375

Table 13: Fiscal Year (FY) 2023/2024 Budget Summary by Category and Funding Source

JULY 1, 2023 - JUNE 30, 2024 FUNDING SUMMARY BY CATEGORY AND SOURCE				
Budget Category	FHWA (PL)	CTD	Local	Total
A. Personnel				
Salaries and Fringe Benefits	\$ 430,800	\$ 23,584	\$ -	\$ 454,384
Subtotal:	\$ 430,800	\$ 23,584	\$ -	\$ 454,384
B. Consultant Services				
Consultants	\$ 60,792	\$ -	\$ -	\$ 60,792
2050 LRTP Placeholder	\$ 75,000	\$ -	\$ -	\$ 75,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ 5,000
Subtotal:	\$ 135,792	\$ -	\$ -	\$ 140,792
C. Travel				
Travel and Training	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
Subtotal:	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
D. Direct Expenses				
Advertising	\$ 1,850	\$ 750	\$ -	\$ 2,600
Computer Equipment	\$ 5,500	\$ -	\$ -	\$ 5,500
Copier/Printer Rental	\$ 2,750	\$ 110	\$ -	\$ 2,860
Insurance	\$ 2,875	\$ -	\$ -	\$ 2,875
Office Supplies	\$ 4,200	\$ 50	\$ 300	\$ 4,550
Postage	\$ 425	\$ 20	\$ -	\$ 445
Printing and Binding	\$ 1,400	\$ -	\$ -	\$ 1,400
Professional Membership Dues	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses, Subscriptions	\$ 7,675	\$ 100	\$ -	\$ 7,775
Subtotal:	\$ 26,675	\$ 1,030	\$ 2,000	\$ 29,705
E. Indirect Expenses				
Marion County Cost Allocation	\$ 55,848	\$ 1,862	\$ -	\$ 57,710
Subtotal:	\$ 55,848	\$ 1,862	\$ -	\$ 57,710
Budget Totals				
Revenues:	\$ 669,715	\$ 27,551	\$ 2,000	\$ 699,266
Expenditures:	\$ 669,715	\$ 27,551	\$ 2,000	\$ 699,266

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

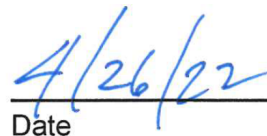
DEBARMENT and SUSPENSION CERTIFICATION

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: Ire Bethea Sr.
Title: TPO Chair



Date

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

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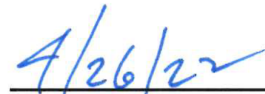
LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

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: Ire Bethea Sr.
Title: TPO Chair



Date

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

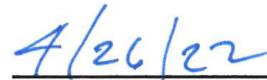
It is the policy of the Ocala/Marion County TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise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

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

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



Name: Ire Bethea Sr.
Title: TPO Chair



Date

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

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TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Ocala/Marion County TPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Ocala/Marion County TPO further assures FDOT that it will undertake the following with respect to its programs and activities:

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

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



Name: Ire Bethea Sr.
Title: TPO Chair



Date

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

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APPENDICES A and E

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

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

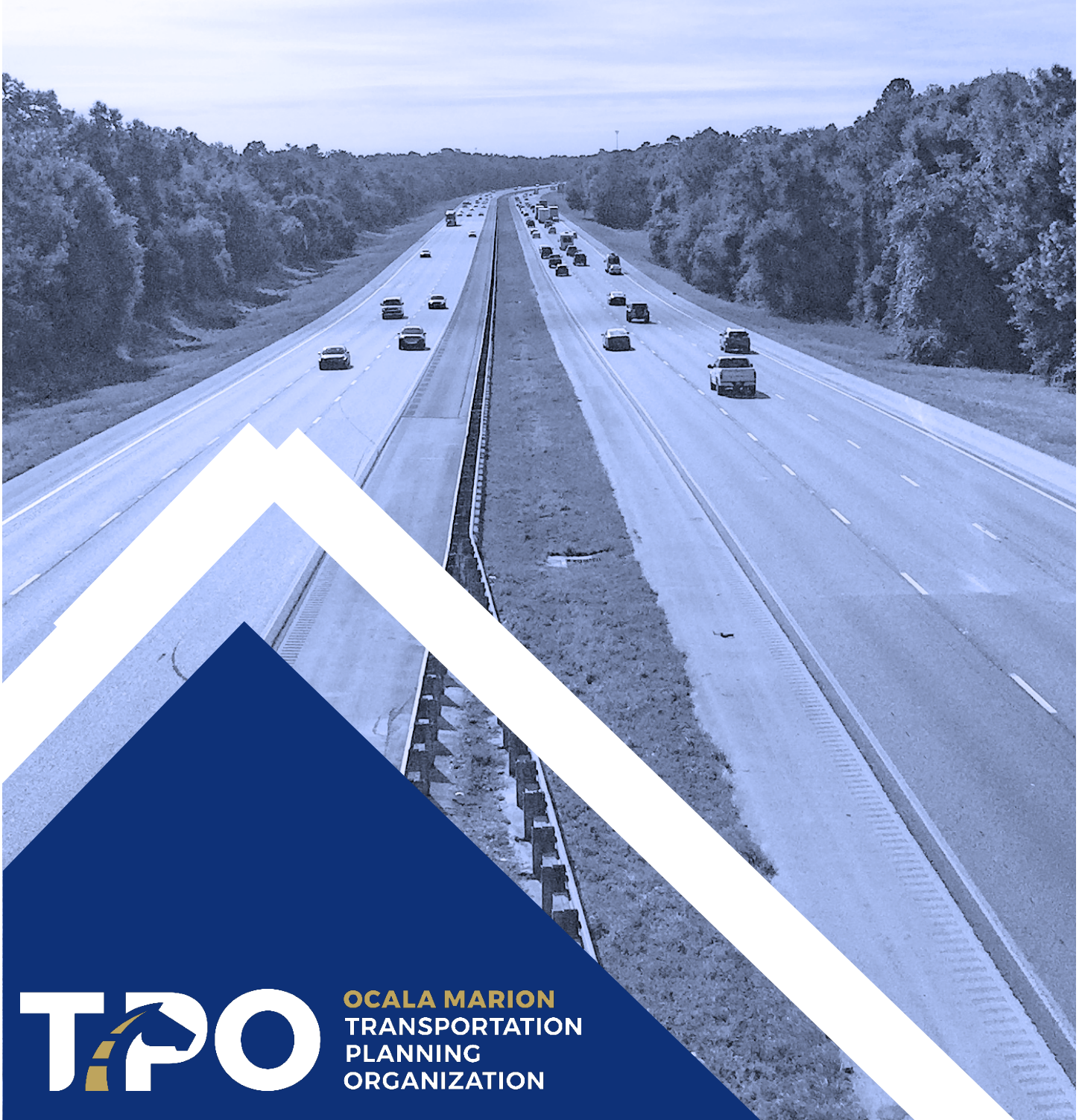
FLORIDA DEPARTMENT OF TRANSPORTATION
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05/18

- (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



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

February 2022

ACRYONYM	NAME	DESCRIPTION
3C	Continuing, Cooperative and Comprehensive	A Continuing, Cooperative and Comprehensive (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 - http://leempo.com/programs-products/transportation-disadvantaged/).
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 - http://www.ncfrpc.org/TD/td.html).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
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- https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
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.
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.
IIJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending.
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: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/ .

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 - https://www.fdotd7studies.com/what-is-a-pde-study.html).
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 - https://www.fdot.gov/planning/sis/default.shtm).
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 other state and local professionals.
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-www.reconnectingamerica.org).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
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: PARTNER AGENCY PLANNING EMPHASIS AREAS AND ACTIVITIES



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

Federal Transit
Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

Florida Planning Emphasis Areas 2021

The Florida Department of Transportation (FDOT) Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Florida MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, [*Tackling the Climate Crisis at Home and Abroad*](#), created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, [*Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*](#), outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

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.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

Contact Information:

Abra Horne, FDOT, Metropolitan Planning Administrator

850-414-4901

Abra.Horne@dot.state.fl.us



Florida Department of Transportation
District Five

District Planning Activities

At Florida Department of Transportation (FDOT), our mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. In order to achieve FDOT's mission and to remain one of the top DOTs in the country, FDOT Secretary Kevin J. Thibault has implemented the department's Vital Few: **Improve Safety, Enhance Mobility, Inspire Innovation, and Foster Talent**. These four core areas should be at the forefront of everything we do as we continue to serve the residents and visitors of Florida. We should always strive to improve safety for all road users, enhance mobility for a growing Florida, inspire innovation within the transportation industry and foster talent within our agency by attracting the best and brightest employees in the nation.

Improve Safety

FDOT's mission and top priority is to create a safe, efficient transportation system for all road users in the state of Florida. To continually improve the safety of the traveling public, FDOT participates in several safety campaigns throughout the year, consistently spreads awareness of safety practices through its communication and social media channels, and follows safety standards in every project, every time. FDOT supports the mission of Vision Zero by implementing Target Zero initiatives and by collaborating with our partners to reach zero fatalities and serious injuring on all roads in Florida.

- Incorporate safety into all planning activities for all modes
 - Corridor studies
 - Bicycle and Pedestrian plans and projects
 - Transit plans and projects
 - Operational improvements
 - Intersection safety
 - Rail safety
 - Establish target speed for corridors and projects
- Develop and maintain District safety plans
- State Highway Safety Plan
- Safety Campaigns:
 - Target Zero
 - Alert Today Florida
 - Safe Mobility for Life
- Safety Emphasis Areas
 - Aggressive driving
 - Aging road users and teen drivers
 - Distracted driving



Florida Department of Transportation
District Five

- Impaired driving
- Intersection crashes
- Lane departure crashes
- Traffic records data
- Vulnerable road users
- Speed Management
- Crash data

Enhance Mobility

As Florida continues to gain more than 600 residents a day and welcomes more than 126 million annual visitors, it is essential to enhance mobility throughout the state to accommodate its consistent and rapid growth. The Florida Department of Transportation is committed to continuing to enhance our state's transportation system to fit the current and future needs of our residents and visitors. Whether that's through the expansion or enhancement of existing roadways or increased multimodal options, we are committed to building the Florida of the future.

- Systems Planning
 - Travel demand model development
 - Interchange analysis and reviews
 - Level of Service (LOS)
 - Growth management reviews (traffic impact analysis)
 - System maintenance
 - GIS application development and data maintenance
 - Management of data and statistics (track trends)
 - Traffic count program
 - Functional classification
 - Incorporate CAV technology into infrastructure improvements
- Modal Development
 - Incorporate all modes into planning activities
 - Corridor studies that integrate transportation and land use
 - Bicycle and pedestrian facilities
 - Filling gaps in the network
 - Improvements and enhancements included with all plans and projects
 - Multi use trails and side paths
 - Connections to transit
 - Public transit
 - Increasing accessibility to transit routes
 - Commuter Assistance Program
 - Transit agency program management and technical assistance



Florida Department of Transportation
District Five

- Administration/Program Management of state and federal transit funds
- Assistance to develop transit plans
 - Transit Development Plan (TDP)
 - Transit Asset Management
 - Title VI
 - Transit Disadvantaged Service Plan (TDSP)
- Fixed Guideway Systems
 - Greater Orlando Area Airport (GOAA)
 - SunRail
- Triennial safety audits
- Transportation Disadvantaged Local Coordinating Boards
- Freight and goods movement
 - District Freight Plan
 - Truck Parking Feasibility Studies
 - Sub-area Freight Studies
- SunRail
- Context Classification
- Incident management
- Active work zone management
- Incorporate TSM&O strategies
- Expand flexibility of funding to support multimodal projects
 - District allocation of state funds for transit operations

Inspire Innovation

Since it was created, FDOT has been consistently creating innovative solutions to solve transportation challenges throughout the state and has become a leader in transportation across the country. The transportation industry is evolving at a rapid pace, and one of our goals at FDOT is to inspire innovation in everything we do. FDOT is proud to employ some of the best and brightest individuals. In order to continue to provide a safe, efficient transportation system for Florida's residents and visitors and prepare for the future, FDOT encourages every employee to think outside of the box. From the everyday processes we use to complete our work to incorporating the latest technologies, let us be forward-thinking in all we do.

- Improve innovation process
 - Ideation approach
 - Incorporate innovation into all FDOT activities and function
- Training
- Data needs and sharing
- Launch platform to engage FDOT staff



Florida Department of Transportation
District Five

- Innovator Teams
- Migrate ideas
- Monitor and report
 - Develop reports
 - Share information

Additional Planning Activities

- MPO Program Management
 - Administration of MPO program and federal funds
 - District Liaison support for MPOs and local governments
 - Technical assistance for development and maintenance of MPO plans and documents
 - UPWP
 - LRTP
 - TIP
 - Agreements
 - Monitoring of program
 - Financial management and oversight
 - Annual Joint MPO Certification
- Regional Planning
 - Support and participate in advisory role to regional boards and committees
 - Regional studies
 - Truck parking
 - Freight and goods movement
 - Multimodal
 - Regional project priorities
- Environmental Management
 - Enhance planning and environmental linkages (PEL)
 - ETDM process
 - Planning consistency
 - PD&E studies

APPENDIX D: PUBLIC NOTICES AND PARTNER AGENCY COMMENTS

Fiscal Years 2023 to 2024 UPWP Available for Public Comment – Transportation Planning Organization



Pending Board Adoption April 26, 2022

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.
Federal Aid Project (FAP) Number: 0314-056-M; FDOT Financial Project Number: 439331-4
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

March 15, 2022

The Ocala Marion Transportation Planning Organization (TPO) draft Fiscal Years 2023 to 2024 Unified Planning Work Program (UPWP) is available for public comment.

The TPO's Unified Planning Work Program (UPWP) is a federally required financial budgetary document that outlines all activities and expenditures anticipated to occur over a two-year period from July 1, 2022 to June 30, 2024. The draft UPWP is available for public review and comment by going to the TPO webpage:

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

To comment on the UPWP, please use the TPO's online Feedback Form or contact the Director. Comments are accepted from March 15 to April 15, 2022.

<https://ocalamariontpo.org/contact-us/tpo-feedback-form>

Rob Balmes
Ocala Marion TPO Director
rob.balmes@marionfl.org
352-438-2631

From: [Irby, Shakayla](#)
Subject: FY 2023 to 2024 Unified Planning Work Program (UPWP) is available for public comment
Date: Tuesday, March 15, 2022 9:20:34 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
Importance: High

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PROOF OF PUBLICATION

Ocala Marion Tpo
Ocala Marion Tpo
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STATE OF FLORIDA, COUNTY OF MARION

The Star Banner, a newspaper printed and published in the city of Ocala, and of general circulation in the County of Marion, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated or by publication on the newspaper's website, if authorized, on:

03/15/2022

and that the fees charged are legal.
Sworn to and subscribed before on 03/15/2022

Legal Clerk

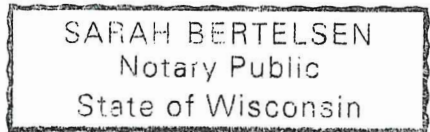
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To comment on the UPWP, please use the TPO's online Feedback Form, or contact the Director by phone or email. Comments are accepted from March 15 to April 15, 2022. <https://ocalamariontpo.org/contact-us/tpo-feedback-form>

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**FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND FEDERAL TRANSIT
ADMINISTRATION (FTA) COMMENTS**



Federal Highway Administration

Florida Division Office
 3500 Financial Plaza, Suite 400
 Tallahassee, Florida 32312
 (850) 553-2201
 www.fhwa.dot.gov/fldiv

Federal Transit Administration

Region 4 Office
 230 Peachtree St, NW, Suite 1400
 Atlanta, Georgia 30303
 (404) 865-5600

Planning Comments

Document Name: _____		MPO: _____	
Date of Document:	Date Received	Date Reviewed	District: _____
Reviewed by:			

COMMENTS

TPO responses in red (4/6/2022).

Page #	Comment Type	Comment Description
1		<p><u>TPO Responses</u></p> <ul style="list-style-type: none"> • TPO added FAP Number to final UPWP version cover.
2		<ul style="list-style-type: none"> • TPO added more details to Task 3 Consultant item related to Congestion Management.
3		<ul style="list-style-type: none"> • TPO will continue practice of submitting all Scopes and Amended UPWPs for FHWA approval.
4		<ul style="list-style-type: none"> • Thank you. Error will be corrected.
5		<ul style="list-style-type: none"> • Thank you. Error will be corrected.
6		<ul style="list-style-type: none"> • TPO will continue practice of submitting all Scopes and Amended UPWPs for FHWA approval.

7			
8			
9			
10			
11			
12			
13			
14			<ul style="list-style-type: none"> The TPO has identified the integration of Planning Emphasis Areas into the UPWP and future activities over the next two fiscal years.
15			
16			
17			

The TPO signed and dated in final UPWP version.

The TPO included all comments in Appendix D of the final UPWP version.

The TPO included all planning activities from SunTran.

The TPO included all carryover funding and activities for FTA 5305d.

The TPO will process a UPWP amendment as needed.

The TPO coordinates with SunTran ongoing to integrate into the planning process for both items 12 and 13

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) COMMENTS



UNIFIED PLANNING WORK PROGRAM (UPWP) REVIEW CHECKLIST

TPO responses in red (4/6/2022).

MPO: **Ocala Marion TPO**

UPWP Draft # or Date: **Draft #1 3/14/22**

Review #: **1**

Date of Review: **March 15, 2022**

Reviewed By: **LLH**

The following UPWP Review Checklist is provided to assist in the review of the MPO’s UPWP. This Review Checklist is to be completed by the MPO Liaison and included in the UPWP Appendix.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling, and other related errors.

Enhancement: Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment MUST be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures, or statues that the document does not conform with.

TPO Response
Thank you District 5 for the thorough review and feedback.

A space for comments for each section is provided at the bottom of each section.

UPWP Cover & Title Page

Does the cover or title page include the following information?

- MPO name, address, website? **Yes If yes, page number: 1**
- CFDA number (FHWA – PL & SU: 20.205, FTA 5305: 20.505)? **Yes If yes, page number: 1**
- Identification of agencies providing funds for the UPWP? **Yes If yes, page number: 1**
- Financial Project Number (FPN) for each contract shown in UPWP? **Yes If yes, page number: 1**
- Federal Award Identification Number (FAIN) for FHWA contracts (or the Federal Aid Project Number [FAP])? **Yes If yes, page number: 1**
- Correct State Fiscal Years? **Yes If yes, page number: 1**
- Statement of nondiscrimination? **Yes If yes, page number: 2**
- DRAFT UPWP: Space for adoption date and revision dates? **Yes If yes, page number: 1**
- FINAL UPWP: Adoption date and space for revision dates? **Select response If yes, page number: xx**

Editorial

Page numbers referred to correspond with page numbers of pdf file.

Required Content

Does the UPWP have the following information?

- Introduction? **Yes If yes, page number: 5**

Unified Planning Work Program (UPWP)

Review Checklist

- Organization and Management? [Select response](#) If yes, page number: xx
- UPWP Planning Task Pages? [Yes](#) If yes, page number: 6
- Funding Source Budget Table and Summary Budget Table? [Yes](#) If yes, page number: 20
- Definition of acronyms used in UPWP? [Yes](#) If yes, page number: 67
- District Planning Activities? [Yes](#) If yes, page number: 14
- Indirect Rate Approval (if required)? [Yes](#) If yes, page number: 94
 - Cost Allocation Plan and Certificate of Indirect Cost in an appendix? [Yes](#) If yes, page number: 92
- In TMAs, the MPO must identify and include cost estimates for transportation planning, research and technology transfer activities funded with other federal or state and/or local funds being conducted within the MPO area (this includes planning and feasibility studies by other entities) (23 CFR 420.111(e)). [Not Applicable](#) If yes, page number: xx
- DRAFT UPWP:
 - A place for the signed Resolution adopting the final UPWP? [Yes](#) If yes, page number: 3
 - A place for the draft Resolution to adopt Travel Policy if not using FDOT policy (if required)? [No](#) If yes, page number: xx
 - A place for the Cost Analysis Certification Statement? [No](#) If yes, page number: xx
 - A place for the FHWA Certifications and Assurances? [Yes](#) If yes, page number: 60
- FINAL UPWP:
 - The signed Resolution adopting the UPWP? [Select response](#) If yes, page number: xx
 - The signed Resolution adopting the Travel Policy if not using FDOT policy (if required)? [Select response](#) If yes, page number: xx
 - The signed Cost Analysis Certification Statement? [Select response](#) If yes, page number: xx
 - The signed FHWA Certifications and Assurances? [Select response](#) If yes, page number: xx
 - UPWP Comments? [Select response](#) If yes, page number: xx
- Appendix to include items previously mentioned: Travel Policy (if required), Cost Allocation Plan and Certificate of Indirect Cost (if required), and UPWP Comments? [Yes](#) If yes, page number: 60

Critical

-Include Cost Analysis Certification Statement in final UPWP document
-Include resolution adopting Travel Policy

TPO Responses

- TPO included Certification Form in Final
- TPO included Travel Resolution for Final

Introduction

Does the introduction include the following elements?

- Definition and purpose of the UPWP? [Yes](#) If yes, page number: 5
- Overview of MPO's comprehensive transportation planning activities? [Yes](#) If yes, page number: 5
- Discussion of planning priorities, both MPO and local? [Yes](#) If yes, page number: 16
- Statement of CPG participation: "The FDOT and the (insert organization name) participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA and FTA in accordance

Unified Planning Work Program (UPWP)

Review Checklist

with 23 CFR 420.109 and 49, U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(i) and FTA C 8100.1D". [Yes If yes, page number: 5](#)

- Definition of soft match: Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the Federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA funding in the UPWP is 18.07% of FHWA program funds for a total of \$_____ ? [Yes If yes, page number: 20](#)
- Description of public involvement process used in development of MPO's UPWP? [Yes](#) [No](#) [Page number: 6](#)
- Description of how the MPO's addresses the [Federal Planning Factors](#)-(23 CFR 450.306(b)) – can be demonstrated using a matrix? [Yes If yes, page number: 10](#)
- Description of how the MPO's UPWP addresses the [Florida Planning Emphasis Areas 2021](#) and the [2021 Federal Planning Emphasis Areas](#)? [Yes If yes, page number: 11](#)
- If MPO is not in attainment, description of transportation related air quality planning activities regardless of funding sources or agencies conducting activities? [Not Applicable If yes, page number: xx](#)

[No comment](#)

[Click here to enter comments](#)

MPO Organization and Management

At a minimum, does the UPWP include information on the following items?

- Identification of participants and description of role in the UPWP planning process? [Yes If yes, page number: 5](#)
- Discussion of agreements, including date executed
 - Metropolitan Planning Agreement (FHWA funds)? [Yes If yes, page number: 8](#)
 - Public Transportation Grant Agreements (prior year FTA funds)? [Yes If yes, page number: 8](#)
 - Interlocal Agreement for the Creation (or Redesignation) of the Metropolitan Planning Organization? [Yes If yes, page number: 8](#)
 - Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)? [Yes If yes, page number: 8](#)
 - Memorandum of Understanding between MPOs and/or FDOT if transferring funds to accomplish Regional Activities? [No If yes, page number: xx](#)
- Discussion and identification of operational procedures and bylaws including date executed?
 - Continuity of Operations (COOP): [Yes If yes, page number: 16](#)
 - MPO Bylaws: [No If yes, page number: xx](#)
- Does the MPO include the following SIGNED Certifications and Assurances section?
 - Disadvantaged Business Enterprise Utilization? [Yes If yes, page number: 63](#)
 - Debarment and Suspension Certification? [Yes If yes, page number: 61](#)
 - Lobbying Certification for Grants, Loans and Cooperative Agreements? [Yes If yes, page number: 62](#)

Unified Planning Work Program (UPWP)

Review Checklist

- Title VI/Nondiscrimination Assurances? [Yes](#) If yes, page number: 64
- Appendices A and E? [Yes](#) If yes, page number: 65
- Discussion of Indirect Rate Plan, and in an appendix include signed Cost Allocation Plan and Certificate of Indirect Cost, if applicable? [Yes](#) If yes, page number: 92

Critical

- MPO must include discussion of bylaws and operational procedures, with date adopted. Note link to bylaws is included in document.
- No discussion of indirect rate
- Include CFMPO MOU

TPO Responses

- TPO added date/background to TPO Board bylaws
- Indirect rate is discussed in detail under Cost Allocation on page 17 - TPO changed sub-section heading to Indirect Rate - Cost Allocation
- CFMPO Interlocal Agreement updates in 2016, 2018 were referenced

Work Elements/Tasks Sheets

At a minimum, does the UPWP have the following distinct tasks or subtasks?

- MPO Administration? [Yes](#) If yes, page number: 21
- Transportation Improvement Program (TIP)? [Yes](#) If yes, page number: 32
- Long Range Transportation Plan (LRTP)? [Yes](#) If yes, page number: 29
- MPO Regional Activities Task (if required)? [Yes](#) If yes, page number: 50

No comment

[Click here to enter comments](#)

Do each of the Work Element/Task Summary Pages include the following?

- Is each Task Sheet named and numbered? [Yes](#)
- Does each Task Sheet include Purpose, Previous Work, Required Activities? [Yes](#)
- Do the required activities list who will be completing the work? [No](#)
- Does each Task Sheet indicate who is the responsible agency or agencies? [Yes](#)
- Does each Task Sheet include end products/deliverables with scope and estimated completion date? [Yes](#)
- Does supporting narrative for each task provide sufficient detail to determine eligibility, necessity, and reasonableness of the purchase? [Yes](#)
- If memberships are listed as an expense, does it state that the memberships are for organizational memberships, not individual memberships? [No](#) If yes, page number: xx

Critical

- Include more detail about who will complete work tasks and activities (TPO staff, consultant, other agency staff, etc.)
- Indicate agency memberships vs. individual memberships. Note that membership expenses are budgeted as local funds

TPO Responses

- TPO completed by adding responsible parties by task for both fiscal years.
- Memberships are professional for staff and were be identified more clearly in Task 9

Work Elements/Tasks Sheets Budget Tables

Did the MPO use the UPWP Budget Table template provided by Central Office for task budget tables? [Yes](#)

Did the MPO prepare Task Summary Budget tables for year 1 and year 2 (either individually or combined)? [Yes](#) page number: 56

Does MPO **Administration Task** have subcategory for:

- Personnel Services? [Yes](#) If yes, page number: 23

Unified Planning Work Program (UPWP)

Review Checklist

- Equipment? Equipment costing more than \$5,000 per item should be listed separately. **Yes** If yes, page number: 23
- Travel? **Yes** If yes, page number: 23
- Supplies? Supplies costing more than \$1,000 per item should be listed separately. **Yes** If yes, page number: 23
- Direct Expenses? **Yes** If yes, page number: 23
- Indirect Expenses (only required if MPO has an approved indirect rate)? **Yes** If yes, page number: 23
- Are Atypical expenses (see [Guide for UPWP Development](#)) clearly described? **No** If yes, page number: xx
- Is Annual Audit expense included, if required? **Yes** If yes, page number: 93

Do each of the other Work Element/Task Summary **Estimated Budget Tables** include the following?

- Personnel Services? **Yes**
- Consultant Services (if using consultant on task)? **Yes**
- Travel (if needed)? **Yes**
- Direct Expenses (if needed)? **Yes**
- Indirect Expenses (only required if MPO has an approved indirect rate)? **Not Applicable**
- Supplies (if needed)? **Not Applicable**
- Equipment (if needed)? **Not Applicable**

TPO Responses

- The TPO has not meet the SSA - Single Source Audit threshold of \$750,000 expended of federal funds in one FFY. But we continue to monitor and will take action when appropriate through amendment.
- TPO denoted more details in Task 1.

Editorial

- Note annual audit expenses included in Cost Allocation Plan
- No atypical expenses noted, please include if there are any
- No capital expenses (equipment greater than \$5000) noted, please include separately in budget table if any anticipated
- No supply costs greater than \$1000 noted, please include separately in budget table if any anticipated

- None currently planned, but will be noted in future through amendment, if needed
- TPO denoted more details in Task 1 related to software and plotter.

MPO Regional Activities Task (required if MPO is transferring funds between MPOs and/or FDOT to complete regional planning activities)

Does the MPO have distinct tables to reflect MPO funding and overall regional task funding? In the UPWP Budget Table template provided by Central Office, these tables are called MPO Regional Activities and All Regional Accounting. **Yes** page number: 51

Do the Regional Work Element/Task Budget Table(s):

- Show ALL agencies (e.g., other MPOs, FDOT) that are included in the regional activities? **Yes** If yes, page number: 50
- Show amounts to be transferred by the MPO to other agencies (if applicable)? **Yes** If yes, page number: 51
- Show amounts to be received by the MPO from other agencies (if applicable)? **Not Applicable** If yes, page number: xx
- Show activities the funds are being used for? **Yes** If yes, page number: 50
- Do all participating MPOs use identical:
 - Descriptions of the activities to be completed **Select response** If yes, page number: xx

Unified Planning Work Program (UPWP)

Review Checklist

- Task name, activity description(s) and budgeted funds [Select response](#) [If yes, page number: xx](#)

Editorial

Regional planning task language and comparison with CFMPOA member MPO draft UPWP documents will be forthcoming. [Thank you.](#)

Funding Source Budget Table

Did the MPO use the UPWP Budget Table template provided by Central Office for Funding Source Budget Table?

[Yes](#)

Total FY 2023 contract amounts:

- DRAFT UPWP:
 - PL funds, which include FDOT FY 23 FTA 5305(d) and FY 23 PL funds (refer to Chris Bratton's PL Spreadsheet **total should not include estimated amount to be de-ob'd from FY 2021-22**)? [Yes](#) [If yes, page number: 56](#)
 - STBG or other federal funds (FY 2023 amount shown in FDOT Tentative Work Program)? [Yes](#)
 - Prior year active FTA contracts (PTGAs) with estimated amount? (contracts will be trued up in the fall once we have remaining balances at end of fiscal year.) [Yes](#)
- FINAL UPWP:
 - PL funds, which include FDOT FY 23 FTA 5305(d) and FY 23 PL funds (refer to Chris Bratton's UPDATED PL Spreadsheet which will include the MPO Board approved de-ob'd amount)? [Select response](#)
 - STBG funds or other federal funds (FY 2023 amount shown in FDOT Tentative Work Program) + MPO Board approved de-ob'd funds (if applicable) [Select response](#)
 - Prior year active FTA contracts (PTGAs) with estimated amount? (contracts will be true-d up in fall once we have remaining balances at end of fiscal year.) [Select response](#)
- Does Funding Source Budget Table include soft match amounts? [Yes](#)

[No comment](#)

[Click here to enter comments](#)

Total FY 2024 contract amounts:

- DRAFT UPWP:
 - PL funds, which include FDOT FY 24 FTA 5305(d) and FY 24 PL funds (refer to Chris Bratton's PL Spreadsheet)? [Yes](#) [If yes, page number: 57](#)
 - STBG or other federal funds (FY 2024 amount shown in FDOT Tentative Work Program)? [Yes](#)
- FINAL UPWP:
 - PL funds, which include FDOT FY 24 FTA 5305(d) and FY 23 PL funds (refer to Chris Bratton's UPDATED PL Spreadsheet)? [Select response](#)
 - STBG funds or other federal funds (FY 2023 amount shown in FDOT Tentative Work Program) + MPO Board approved de-ob'd funds (if applicable) [Select response](#)
- Does Funding Source Budget Table include soft match amounts? [Yes](#)

[Choose a category](#)

[Click here to enter comments](#)

Unified Planning Work Program (UPWP)

Review Checklist

Since the UPWP is the “Scope of Service” for the MPO Agreement, it is important to confirm that the total of Year 1 and Year 2 amounts in the UPWP also match what is shown on the MPO Agreement.

- Does FINAL UPWP PL amounts shown in FY 2023 plus FY 2024 match what is shown on new MPO Agreement? [Yes](#)
- Does Other FHWA funding (i.e., SU, CMAQ, etc.,) amounts shown in FY 2023 and FY 2024 match what is shown on new MPO Agreement? [Yes](#)

[Editorial](#)

New MPO agreements forthcoming

Summary Budget Table

Did the MPO use the UPWP Budget Table template provided by Central Office for the Summary Budget Table?

[Yes](#)

Do the **total FY 2023 contract amounts** match what is shown on Funding Source Budget Table? [Yes](#)

Do the **total FY 2024 contract amounts** match what is shown on Funding Source Budget Table? [Yes](#)

[No comment](#)

[Click here to enter comments](#)

General UPWP Comments

[Choose a category](#) [Click here to enter comments](#)

[Choose a category](#) [Click here to enter comments](#)

[Choose a category](#) [Click here to enter comments](#)

[Choose a category](#) [Click here to enter comments](#)

TPO Response: Changes made to Task 8 Regional Planning. This includes identifying outgoing funds to MetroPlan Orlando in orange.

UPWP Guide provided by Central Office states:

MPO Regional Activities

The MPO Regional Activities and All Regional Accounting tables should be used to show incoming and outgoing funds for regional tasks that involve the transfer of funds between MPOs. These table are only for tasks that require the physical transfer of funds. This does not include shared costs (e.g., health benefits for MPO staff) or activities that do not result in the transfer of funds or participation of a single MPO in coordination with other regional entities (e.g., attendance at MPOAC or FTC meetings, or MPOAC dues). All participating MPOs shall use consistent descriptions of the activities to be completed. Task name and activity description must be consistent between MPOs. Regional tasks must be supported by a MOU signed by all participating MPOs.⁴ Funds are authorized in the UPWP but are encumbered via contracts. Depending on the source, funds may need to be on separate contracts.

MPO Regional Activities

This table is for the MPO's funds for regional tasks that include the transfer of funds. The MPO shall list funds it is transferring to other agencies (e.g., other MPOs, FDOT) and funds it is receiving from other agencies for regional activities. The table summarizes the total amount of funds by source and what activities the funds are to be used for. Purple highlights indicate incoming funds, while orange highlights indicate outgoing funds. Within the UPWP document, include a legend or footnote for the table stating how the incoming funds and outgoing funds are formatted.

All Regional Accounting

This table summarizes the lead agency for regional tasks and all funding contributed to regional activities by fund source. Purple highlights indicate funds transferred to the lead agency. This table must be consistent for all MPOs participating in the regional activities. Within the UPWP document, include a legend or footnote for the table stating how the incoming funds and outgoing funds are formatted.

Regional Activities

1. Reflect as Regional Task and identify CFMPOA work separately from other regional planning activities of the MPO
2. Include executed MOA for CFMPOA
3. Use text below for narrative

Task X – Regional Activities

Purpose: To promote and enhance interregional transportation planning and coordination with neighboring MPOs by supporting coming interests through the Central Florida MPO Alliance (CFMPOA).

Previous Work:

Previous Work	Adoption Date/Status
CFMPOA Regional priority project list	Annual
CFMPOA Quarterly meetings	Quarterly
CFMPOA Annual joint meeting with Sun Coast Transportation Planning Alliance (SCTPA)	Annual

Required Activities:


Required Activities and Work Products	Milestone/Completion Date
CFMPOA Regional Metropolitan Transportation Plan summary	Spring 2024
CFMPOA Regional priority project list	July 2022 July 2023
CFMPOA continued coordination amongst regional MPO partners	Quarterly meetings/Ongoing

Responsible Agencies:


Participating agencies of CFMPOA include Lake-Sumter MPO, MetroPlan Orlando, Ocala-Marion TPO, Polk TPO, River to Sea TPO, and Space Coast TPO.

Budget Tables:


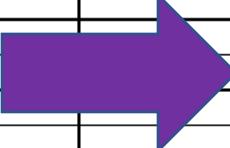

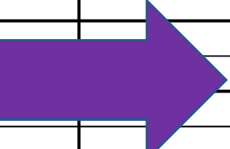
Task 1.1 Regional Activities		
Budget Detail for FY 23 (July 1, 2022 - June 30, 2023)		
Funding Source	FHWA (CPG)	Total
Contract Number	XX	
Source Level	Federal (81.93%)	
Consultant		
Transfer to: MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
TOTAL	\$ 5,000	\$ 5,000

 Orange formatting indicates outgoing funds.

Task 1.1 Regional Activities		
Budget Detail for FY 24 (July 1, 2023 - June 30, 2024)		
Funding Source	FHWA (CPG)	Total
Contract Number	XX	
Source Level	Federal (81.93%)	
Consultant		
Transfer to: MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
TOTAL	\$ 5,000	\$ 5,000

 Orange formatting indicates outgoing funds.

All Regional Accounting (MetroPlan)

140 - Regional Activities					
Estimated Budget Detail for FY 2023					
Budget Category/Description		Local	CFMPOA	FHWA (PL)	Total
Funding Source	Regional Funding - CFMPOA				
Local	Lead Agency: MetroPlan Orlando		\$ 5,000		Outgoing funds highlighted in
PL	Lake/Sumter MPO		\$ 5,000		
PL	Ocala/Marion TPO		\$ 5,000		Incoming funds highlighted in purple
PL	Polk TPO		\$ 5,000		
PL	River to Sea TPO		\$ 5,000		
PL	Space Coast TPO		\$ 5,000		
Total Regional Funding			\$ 30,000		
Personnel (salary and benefits)		\$ 5,939	\$ 23,353	\$ 213,858	\$ 243,150
Consultant Services		\$ -	\$ -	\$ -	\$ -
Pass Through		\$ -	\$ -	\$ -	\$ -
Travel Expenses		\$ -	\$ -	\$ -	\$ -
Indirect Expenses		\$ 1,042	\$ 4,097	\$ 37,518	\$ 42,657
Supplies		\$ -	\$ 1,500	\$ -	\$ 1,500
Equipment		\$ -	\$ -	\$ -	\$ -
Other Direct Expenses		\$ 500	\$ 1,050	\$ -	\$ 1,550
Total:		\$ 7,481	\$ 30,000	\$ 251,376	\$ 288,857
Estimated Budget Detail for FY 2024					
Budget Category/Description		Local	CFMPOA	FHWA (PL)	Total
Funding Source	Regional Funding - CFMPOA				
Local	Lead Agency: MetroPlan Orlando		\$ 5,000		Outgoing funds highlighted in
PL	Lake/Sumter MPO		\$ 5,000		
PL	Ocala/Marion TPO		\$ 5,000		Incoming funds highlighted in purple
PL	Polk TPO		\$ 5,000		
PL	River to Sea TPO		\$ 5,000		
PL	Space Coast TPO		\$ 5,000		
Total Regional Funding			\$ 30,000		
Personnel (salary and benefits)		\$ 7,428	\$ 23,421	\$ 225,229	\$ 256,078
Consultant Services		\$ -	\$ -	\$ -	\$ -
Pass Through		\$ -	\$ -	\$ -	\$ -
Travel Expenses		\$ -	\$ -	\$ -	\$ -
Indirect Expenses		\$ 1,279	\$ 4,029	\$ 38,752	\$ 44,060
Supplies		\$ -	\$ 1,500	\$ -	\$ 1,500
Equipment		\$ -	\$ -	\$ -	\$ -
Other Direct Expenses		\$ 500	\$ 1,050	\$ -	\$ 1,550
Total:		\$ 9,207	\$ 30,000	\$ 263,981	\$ 303,188

Can leave in table in as is with adding highlights, or separate CFMPOA out as separate tables. Highlights still needed if separate table is used.

APPENDIX E: COST ALLOCATION AND STAFF SERVICES AGREEMENT

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	-	-	-
Actual Budgeted Allocation	\$ 51,095	\$ 46,026	\$ 62,074
Property Tax @100%			
Assessment @100%			
Tax/Assessment @100%			
Max Cost Allocation			
Limit by Ordinance			

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

APPENDIX F: TPO TRAVEL POLICY

Ocala Marion County Transportation Planning Organization



Travel Policy

Resolution
No. 22-6

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO)
ENDORISING THE ADOPTION OF THE TPO TRAVEL POLICY

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 Statutes Section 112.061(14) allows TPO/MPOs to establish rates that vary from the standard state per diem rates by enactment of a resolution, provided that the rates apply uniformly to all travel by the entity; and

WHEREAS, the policies and procedures concerning the reimbursement of travel expenses are outlined in the TPO Travel Policy, updated and approved by the TPO Board on February 22, 2022.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the TPO Travel Policy.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 26th day of April 2022.

By: 
Ire Bethea Sr., Chair

Attest: 
Rob Balmes, Director

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Section 1: General

1.1 Purpose

To establish policies and procedures for the payment and/or reimbursement of expenses incurred while traveling on official TPO business.

1.2 Scope and Applicability

These regulations apply to all travel for TPO employees, elected and appointed officials, advisory board members, volunteers, and all others who are authorized to travel on official TPO business.

1.3 Roles and Responsibility

1) Director

- a) Ensure all travel expenditures have been budgeted.
- b) Ensure that travel is related to TPO business and expenses are reasonable and necessary in accordance with this policy.
- c) Ensure that travelers understand their responsibilities and initiate the appropriate action when procedures are not followed.
- d) Review travel related documentation to ensure that travelers have adhered to the travel policy.
- e) Ensure that accurate and complete Travel Expense Reports are submitted in accordance with the schedule established in this policy.
- f) Authorize travel and approve the Travel Expense Report.
- g) Retain Travel Expense Report and backup information subject to audit.

2) Travelers

- a) Exercise the same care in incurring expenses that a prudent person would exercise if traveling on personal business.
- b) Be knowledgeable of and adhere to the requirements set forth in this policy.
- c) Submit Travel Expense Report within 15 business days after the completion of travel that documents all expenses related to the total cost of travel.

1.4 Authorizations

- 1) Every traveler should seek approval from the Director prior to incurring any expenses.
- 2) Travel must be necessary for the proper execution of official TPO business. Meetings and conferences must be of a professional nature that will increase the attending individual's value to the TPO.
- 3) Upon the completion of travel, a Travel Expense Report will be completed and the following will review the request for compliance with the TPO's travel policy.
 - a) Director will be approved by the TPO Board.
- 4) Travel Advances are considered the exception, not the rule. If a travel advance is necessary, it must be approved by the Director. The traveler is responsible to submit this request the Friday prior to the scheduled payroll run.
- 5) A payroll deduction will automatically be made if a travel advance is outstanding for more than 30 days, and is directly attributed to the traveler's failure to properly file the Travel Expense Report.

1.5 Procurement Card Use

- 1) The procurement card (P-card) shall be used to pay for airline tickets, lodging, car rental, and registration fees whenever possible. If the traveler does not possess a P-card and someone else within their department does, the cardholder may elect to authorize these charges on their P-card.
- 2) The P-card SHALL NOT BE used for expenses that are reimbursed to the traveler at a flat rate, e.g. meals and mileage.
- 3) The P-card may be used to purchase gas when the traveler is using a Marion County or rental vehicle for out-of-town travel.
- 4) The traveler is responsible for documenting and submitting copies of these receipts on the Travel Expense Report.

1.6 Missing Receipts

If travel expense receipts are lost or stolen, a reasonable attempt to obtain duplicate receipts must be made. If duplicates cannot be secured, a statement of the facts explaining the incident must accompany the completed Travel Expense Report.

1.7 Letter of Agreement

When an employee attends advanced-level training that exceeds \$2,000 and leaves the TPO before the end of one year after completion of training, the traveler will be required to enter into a

contractual agreement to reimburse the TPO on a pro-rated basis for travel expenses as defined in the Marion County Employee Handbook and the Marion County Training Reimbursement Policy and Agreement.

Advanced-level training is training that is not required by the Director and will enhance an employee's abilities and/or advance their career.

Section 2: Travel Expense Requirements/Guidelines

2.1 General Principles

- 1) The traveler shall be reimbursed for authorized expenses that are in compliance with the requirements of this policy and are associated with an approved trip.
- 2) Travel arrangements should be made as early as possible to take advantage of early discounts and advance purchase prices.
- 3) When online travel is available, unless otherwise approved by Director, travel will not be permitted. Arrangements associated with the travel shall be the most economical available and result in the shortest "time-away".
- 4) Reimbursement is limited to the traveler only. The TPO will not reimburse any expenses for a traveler's spouse and family.
- 5) The TPO is exempt from the Florida Sales Tax. The traveler must print a copy of the tax exemption certificate prior to traveling in order to obtain the exemption. The traveler is responsible for taxes charged unless there is a written justifiable explanation of the facts.
- 6) Any travel associated with grants or other funding sources must comply with all provisions stipulated by the sponsoring agency or with all provisions of this travel policy if more restrictive. If the sponsoring agency's provisions are more restrictive than this policy, TPO policy will take precedence and the TPO will compensate for the difference.
- 7) Any advance or reimbursement due to the employee will be paid through the employee's payroll direct deposit as a non-taxable reimbursement. Same day travel meals described in Section 2.4.3 will be processed through payroll also, but as a taxable fringe benefit (per IRS regulations). IRS rules will prevail over the taxability of reimbursements.
- 8) Travelers must submit a complete Travel Expense Report that includes all travel related expenses such as, registration, gas, mileage, lodging, meals, tolls, parking fees, or rental car for trips outside of Marion County.

2.2 Registration Fees

- 1) Fees should only be paid after the proper travel authorization is secured.
- 2) Fees for registration, including meals and other programmed affairs sponsored by a conference or convention organization, shall be prepaid whenever possible. The use of the P-card for this expense is the preferred method of payment. A traveler can be reimbursed if a paid receipt is presented.
- 3) Payment for registration fees will be written directly to the sponsoring organization. The traveler is responsible to disburse backup documentation to the organization.
- 4) The TPO will not pay fees associated with entertainment events/dinners that are optional and not included as a part of the registration fee. These fees should not be charged to the P-card.
- 5) For payment to be advanced or reimbursed, a traveler must submit a copy of the agenda, or a certificate of attendance.

2.3 Transportation

- 1) Commercial Air Travel
 - a) Coach fare class shall be taken for all travel by air.
 - b) If air travel is booked via the Internet, the confirmation notice that states the amount shall be submitted to verify the cost.
 - c) Ticket insurance and additional accident or life insurance for persons traveling by commercial air travel will not be reimbursed.
 - d) The actual cost incurred for parking a private vehicle at the airport while the traveler is away shall be reimbursed. A receipt is required.
- 2) TPO Vehicle
 - a) The use of TPO-owned vehicles must be authorized by the Director.
 - b) When transportation is by a TPO-owned vehicle, reimbursable expenses will be limited to actual costs incurred for fuel, oil, and necessary vehicular maintenance and repairs supported by receipt or invoice; however, the P-card is the preferred method of payment for these expenses.
 - c) Parking tickets and moving vehicle citations are the responsibility of the traveler.
- 3) Privately Owned Automobile
 - a) The use of a privately-owned vehicle requires Director approval. Mileage reimbursement for use of a privately-owned vehicle will not be authorized without Director approval.
 - b) The traveler is entitled to a mileage allowance not to exceed IRS guidelines.
 - c) The individual operating the privately owned vehicle must possess a valid driver's license and the

vehicle must be insured with the minimum required insurance for the State of Florida.

- d) The mileage reimbursed shall be reasonable and comparable to other methods of travel. If MapQuest or another similar source is used, a printout substantiating the mileage claim should be attached to the Travel Expense Report.
- e) The mileage allowable will be from the traveler's official headquarters or point of origin, whichever is less, to the destination point. The official headquarters is defined as the traveler's normal work place or if there is no normal work place, the departmental headquarters location.
- f) A reasonable amount of vicinity travel is reimbursable to the traveler. Reasonable vicinity mileage is considered less than 25 miles per travel period. Requests for vicinity mileage exceeding 25 miles should be accompanied by a written explanation from the traveler substantiating the mileage claim.
- g) If there are multiple travelers going to the same destination, carpooling is required unless specifically authorized by the Director. If there are multiple travelers riding in the same privately owned vehicle, only one individual will be reimbursed for mileage.
- h) Employees receiving a vehicle allowance as part of their salary package are entitled to reimbursement for mileage when using their personal vehicle outside of Marion County.
- i) Parking tickets and moving vehicle citations are the responsibility of the traveler.

4) Rental Vehicle

- a) A vehicle may be rented when deemed appropriate by the Director. The use of rental vehicles should be limited to those instances where Marion County, privately owned vehicles or reasonable public transportation is unavailable.
- b) Whenever possible, the State contract for rental cars should be utilized.
- c) Maximum reimbursement for rental cars will be limited to the mid-size sedan rate or a vehicle with a comparable rate.
- d) Travelers utilizing rental cars will be reimbursed for gasoline if receipts are provided; however, the P-card is the preferred method of payment.
- e) Collision-damage waivers are recommended to be purchased when obtaining a rental vehicle. Marion County also has a self-insured program to cover claims.
- f) If a rental vehicle is booked via the Internet, the confirmation notice that states the amount shall be submitted to verify the cost. A receipt shall also be submitted upon return.

2.4 Meals and Incidentals

- 1) Employees shall be paid per diem for TPO related travel in accordance with U.S. General Services Administration (GSA). The most current meal and incidental allowances for standard and specified rates are provided at: www.GSA.gov/travel-resources.
- 2) No receipts for meals are required.

- 3) Meals for same day travel, which do not require an overnight stay, are allowed as provided in section 2.8.3 of this policy. Reimbursements granted will be a taxable fringe benefit (per IRS regulations) and will be included in your payroll direct deposit as taxable.
- 4) **The TPO, at its discretion, may allow employees to claim a meal allowance at an event with a meal(s) included as part of the registration fee if:
 - a. You are unable to consume the furnished meal(s) because of medical requirements or religious beliefs.
 - b. You requested specific approval to claim the full meal allowance prior to your travel.
 - c. You have made a reasonable effort to make alternative meal arrangements, but were unable to do so.
 - d. You purchased substitute meals in order to satisfy your medical or religious requirements.
- 5) At the TPO's discretion, you may also claim the full meal allowance if you were unable to take part in an event furnished meal due to the conduct of official business.

2.5 Lodging

- 1) The use of the P-card for this expense is the preferred method of payment.
- 2) The lodging expense is limited to single occupancy or occupancy shared with another TPO traveler.
- 3) Lodging costs in excess of the single room rate will not be reimbursed except when the additional occupant is an authorized TPO traveler.
- 4) If a hotel is booked via the Internet, the confirmation notice that states the amount shall be submitted to verify the cost.
- 5) Requests for reimbursement for lodging must be accompanied by an itemized paid receipt from the hotel, motel, etc. Extended stays must be paid by the traveler.

**Source: General Services Administration (GSA) Subchapter B-Allowable Travel Expenses- <https://www.gsa.gov/policy-regulations/regulations/federal-travel-regulation-ftr/i1206091#i1204040>

2.6 Miscellaneous Expenses

- 1) Communication expenses, including charges for telephone, facsimile, and internet access, to conduct official TPO business with the traveler are reimbursable if a receipt is provided.
- 2) Bridge, road, and tunnel tolls will be reimbursed when receipts are provided.
- 3) Parking charges will be reimbursed. Receipts for all parking charges must be provided. Parking meter charges will be paid without receipts if reasonable and approved by the Director.
- 4) Any other reasonable expense not otherwise provided for but incurred for the benefit of the TPO, will be reimbursed if receipts are provided and approved by the Director.

2.7 Nonrefundable Travel Expenses in Connection with Canceled Travel

- 1) Reimbursement for prepaid travel expenses may be allowed when the travel is canceled for legitimate reasons. Only the portion of the prepaid expenses that is nonrefundable is reimbursable.
- 2) The originating department shall be responsible for requesting a refund (full or partial) of expenses paid in advance by the TPO when the traveler does not attend the function.
- 3) A memo justifying the cancellation of travel, a paid receipt and certification that the expense is nonrefundable should be included with the Travel Expense Report.
- 4) The traveler shall be personally responsible for reimbursement of any expenses paid by the TPO when the traveler does not attend the function due to their own negligence.

2.8 Same Day Travel – Out of County

- 1) If the use of a privately owned vehicle is approved by the Director, mileage will be reimbursed in accordance with IRS guidelines.
- 2) Travelers must submit a Travel Expense Report if there are any travel related expenses such as registration, gas, mileage, lodging, meals, or rental vehicles. One report can be used if several travelers register for the same conference, travel in one vehicle and do not have a reimbursement due.
- 3) For same day travel which does not require an overnight stay, the standard meal allowance will be granted, but it will be a taxable fringe benefit (per IRS regulations) This reimbursement will be included in your payroll direct deposit as taxable.

2.9 Intra-County Travel

- 1) Employees that have a need to travel within the boundaries of Marion County shall use a Marion County vehicle, when possible. The use of a privately-owned vehicle for Intra-County travel must be approved by the Director.
- 2) Employees who utilize their personal vehicle and are not receiving an auto allowance are entitled to a mileage allowance equal to the standard mileage rate established annually by the IRS.
- 3) Employees receiving an auto allowance shall use their personal vehicles and will not be reimbursed for mileage for Intra-County Travel.
- 4) Reimbursement for Intra-County mileage will be submitted on the Intra-County Reimbursement form.
- 5) Parking tickets and moving vehicle citations are the responsibility of the traveler.
- 6) Travel Expense Reports are NOT required for travel within Marion County.



TO: Board Members

FROM: Rob Balmes, Director

**RE: Fiscal Years (FY) 2023 to 2027
Transportation Improvement Program (TIP) Amendment**

Summary

TPO staff requests one project is amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) pertaining to the Unified Planning Work Program (UPWP) de-obligation funding. The project may be found on the following attached pages.

FM# 439331-4: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

- Current Funding Amount: \$723,984
- Proposed Funding Amount: \$898,984
- Funds to be added to FY 2023: \$175,000
- Addition of Federal Highway Administration (FHWA) PL-112 Planning Funding, de-obligated in prior UPWP

Attachment(s)

- Current and Proposed Amended TIP Project Pages

Action Requested

Review and approval of the FY 2023 to 2027 TIP amendment to include the additional funding for TPO UPWP project 439331-4.

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

Project: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

Project Type: Transportation Planning
 FM Number: 4393314
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2022/23 and FY 2023/24.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,393,699

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$723,984	\$669,715	\$0	\$0	\$0	\$1,393,699
Total:			\$723,984	\$669,715	\$0	\$0	\$0	\$1,393,699

Project: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

Project Type: Transportation Planning
 FM Number: 4393314
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2022/23 and FY 2023/24.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,568,699

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$898,984	\$669,715	\$0	\$0	\$0	\$1,568,699
Total:			\$898,984	\$669,715	\$0	\$0	\$0	\$1,568,699



TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Roll Forward Amendment

Summary

On an annual basis, the TPO works in coordination with the Florida Department of Transportation (FDOT) to amend the Transportation Improvement Program (TIP) through a roll-forward process. This process is 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. These projects must then roll-forward to the new FY in July of the FDOT Work Program and also be included in year one (FY 2023) the TPO's recently adopted TIP. Therefore, a TIP amendment is necessary to ensure full consistency with the FDOT Work Program.

A total of 41 projects (37 prior and 4 current) and \$37,222,430 (\$5,484,923 current) in funding is proposed to be rolled forward to the FY 2023 to 2027 TIP. Some of the notable active projects include:

- SR 40 from East of CR 314 to East of CR 314A (Preliminary Engineering): \$6,857,570
- CR 484 from SW 20th to CR 475A (Construction, Preliminary Engineering, Right-of-Way): \$78,757 (\$73,757 + \$5,000)
- I-75 (Construction) Resurfacing from Sumter County to SR 200: \$138,300
- I-75 Dynamic Message Signs/ITS (Construction): \$559,945
- SunTran Capital and Operating Fixed Route: \$20,277,171
- SunTran Small Urban Capital: \$2,485,837 (\$1,231,367 + \$470,711 + 783,759)

Attachment(s)

- Presentation
- Roll Forward Transportation Improvement Program (TIP) Amendment report
- FY 2023 to 2027 TIP document

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

Committee Recommendation(s)

- The Citizens Advisory Committee (CAC) endorsed the Roll Forward TIP Amendment by consensus (no quorum) on August 9, 2022; and the Technical Advisory Committee (TAC) endorsed the Roll Forward TIP Amendment on August 9, 2022.

Action Requested

- Approval of the FY 2023 to 2027 Transportation Improvement Program (TIP) Roll Forward Amendment

If you have any questions about the TIP and annual Roll Forward process, please contact me at: 438-2631.

Transportation Improvement Program

Fiscal Years 2023 to 2027

Roll Forward Amendment

Pending Approval August 23, 2022

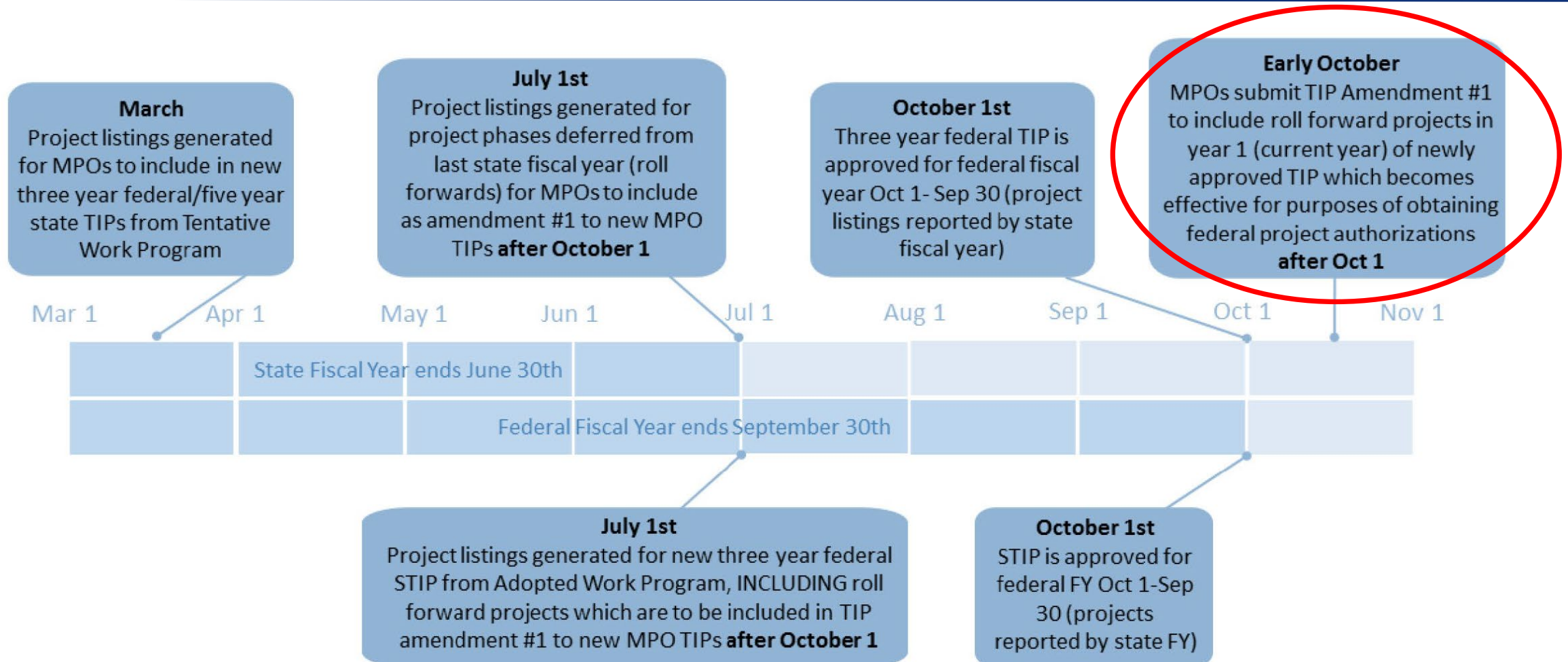
TPO Board Meeting August 23, 2022



TIP Roll Forward Process

- **Annual process to ensure consistency between the FDOT Work Program and TPO's Transportation Improvement Program (TIP).**
- **Projects “roll forward” that were not authorized by June 30 in prior TIP (FY 22 to 26) to the new TIP (FY 23 to 27)**

TIP Roll Forward Process



Roll Forward Funding Totals

- 37 Prior TIP projects and 4 Current TIP projects
- Current TIP FY 23: \$5,484,923
- Roll-Forward Amount FY 23: \$31,737,507
- Revised FY 23: \$37,222,430 (41 projects)

Notable Project Changes

- **SR 40 from E/O CR 314 to East of CR 314A**
(PE) - \$6,857,570
- **CR 484 from SW 20th to CR 475A**
(CST, ROW, PE) - \$78,757
- **I-75 Sumter County to SR 200 Resurfacing**
(Construction) - \$138,300
- **I-75 Dynamic Message Signs**
(Construction) - \$559,945

Notable Project Changes

- **SunTran Capital and Operating Fixed Route**
\$20,277,171
- **SunTran Urban Capital**
\$2,485,837
- **Silver Springs State Park Pedestrian Bridges**
(PE, Environmental) - \$153,650

TIP Roll Forward Funding Changes

Current

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$33,640,001	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$108,907,746
State	\$77,294,979	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$152,757,737
Local	\$6,939,452	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$26,223,803
Total	\$117,879,567	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$287,894,421

Proposed

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$52,777,147	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$128,044,892
State	\$85,158,582	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$160,621,340
Local	\$11,856,345	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$31,140,696
Total	\$149,792,074	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$319,806,928

Total TIP Funding Changes

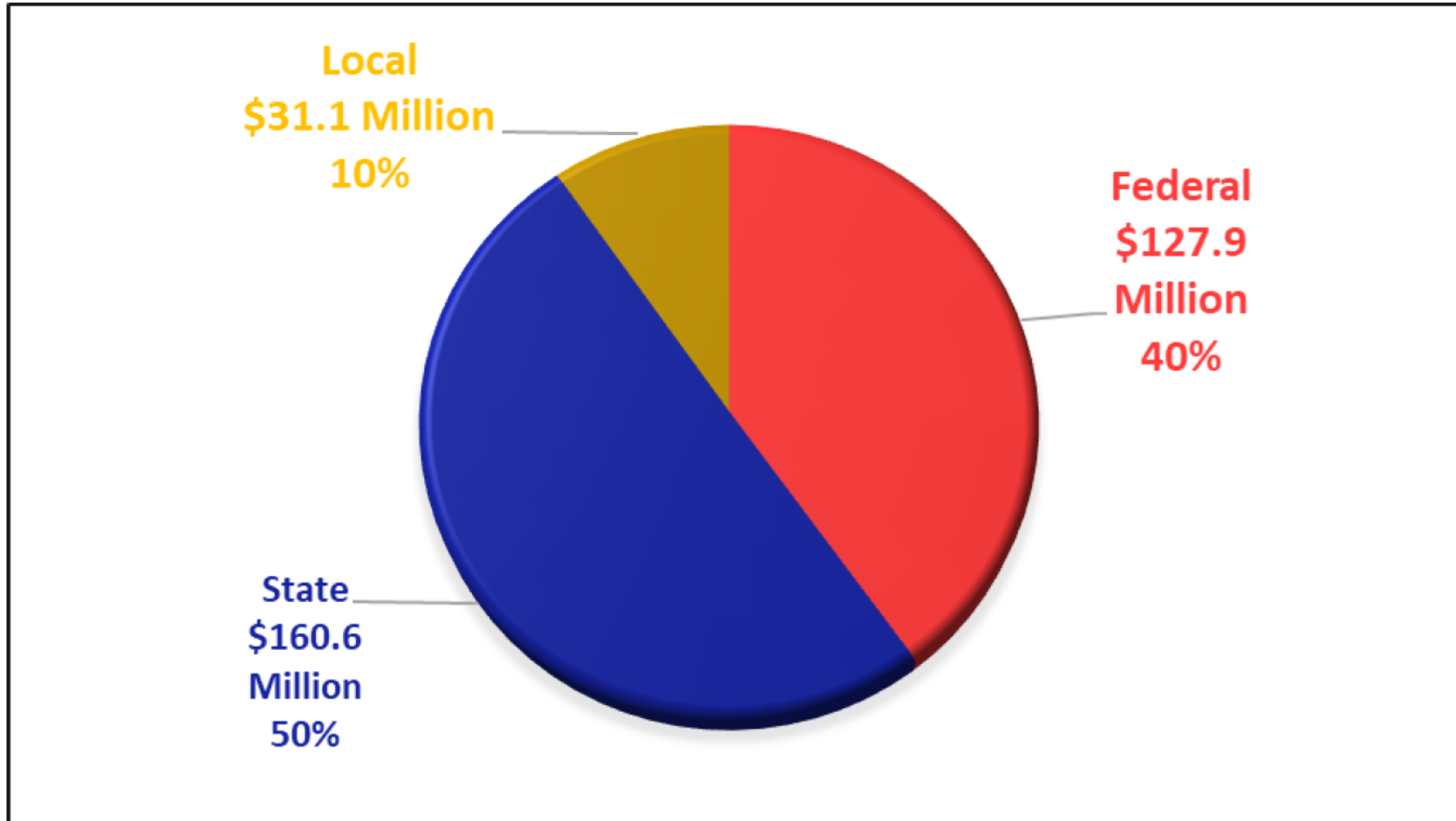


Figure 9: 5-Year Funding Summary by Source

TPO staff is Requesting Approval of the Roll Forward TIP Amendment



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2023 to 2027

Roll Forward Amendment

Pending Approval August 23, 2022



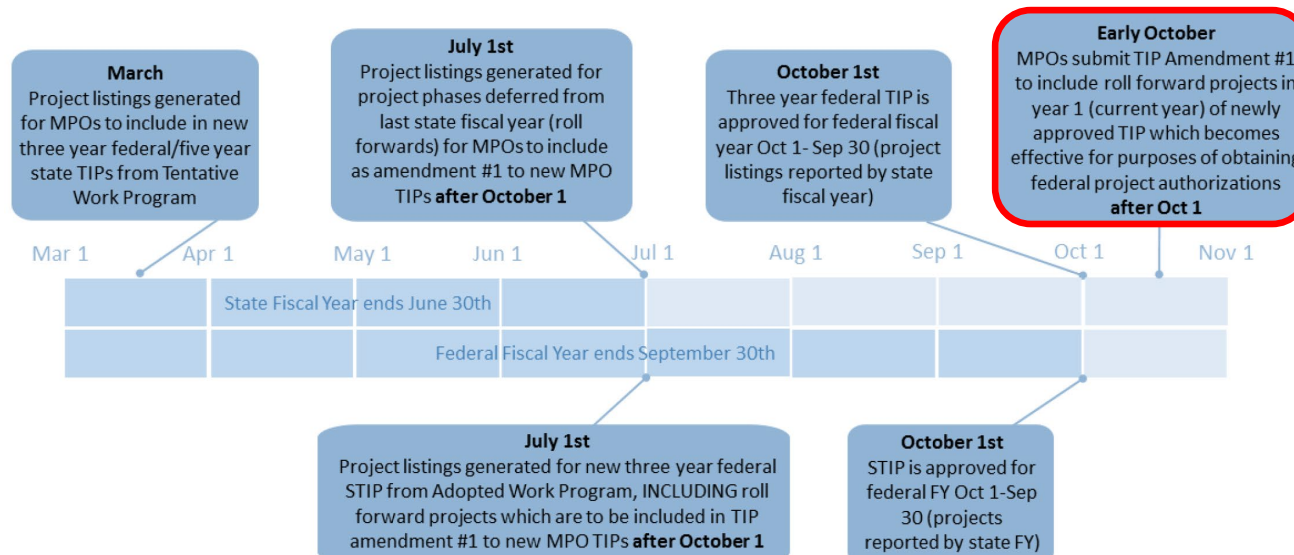
Roll Forward TIP Amendment

PURPOSE

The TPO's FY 2023 to FY 2027 Transportation Improvement Program (TIP) was adopted by the Board on June 28, 2022. The purpose of the TIP Roll Forward Amendment is to ensure full consistency by October 1 each year between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program.

In some cases, project funding programmed in the previous fiscal year of the prior TIP document was not authorized and encumbered prior to June 30. These projects then roll-forward in the FDOT Work Program for year one (FY 2023), but not into the TPO's TIP to meet the timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include roll-forward projects in the current fiscal year to ensure consistency with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

Unlike all other projects, Federal Transit Administration (FTA) projects do not automatically roll-forward in the FDOT Work Program. The TPO coordinates with SunTran to verify that project funding is appropriately accounted for in the Roll Forward TIP Amendment. The following graphic displays the Roll Forward process and all key milestones.



Source: Florida Department of Transportation MPO Program Management Handbook, 2021

Roll Forward Summary

The following tables summarize roll forward projects for the FY 2023 to FY 2027 TIP. The table includes current FY 2023 project funding, amount of funding rolled forward, and revised FY 2023 project funding.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
238648-1	SR 45 (US 41) From SW 110th Street to North of SR 40	Add Lanes and Reconstruction	PE	\$0	\$275,665	\$275,665
			ROW	\$0	\$4,666	\$4,666
			Total:	\$0	\$280,331	\$280,331
238677-4	SR 35/Belleview Bypass from US 27/441 to SR 35	New Road Construction	PE	\$0	\$1,196	\$1,196
238693-1	SR 35/Baseline Road from SE 92PL/Belleview Bypass to SR 464/Maricamp	Add Lanes and Reconstruction	DB	\$0	\$7,399	\$7,399
			PE	\$0	\$4,467	\$4,467
			Total:	\$0	\$11,866	\$11,866
238719-1	SR 40 from CR 328 to SW 80th Ave(CR 225A)	Add Lanes, Reconstruction	ROW	\$0	\$4,605	\$4,605
410674-3	SR 40 From East Of CR 314 To East Of CR 314A	Preliminary Engineering for Future Capacity	PE	\$0	\$16,570	\$16,570
			ROW	\$0	\$6,841,000	\$6,841,000
			Total:	\$0	\$6,857,570	\$6,857,570
411256-5	SR 35 (US 301) Dallas Pond Redesign	Drainage Improvements	CST	\$0	\$9,798	\$9,798
			PE	\$0	\$1,772	\$1,772
			ROW	\$0	\$1,291	\$1,291
			Total:	\$0	\$12,861	\$12,861
430655-1	SR 492 SR25/200/500 US301/441 to SR 40	Roadway Resurfacing	CST	\$0	\$3,490	\$3,490
431797-2	NE 25th Avenue From NE 14th Street (SR 492) TO NE 24th Street	Add Lanes and Reconstruction	PE	\$0	\$991	\$991
431797-3	NE 25th Avenue From NE 24th Street To NE 35th Street	Add Lanes and Reconstruction	PE	\$0	\$8,063	\$8,063
433651-1	CR 484 From SW 20th Avenue To CR 475A	Interchange Improvements	CST	\$0	\$19,833	\$19,833
			PE	\$0	\$12,912	\$12,912
			ROW	\$0	\$41,012	\$41,012
			Total:	\$0	\$73,757	\$73,757

(continued next page)

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
433651-4	CR 484 From SW 20th Avenue To CR 475A	Landscaping Improvements	CST	\$179,725	\$0	\$179,725
			PE	\$0	\$5,000	\$5,000
			Total:	\$179,725	\$5,000	\$184,725
443170-1	SR 93 (I-75) From Sumter County To SR 200	Resurfacing of Interstate	CST	\$0	\$102,257	\$102,257
			PE	\$0	\$36,043	\$36,043
			Total:	\$0	\$138,300	\$138,300
445800-1	E SR 40 @ SR 492	Traffic Signals	CST	\$0	\$10,000	\$10,000
			PE	\$0	\$12,423	\$12,423
			Total:	\$0	\$22,423	\$22,423
434408-1	SR 40 Fort Brooks Road From East of NE 10th Street Road to East of NE 145TH Avenue Road	Resurfacing of Roadway	PE	\$0	\$2,684	\$2,684
435057-1	I-75 (SR 93) At CR 484, SR 326, CR 318	Lighting	PE	\$0	\$4,945	\$4,945
435466-1	I-75 2 Locations	Landscaping Improvements	CST	\$0	\$51,689	\$51,689
435492-2	SR 40 Intersection Improvements at Martin Luther King Boulevard	Intersection Improvements	CST	\$0	\$9,380	\$9,380
437344-1	SR 200/SW College Road From East of SW 60th Avenue to East of SW 38th Court	Resurfacing of Roadway	CST	\$0	\$13,622	\$13,622
			PE	\$0	\$4,886	\$4,886
			Total:	\$0	\$18,508	\$18,508
435660-2	SR 326 From SR 326 RXR Crossing 627142B To East Of CR 25A (NW Gainesville Road)	Addition of Turn lanes	CST	\$0	\$37,318	\$37,318
			ROW	\$0	\$23,888	\$23,888
			Total:	\$0	\$61,206	\$61,206
435686-1	SR 500 /US 441 @SE 98th Lane	Addition of Left Turn Lane	CST	\$0	\$51,654	\$51,654
			PE	\$0	\$13,291	\$13,291
			Total:	\$0	\$64,945	\$64,945
436879-1	SR 200 From South Of CR 484 To South Of SW 60th Avenue	Resurfacing of Roadway	CST	\$0	\$55	\$55
			PE	\$0	\$7,587	\$7,587
			Total:	\$0	\$7,642	\$7,642
437339-1	SR 500 /US 27 From Levy County Line To CR 326	Resurfacing of Roadway	CST	\$0	\$24,916	\$24,916
			PE	\$0	\$2,862	\$2,862
			Total:	\$0	\$27,778	\$27,778
437818-1	I-75 @ CR 318 Interchange	Landscaping Improvements	CST	\$0	\$12,971	\$12,971

(continued next page)

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
437828-1	I-75 @ SW 20th Street & I-75 @ SW 43rd Street	Landscaping Improvements	CST	\$0	\$15,243	\$15,243
440880-1	Marion Oaks Sunrise/Horizon-Marion Oaks Golf Way To Marion Oaks Manor	Sidewalk	PE	\$0	\$648	\$648
441136-1	SR25/SR200/US301/US441 From CR 25A To US 301/US441 Interchange	Resurfacing of Roadway	CST	\$0	\$58,119	\$58,119
			PE	\$0	\$33,820	\$33,820
			Total:	\$0	\$91,939	\$91,939
443270-1	SR 25 / 200 To Alachua Bridges 360025 & 360026	Bridge Repair/Rehabilitation	CST	\$0	\$6,010	\$6,010
			PE	\$0	\$6,957	\$6,957
			Total:	\$0	\$12,967	\$12,967
445687-1	US 41 N / S Williams Street From Brittan Alexander Bridge To River Road	Safety Project	CST	\$0	\$29,963	\$29,963
			PE	\$0	\$18,206	\$18,206
			Total:	\$0	\$48,169	\$48,169
448924-1	SR-492 Over CSX Railroad	Bridge Repair/Rehabilitation	CST	\$389,249	\$0	\$389,249
			PE	\$0	\$2,000	\$2,000
			Total:	\$389,249	\$2,000	\$391,249
450506-1	Marion County I-75 Three Dynamic Message Signs	ITS Surveillance System	CST	\$0	\$559,945	\$559,945
418107-1	Marion County Primary In-House	Routine Maintenance	CRT MTN	\$1,831,973	\$0	\$1,831,973
426179-1	Silver Springs State Park Pedestrian Bridges	Miscellaneous Construction	ENV	\$0	\$50,000	\$50,000
			PE	\$0	\$103,650	\$103,650
			Total:	\$0	\$153,650	\$153,650
436474-2	Saddlewood Elementary School Sidewalks	New Sidewalks	CST	\$0	\$4,455	\$4,455
436474-4	Saddlewood Elementary School Sidewalks	New Sidewalks	CST	\$0	\$14,365	\$14,365
436474-5	Legacy Elementary School Sidewalks	New Sidewalks	CST	\$0	\$44,424	\$44,424
439310-1	Osceola Avenue Trail From SE 3rd Street To NE 5th Street	Bike Path/Trail	PE	\$0	\$101	\$101
431798-3	NE 36th Avenue From NE 20th Place to North of NE 25th Street	Rail Capacity Project	CST	\$0	\$78,201	\$78,201
			RRU	\$0	\$266,191	\$266,191
			Total:	\$0	\$344,392	\$344,392
427188-2	SunTran/Ocala/Marion Urban CAP/OPER. Fixed Route Section 5307-2009	Capital for Fixed Route	CAP	\$3,083,976	\$20,277,171	\$23,361,147
445377-1	Marion Ocala Section 5399 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$1,231,367	\$1,231,367
448170-1	Marion/Ocala Section 5339 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$470,711	\$470,711
449238-1	Marion-Ocala SunTran Section 5307 ARP Small Urban	Capital for Fixed Route	CAP	\$0	\$783,759	\$783,759

Roll Forward Totals: \$5,484,923 \$31,737,507 \$37,222,430

Project Phase Acronym Description

CAP	Capital
CRT MTN	Contract Routine Maintenance
CST	Construction
DB	Design Build
ENV	Environmental
OPS	Operations
PE	Preliminary Engineering
ROW	Right of Way
RRU	Railroad and Utilities



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

July 11, 2022

Ocala Marion TPO
ATTN: Rob Balmes, Executive Director
2710 E Silver Springs Blvd
Ocala FL 34470

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP) – Annual Roll Forward

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP with the Annual Roll-Forward Report. The Roll Forward report reconciles differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program. This annual process is routine and assists the MPO with identifying projects using federal funds that were not committed during the previous state fiscal year (FY 2021/2022). These projects have automatically "rolled forward" in the FDOT Adopted Five-Year Work Program as of July 1, 2022. This amendment ensures that year one of the TIP matches year one of FDOT's Adopted Five-year Work Program.

The reason for this amendment is to ensure projects with federal funding can be authorized prior to the new Federal Fiscal Year (FFY) beginning on October 1 each year. Until then, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) continue to recognize the FY 2021/22 – 2025/26 TIP as the effective document. Adopting the Roll Forward Report and amending it into the TIP ensure projects will continue to be authorized without interruption.

The affected projects are listed in the attached Roll-Forward Report dated July 5, 2022. The MPO is requested to add this report to the FY 2022/23-2026/27 TIP in its entirety.

Feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us.

Sincerely,

DocuSigned by:

Rakinya Hinson

DF5360D3FA644A8...

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
 HIGHWAYS
 =====

DATE RUN: 07/05/2022
 TIME RUN: 10:53:54
 MBRMPOTP

ITEM NUMBER: 238648 1 PROJECT DESCRIPTION: SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 *NON-SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: ADD LANES & RECONSTRUCT
 ROADWAY ID: 36060000 PROJECT LENGTH: 4.146MI LANES EXIST/IMPROVED/ADDED: 4 / 2 / 2

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	143,104	0	0	0	0	0	143,104
HPP	682,728	0	0	0	0	0	682,728
SA	987,634	0	0	0	0	0	987,634
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSA	0	38,000	0	0	0	0	38,000
DDR	547,588	0	0	0	0	0	547,588
DIH	372,283	0	0	0	0	0	372,283
DS	114,967	0	0	0	0	0	114,967
EB	6,851	0	0	0	0	0	6,851
GFSL	205,655	0	0	0	0	0	205,655
GFNS	30,330	0	0	0	0	0	30,330
SA	19,684	665	0	0	0	0	20,349
SL	213,966	30,000	0	0	0	0	243,966
SN	2,435,547	207,000	0	0	0	0	2,642,547
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	10,337,582	0	0	0	0	0	10,337,582
DIH	975,343	4,666	0	0	0	0	980,009
DS	3,121,944	0	0	0	0	0	3,121,944
HPP	90,955	0	0	0	0	0	90,955
SA	2,070,206	0	0	0	0	0	2,070,206
SL	5,718,406	0	0	0	0	0	5,718,406
TOTAL 238648 1	28,074,773	280,331	0	0	0	0	28,355,104
TOTAL PROJECT:	28,074,773	280,331	0	0	0	0	28,355,104

ITEM NUMBER: 238677 4 PROJECT DESCRIPTION: SR 35 / BELLEVUE BYPASS FROM US 27/441 TO SR 35 *NON-SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: NEW ROAD CONSTRUCTION
 ROADWAY ID: 36050000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	26,621	1,196	0	0	0	0	27,817
TOTAL 238677 4	26,621	1,196	0	0	0	0	27,817
TOTAL PROJECT:	26,621	1,196	0	0	0	0	27,817

ITEM NUMBER: 238693 1 PROJECT DESCRIPTION: SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP *NON-SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: ADD LANES & RECONSTRUCT
 ROADWAY ID: 36090000 PROJECT LENGTH: 3.758MI LANES EXIST/IMPROVED/ADDED: 2 / 2 / 2

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	250,497	4,467	0	0	0	0	254,964
DS	189,210	0	0	0	0	0	189,210
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	810	0	0	0	0	0	810
DIH	546,592	0	0	0	0	0	546,592
DS	932	0	0	0	0	0	932

HIGHWAYS

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
SL	8,397,532	0	0	0	0	0	8,397,532
SN	1,771,589	0	0	0	0	0	1,771,589
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	79,992	0	0	0	0	0	79,992
DS	763,589	0	0	0	0	0	763,589
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	3,560,477	0	0	0	0	0	3,560,477
DER	48,328	0	0	0	0	0	48,328
DIH	176,683	7,399	0	0	0	0	184,082
DS	19,471,566	0	0	0	0	0	19,471,566
TOTAL 238693 1	35,257,797	11,866	0	0	0	0	35,269,663
TOTAL PROJECT:	35,257,797	11,866	0	0	0	0	35,269,663

ITEM NUMBER: 238719 1 PROJECT DESCRIPTION: SR 40 FROM CR 328 TO SW 80TH AVE (CR 225A) *NON-SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: ADD LANES & RECONSTRUCT
 ROADWAY ID: 36110000 PROJECT LENGTH: 4.035MI LANES EXIST/IMPROVED/ADDED: 3 / 2 / 2

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DC	1,628	0	0	0	0	0	1,628
DDR	205,169	0	0	0	0	0	205,169
DIH	241,144	0	0	0	0	0	241,144
DS	994,290	0	0	0	0	0	994,290
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	7,024,431	0	0	0	0	0	7,024,431
DIH	316,085	4,605	0	0	0	0	320,690
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	23,892	0	0	0	0	0	23,892
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	1,029,553	0	0	0	0	0	1,029,553
DIH	608,435	0	0	0	0	0	608,435
DS	11,417,482	0	0	0	0	0	11,417,482
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	6,795	0	0	0	0	0	6,795
TOTAL 238719 1	21,868,904	4,605	0	0	0	0	21,873,509
TOTAL PROJECT:	21,868,904	4,605	0	0	0	0	21,873,509

ITEM NUMBER: 410674 3 PROJECT DESCRIPTION: SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A *SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: PRELIM ENG FOR FUTURE CAPACITY
 ROADWAY ID: 36080000 PROJECT LENGTH: 6.140MI LANES EXIST/IMPROVED/ADDED: 2 / 2 / 2

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSA	302,632	0	0	0	0	0	302,632
ART	1,549,011	0	0	0	0	0	1,549,011
DIH	332,564	16,570	0	0	0	0	349,134
DS	42,719	0	0	0	0	0	42,719
EB	136,930	0	0	0	0	0	136,930
SA	10,000	0	0	0	0	0	10,000
SL	5,416,792	0	0	0	0	0	5,416,792
SN	86,580	0	0	0	0	0	86,580
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ART	0	6,000,000	23,932,000	0	0	0	29,932,000

HIGHWAYS

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
DIH	0	841,000	0	0	0	0	841,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SA	1,000,000	0	0	0	0	0	1,000,000
SN	37,686	0	0	0	0	0	37,686
TALN	150,000	0	0	0	0	0	150,000
TALT	850,000	0	0	0	0	0	850,000
TOTAL 410674 3	9,914,914	6,857,570	23,932,000	0	0	0	40,704,484
TOTAL PROJECT:	9,914,914	6,857,570	23,932,000	0	0	0	40,704,484

ITEM NUMBER:411256 5 PROJECT DESCRIPTION:SR 35 (US 301) DALLAS POND REDESIGN
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36050000 PROJECT LENGTH: 1.404MI

NON-SIS
TYPE OF WORK:DRAINAGE IMPROVEMENTS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR		235,004	0	0	0	0	0	235,004
DIH		22,568	1,772	0	0	0	0	24,340
DS		4,458	0	0	0	0	0	4,458
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR		223,468	0	0	0	0	0	223,468
DIH		50,358	1,291	0	0	0	0	51,649
DS		57,602	0	0	0	0	0	57,602
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR		285,055	0	0	0	0	0	285,055
DIH		13,431	9,798	0	0	0	0	23,229
DS		39,689	0	0	0	0	0	39,689
TOTAL 411256 5		931,633	12,861	0	0	0	0	944,494
TOTAL PROJECT:		931,633	12,861	0	0	0	0	944,494

ITEM NUMBER:430655 1 PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36008000 PROJECT LENGTH: 3.719MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH		116,269	0	0	0	0	0	116,269
DS		27,253	0	0	0	0	0	27,253
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR		65,483	0	0	0	0	0	65,483
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR		147,787	0	0	0	0	0	147,787
DIH		69,397	3,490	0	0	0	0	72,887
DS		302,671	0	0	0	0	0	302,671
NHRE		4,159,940	0	0	0	0	0	4,159,940
SA		50,000	0	0	0	0	0	50,000
TOTAL 430655 1		4,938,800	3,490	0	0	0	0	4,942,290
TOTAL PROJECT:		4,938,800	3,490	0	0	0	0	4,942,290

HIGHWAYS

ITEM NUMBER: DISTRICT:05 ROADWAY ID:36000041	FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	TYPE OF WORK:ADD LANES & RECONSTRUCT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2	*NON-SIS*
	ACSA	9,009	991	0	0	0	0	0	0	10,000	
TOTAL 431797 2		9,009	991	0	0	0	0	0	0	10,000	
ITEM NUMBER:431797 3 DISTRICT:05 ROADWAY ID:36000041	FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	TYPE OF WORK:ADD LANES & RECONSTRUCT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1	*NON-SIS*
	ACSA	1,937	8,063	0	0	0	0	0	0	10,000	
TOTAL 431797 3		1,937	8,063	0	0	0	0	0	0	10,000	
TOTAL PROJECT:		10,946	9,054	0	0	0	0	0	0	20,000	

ITEM NUMBER: DISTRICT:05 ROADWAY ID:36570000	FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	TYPE OF WORK:INTERCHANGE IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	*SIS*
	ACSL	10,000	0	0	0	0	0	0	0	10,000	
	ACSN	111,747	0	0	0	0	0	0	0	111,747	
	SA	131,871	12,912	0	0	0	0	0	0	144,783	
	SL	51,687	0	0	0	0	0	0	0	51,687	
	SN	2,202,713	0	0	0	0	0	0	0	2,202,713	
TOTAL 433651 1		155,498	12,912	0	0	0	0	0	0	155,498	

ITEM NUMBER: DISTRICT:05 ROADWAY ID:36570000	FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	TYPE OF WORK:RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	*SIS*
	ACFP	9,251,404	19,833	47,520	0	0	0	0	0	9,318,757	
	ACSN	190,712	0	0	0	0	0	0	0	190,712	
	GFSA	1,004,134	0	0	0	0	0	0	0	1,004,134	
	GFNS	220,212	0	0	0	0	0	0	0	220,212	
	LF	21,958	0	0	0	0	0	0	0	21,958	
	NFP	21,250	0	0	0	0	0	0	0	21,250	
	SA	169,113	0	0	0	0	0	0	0	169,113	
TOTAL 433651 1		10,054,198	73,757	47,520	0	0	0	0	0	10,175,475	

HIGHWAYS

ITEM NUMBER:433651 4 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LANDSCAPING
ROADWAY ID:36570000 PROJECT LENGTH: .414MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	56,067	0	0	0	0	0	61,067
SN	56,067						
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	179,725	0	0	0	0	179,725
SN	0	179,725					
TOTAL 433651 4	56,067	184,725	0	0	0	0	240,792

ITEM NUMBER:443170 1 PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36210000 PROJECT LENGTH: 13.993MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	2,075	24,806	0	0	0	0	26,881
ACNP	2,075	24,806					
DDR	317,389	0	0	0	0	0	317,389
DIH	20,084	9,958	0	0	0	0	30,042
DS	44,244	0	0	0	0	0	44,244
NHPP	1,273,066	1,279	0	0	0	0	1,274,345
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	29,891,661	102,257	0	0	0	0	29,993,918
ACNP	29,891,661	102,257					
DDR	457,335	0	0	0	0	0	457,335
DS	24,706	0	0	0	0	0	24,706
TOTAL 443170 1	32,030,560	138,300	0	0	0	0	32,168,860
TOTAL PROJECT:	51,140,825	396,782	47,520	0	0	0	51,585,127

ITEM NUMBER:445800 1 PROJECT DESCRIPTION:E SR 40 @ SR 492 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36080000 PROJECT LENGTH: .116MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	208,020	0	0	0	0	0	208,020
ACSS	208,020						
DIH	18,934	12,423	0	0	0	0	31,357
DS	7,999	0	0	0	0	0	7,999
SA	267,327	0	0	0	0	0	267,327
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	1,800,655	10,000	0	0	0	0	1,810,655
ACSS	1,800,655	10,000					
LF	104,731	0	0	0	0	0	104,731
SA	536,192	0	0	0	0	0	536,192
TOTAL 445800 1	2,943,858	22,423	0	0	0	0	2,966,281
TOTAL PROJECT:	2,943,858	22,423	47,520	0	0	0	2,966,281

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2022
TIME RUN: 10:53:54
MBRNPOTP

Ocala-Marion TPO

HIGHWAYS

ITEM NUMBER:434408 1 PROJECT DESCRIPTION:SR 40 FORT BROOKS RD FROM E OF NE 10TH ST RD TO E OF NE 145TH AVE RD *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36080000 PROJECT LENGTH: .860MI LANES EXIST/IMPROVED/ADDED: 2 / 2 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	171,358	0	0	0	0	0	171,358
DDR	22,884	2,684	0	0	0	0	25,568
DIH							
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	20,859	0	0	0	0	0	20,859
DDR	65,344	0	0	0	0	0	65,344
DS	385,107	0	0	0	0	0	385,107
NHRE	2,656	0	0	0	0	0	2,656
SA	24,600	0	0	0	0	0	24,600
SN	692,808	2,684	0	0	0	0	695,492
TOTAL 434408 1	692,808	2,684	0	0	0	0	695,492
TOTAL PROJECT:	692,808	2,684	0	0	0	0	695,492

ITEM NUMBER:435057 1 PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318 *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING
ROADWAY ID:36210000 PROJECT LENGTH: 28.270MI LANES EXIST/IMPROVED/ADDED: 6 / 0 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	754,972	0	0	0	0	0	754,972
DDR	30,088	4,945	0	0	0	0	35,033
DIH							
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	82,021	0	0	0	0	0	82,021
DDR	2,162,021	0	0	0	0	0	2,162,021
DI	61,476	0	0	0	0	0	61,476
DIH	45,171	0	0	0	0	0	45,171
DS	871,302	0	0	0	0	0	871,302
HSP	34,289	0	0	0	0	0	34,289
SL	4,041,340	4,945	0	0	0	0	4,046,285
TOTAL 435057 1	4,041,340	4,945	0	0	0	0	4,046,285
TOTAL PROJECT:	4,041,340	4,945	0	0	0	0	4,046,285

ITEM NUMBER:435466 1 PROJECT DESCRIPTION:I-75 2 LOCATIONS *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LANDSCAPING
ROADWAY ID:36210000 PROJECT LENGTH: 4.364MI LANES EXIST/IMPROVED/ADDED: 6 / 0 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	1,165	0	0	0	0	0	1,165
DER	29,227	51,689	0	0	0	0	80,916
DIH	586,142	0	0	0	0	0	586,142
DS	616,534	51,689	0	0	0	0	668,223
TOTAL 435466 1	616,534	51,689	0	0	0	0	668,223
TOTAL PROJECT:	616,534	51,689	0	0	0	0	668,223

HIGHWAYS
 =====

ITEM NUMBER:435492 2	PROJECT DESCRIPTION:SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD.	COUNTY:MARION	PROJECT LENGTH: .114MI	*NON-SIS*			
DISTRICT:05				TYPE OF WORK:INTERSECTION IMPROVEMENT	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0		
ROADWAY ID:36110000							
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	0	0	0	0	0	0	740,722
DDR	740,722	0	0	0	0	0	526
DIH	0	0	0	0	0	0	0
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	9,630
DIH	250	9,380	0	0	0	0	750,878
TOTAL 435492 2	741,498	9,380	0	0	0	0	750,878
TOTAL PROJECT:	741,498	9,380	0	0	0	0	750,878

ITEM NUMBER:437344 1	PROJECT DESCRIPTION:SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT	COUNTY:MARION	PROJECT LENGTH: 2.767MI	*NON-SIS*			
DISTRICT:05				TYPE OF WORK:RESURFACING	LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0		
ROADWAY ID:36100000							
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	2,720
DC	2,720	0	0	0	0	0	183,653
DDR	183,653	0	0	0	0	0	72,000
DIH	67,114	4,886	0	0	0	0	34,254
DS	34,254	0	0	0	0	0	0
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	4,959,036
DDR	4,959,036	0	0	0	0	0	28,454
DIH	14,832	13,622	0	0	0	0	255,045
DS	255,045	0	0	0	0	0	5,535,162
TOTAL 437344 1	5,516,654	18,508	0	0	0	0	5,535,162
TOTAL PROJECT:	5,516,654	18,508	0	0	0	0	5,535,162

ITEM NUMBER:435660 2	PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	COUNTY:MARION	PROJECT LENGTH: .216MI	*SIS*			
DISTRICT:05				TYPE OF WORK:ADD TURN LANE(S)	LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1		
ROADWAY ID:36180000							
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	14,869
DDR	14,869	0	0	0	0	0	3,245
DI	3,245	0	0	0	0	0	170,487
DS	170,487	0	0	0	0	0	398,753
NHPP	398,753	0	0	0	0	0	115,217
SA	115,217	0	0	0	0	0	0
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	25,808
ACNP	2,148	23,660	0	0	0	0	42,383
DDR	42,383	0	0	0	0	0	435,644
NHPP	435,644	228	0	0	0	0	0
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	9,738
ACNP	0	0	0	0	0	0	92,262
NHPP	92,262	0	0	0	0	0	0
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	36,841
ACNP	32,992	36,841	0	0	0	0	69,833

HIGHWAYS

DIH	62,541	24,916	0	0	0	0	0	0	0	87,457
DS	180,037	0	0	0	0	0	0	0	0	180,037
TOTAL 437339 1	7,019,086	27,778	0	0	0	0	0	0	0	7,046,864
TOTAL PROJECT:	7,019,086	27,778	0	0	0	0	0	0	0	7,046,864

ITEM NUMBER:437818 1	PROJECT DESCRIPTION:I-75 @ CR 318 INTERCHANGE	*SIS*					
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:LANDSCAPING					
ROADWAY ID:36210000	PROJECT LENGTH: .413MI	LANES EXIST/IMPROVED/ADDED: 6 / 0 / 0					
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023	402,700	0	0	0	0	0	402,700
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	5,220	0	0	0	0	0	5,220
DDR	55,400	12,971	0	0	0	0	68,371
DER	134	0	0	0	0	0	134
DIH	463,454	12,971	0	0	0	0	476,425
DS	463,454	12,971	0	0	0	0	476,425
TOTAL 437818 1	463,454	12,971	0	0	0	0	476,425
TOTAL PROJECT:	463,454	12,971	0	0	0	0	476,425

ITEM NUMBER:437828 1	PROJECT DESCRIPTION:I-75 @ SW 20TH STREET & I-75 @ SW 43RD ST.	*SIS*					
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:LANDSCAPING					
ROADWAY ID:36210000	PROJECT LENGTH: .500MI	LANES EXIST/IMPROVED/ADDED: 6 / 0 / 0					
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023	431,233	0	0	0	0	0	431,233
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	31,796	15,243	0	0	0	0	47,039
DDR	22,863	0	0	0	0	0	22,863
DIH	485,892	15,243	0	0	0	0	501,135
DS	485,892	15,243	0	0	0	0	501,135
TOTAL 437828 1	485,892	15,243	0	0	0	0	501,135
TOTAL PROJECT:	485,892	15,243	0	0	0	0	501,135

ITEM NUMBER:440880 1	PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR	*NON-SIS*					
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK					
ROADWAY ID:36000173	PROJECT LENGTH: .840MI	LANES EXIST/IMPROVED/ADDED: 2 / 0 / 0					
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023	63,449	0	0	0	0	0	63,449
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	35,562	43	0	0	0	0	35,605
SA	605	0	0	0	0	0	605
TALL	99,011	648	0	0	0	0	99,659
TALT	99,011	648	0	0	0	0	99,659
TOTAL 440880 1	99,011	648	0	0	0	0	99,659
TOTAL PROJECT:	99,011	648	0	0	0	0	99,659

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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DATE RUN: 07/05/2022
TIME RUN: 10:53:54
MBRNPOTP

HIGHWAYS
=====

ITEM NUMBER:441136 1 PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36001000 PROJECT LENGTH: 8.846MI LANES EXIST/IMPROVED/ADDED: 4 / 4 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	1,647,005	0	0	0	0	0	1,647,005
DIH	82,499	33,820	0	0	0	0	116,319
DS	90,455	0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	1,441,597	50,000	0	0	0	0	1,491,597
DIH	21,914	8,119	0	0	0	0	30,033
DS	198,403	0	0	0	0	0	198,403
GFSL	4,198	0	0	0	0	0	4,198
SA	15,197,991	0	0	0	0	0	15,197,991
SL	679,485	0	0	0	0	0	679,485
TOTAL 441136 1	19,363,547	91,939	0	0	0	0	19,455,486
TOTAL PROJECT:	19,363,547	91,939	0	0	0	0	19,455,486

ITEM NUMBER:443270 1 PROJECT DESCRIPTION:SR 25 / 200 TO ALACH BRIDGE 360025 & 360026 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION
ROADWAY ID:36030000 PROJECT LENGTH: .790MI LANES EXIST/IMPROVED/ADDED: 4 / 0 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
BRP	62,469	0	0	0	0	0	62,469
DIH	6,602	6,957	0	0	0	0	13,559
DS	1,803	0	0	0	0	0	1,803
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
BRP	404,049	0	0	0	0	0	404,049
DIH	65,486	6,010	0	0	0	0	71,496
TOTAL 443270 1	540,409	12,967	0	0	0	0	553,376
TOTAL PROJECT:	540,409	12,967	0	0	0	0	553,376

ITEM NUMBER:445687 1 PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITAN ALEXANDER BRIDGE TO RIVER RD *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36060000 PROJECT LENGTH: .100MI LANES EXIST/IMPROVED/ADDED: 2 / 2 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSS	158,000	0	0	0	0	0	158,000
DIH	32,725	18,206	0	0	0	0	50,931
DS	5,602	0	0	0	0	0	5,602
HSP	2,000	0	0	0	0	0	2,000
SA	198,586	0	0	0	0	0	198,586
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSS	1,096,948	29,963	0	0	0	0	1,126,911
DDR	20,945	0	0	0	0	0	20,945
DS	139,780	0	0	0	0	0	139,780
TOTAL 445687 1	1,654,586	48,169	0	0	0	0	1,702,755
TOTAL PROJECT:	1,654,586	48,169	0	0	0	0	1,702,755

HIGHWAYS

ITEM NUMBER: 448924 1 PROJECT DESCRIPTION: SR-492 OVER CSX RR *NON-SIS*
DISTRICT: 05 COUNTY: MARION TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION
ROADWAY ID: 36000076 PROJECT LENGTH: .102MI LANE EXIST/IMPROVED/ADDED: 2 / 2 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	43,595
BRP	43,595						2,000
DIH	0	2,000					
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	387,195
BRP	0	387,195					2,054
DIH	0	2,054					
TOTAL 448924 1	43,595	391,249	0	0	0	0	434,844
TOTAL PROJECT:	43,595	391,249	0	0	0	0	434,844

ITEM NUMBER: 450506 1 PROJECT DESCRIPTION: MARION COUNTY I-75 THREE DYNAMIC MESSAGE SIGNS *SIS*
DISTRICT: 05 COUNTY: MARION TYPE OF WORK: ITS SURVEILLANCE SYSTEM
ROADWAY ID: 36210000 PROJECT LENGTH: 38.282MI LANE EXIST/IMPROVED/ADDED: 3 / 3 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	0	0	0	0	0	559,945
DS	0	559,945					559,945
TOTAL 450506 1	0	559,945	0	0	0	0	559,945
TOTAL PROJECT:	0	559,945	0	0	0	0	559,945
TOTAL DIST: 05	211,302,959	8,982,086	23,979,520	23,979,520	23,979,520	0	244,264,565
TOTAL HIGHWAYS	211,302,959	8,982,086	23,979,520	23,979,520	23,979,520	0	244,264,565

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
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 =====
 MAINTENANCE
 =====

ITEM NUMBER: 418107 1	PROJECT DESCRIPTION: MARION PRIMARY IN-HOUSE	TYPE OF WORK: ROUTINE MAINTENANCE					*NON-SIS*
DISTRICT: 05	COUNTY: MARION	LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0					
ROADWAY ID:	PROJECT LENGTH: .000						
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: BRDG/RDWAY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT							
D 41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0
TOTAL 418107 1	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0
TOTAL PROJECT:	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0
TOTAL DIST: 05	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0
TOTAL MAINTENANCE	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0

ITEM NUMBER: 431798 3 PROJECT DESCRIPTION: NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET *SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: RAIL CAPACITY PROJECT
 ROADWAY ID: 36000042 PROJECT LENGTH: .350MI LANES EXIST/IMPROVED/ADDED: 2 / 0 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	14,412	0	0	0	0	0	14,412
DS	41,821	0	0	0	0	0	41,821
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	79,100	0	0	0	0	0	79,100
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	135,333	0	0	0	0	0	135,333
TOTAL 431798 3	135,333	0	0	0	0	0	135,333
TOTAL PROJECT:	135,333	0	0	0	0	0	135,333
TOTAL DIST: 05	135,333	0	0	0	0	0	135,333
TOTAL RAIL	135,333	0	0	0	0	0	135,333

LESS THAN 2023

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
 TRANSIT
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ITEM NUMBER:427188 2 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009 *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 EX DESC:AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.

ROADWAY ID:	PROJECT LENGTH:	.000	2023	2024	2025	2026	2027	LANES EXIST/IMPROVED/ADDED:	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT										
FTA	0	18,688,918	2,541,196	2,617,431	2,617,431	2,617,431	0	29,082,407		
LF	0	4,872,229	654,398	654,398	654,398	654,398	0	7,270,722		
TOTAL 427188 2	0	23,561,147	3,176,495	3,271,829	3,271,829	3,271,829	0	36,353,129		
TOTAL PROJECT:	0	23,561,147	3,176,495	3,271,829	3,271,829	3,271,829	0	36,353,129		

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION Ocala SECTION 5339 SMALL URBAN CAPITAL *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 ROADWAY ID: PROJECT LENGTH: .000

ROADWAY ID:	PROJECT LENGTH:	.000	2023	2024	2025	2026	2027	LANES EXIST/IMPROVED/ADDED:	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala										
FTA	0	985,093	0	0	0	0	0	985,093		
LF	0	246,274	0	0	0	0	0	246,274		
TOTAL 445377 1	0	1,231,367	0	0	0	0	0	1,231,367		
TOTAL PROJECT:	0	1,231,367	0	0	0	0	0	1,231,367		

ITEM NUMBER:448170 1 PROJECT DESCRIPTION:MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 ROADWAY ID: PROJECT LENGTH: .000

ROADWAY ID:	PROJECT LENGTH:	.000	2023	2024	2025	2026	2027	LANES EXIST/IMPROVED/ADDED:	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala										
FTA	0	376,569	0	0	0	0	0	376,569		
LF	0	94,142	0	0	0	0	0	94,142		
TOTAL 448170 1	0	470,711	0	0	0	0	0	470,711		
TOTAL PROJECT:	0	470,711	0	0	0	0	0	470,711		

ITEM NUMBER:449238 1 PROJECT DESCRIPTION:MARION - Ocala SUNTRAN SECTION 5307 ARP SMALL URBAN AREA *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 ROADWAY ID: PROJECT LENGTH: .000

ROADWAY ID:	PROJECT LENGTH:	.000	2023	2024	2025	2026	2027	LANES EXIST/IMPROVED/ADDED:	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala										
FTA	0	627,007	0	0	0	0	0	627,007		
LF	0	156,752	0	0	0	0	0	156,752		
TOTAL 449238 1	0	783,759	0	0	0	0	0	783,759		
TOTAL PROJECT:	0	783,759	0	0	0	0	0	783,759		
TOTAL DIST: 05	0	25,846,984	3,176,495	3,271,829	3,271,829	3,271,829	0	38,838,966		
TOTAL TRANSIT	0	25,846,984	3,176,495	3,271,829	3,271,829	3,271,829	0	38,838,966		

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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TRANSIT

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FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
 FLA. RAIL ENT.
 =====

ITEM NUMBER: 431798 3
 DISTRICT: 05
 ROADWAY ID: 36000042

PROJECT DESCRIPTION: NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET
 COUNTY: MARION
 PROJECT LENGTH: .350MI

SIS
 TYPE OF WORK: RAIL CAPACITY PROJECT
 LANES EXIST/IMPROVED/ADDED: 2 / 0 / 0

FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
LESS THAN 2023							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DPTO	2,611,305	0	0	0	0	0	2,611,305
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
TRIP	15,066,017	0	0	0	0	0	15,066,017
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
LF	592,367	0	0	0	0	0	858,558
TRIP	71,955	0	0	0	0	0	71,955
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DPTO	78,094	0	0	0	0	0	78,094
DS	507,541	0	0	0	0	0	546,431
LF	299,907	0	0	0	0	0	339,218
TRIP	17,713,191	0	0	0	0	0	17,713,191
TOTAL 431798 3	36,940,377	0	0	0	0	0	37,284,769
TOTAL PROJECT:	36,940,377	0	0	0	0	0	37,284,769
TOTAL DIST: 05	36,940,377	0	0	0	0	0	37,284,769
TOTAL FLA. RAIL ENT.	36,940,377	0	0	0	0	0	37,284,769

ITEM NUMBER: 436474 5	PROJECT DESCRIPTION: LEGACY ELEMENTARY SCHOOL SIDEWALKS	*NON-SIS*					
DISTRICT: 05	COUNTY: MARION	TYPE OF WORK: SIDEWALK					
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0					
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
LF	260,159	44,424	0	0	0	0	304,583
SL	28,181	0	0	0	0	0	28,181
TALT	7,819	0	0	0	0	0	7,819
TOTAL 436474 5	296,159	44,424	0	0	0	0	340,583
TOTAL PROJECT:	700,754	63,244	0	0	0	0	763,998

ITEM NUMBER: 439310 1	PROJECT DESCRIPTION: OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	*NON-SIS*					
DISTRICT: 05	COUNTY: MARION	TYPE OF WORK: BIKE PATH/TRAIL					
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0					
FUND CODE	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA							
LF	194,476	0	0	0	0	0	194,476
TALL	650,316	0	0	0	0	0	650,316
TALT	245,472	0	0	0	0	0	245,472
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	0	101	0	0	0	0	101
TALT	11,217	0	0	0	0	0	11,217
TOTAL 439310 1	1,101,481	101	0	0	0	0	1,101,582
TOTAL PROJECT:	1,101,481	101	0	0	0	0	1,101,582
TOTAL DIST: 05	3,133,452	216,995	0	0	0	0	7,015,886
TOTAL MISCELLANEOUS	3,133,452	216,995	3,665,439	3,665,439	0	0	7,015,886
GRAND TOTAL	292,620,556	37,222,430	32,653,427	5,103,802	5,103,802	0	377,807,819

Transportation Improvement Program

Fiscal Years 2023 to 2027



Adopted June 28, 2022

Amendment 1: August 23, 2022



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

Resolution
No. 22-10

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEAR 2023 to 2027

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

WHEREAS, Title 23 U.S.C 134(j), 23 CFR Section 450.326 and Florida Statute 339.175(8) require each Metropolitan/Transportation Planning Organization to annually submit a Transportation Improvement Program; and

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


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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the Transportation Improvement Program for FY 2023 to 2027.

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 28th day of June 2022.

By: 
Ire Bethea Sr., Chair

Attest: 
Robert Balmes, TPO Director

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Ire Bethea Sr., City of Ocala District 2, Chair
Commissioner Craig Curry, Marion County District 1, Vice-Chair

Commissioner Kathy Bryant, Marion County District 2
Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Jeff Gold, Marion County District 3
Mayor Kent Guinn, City of Ocala

Councilmember James Hilty, City of Ocala District 5
Commissioner Ronald Livsey, City of Belleview Seat 3
Councilmember Barry Mansfield, City of Ocala District 1
Commissioner Michelle Stone, Marion County District 5

Mayor Bill White, City of Dunnellon
Commissioner Carl Zalak III, Marion County District 4
John E. Tyler, P.E., FDOT District Five Secretary, Non-Voting

Mission

To plan for a future transportation system that is safe and accessible for the residents and visitors of our community.

Vision

A transportation system that supports growth, mobility and safety through leadership and planning.

www.ocalamariontpo.org

2710 East Silver Springs Boulevard, Ocala, FL 34470
352-438-2630

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities. The TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts. Persons wishing to express their may do so by contacting the TPO.

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1. INTRODUCTION

Purpose

The Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The Fiscal Years (FY) 2023 to 2027 TIP is a five-year schedule of transportation projects to be implemented by government agencies within the Metropolitan Planning Area (MPA) of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is developed on an annual basis (23 C.F.R. 450.326(a)). The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, maintenance, repaving, bicycle and pedestrian, transit and aviation.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the “3C” planning process, is reflected in the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The 2045 LRTP, which is also developed by the TPO, outlines the Ocala/Marion County transportation vision and goals 20 years into the future. The TIP outlines the short-term “action steps” necessary for achieving the long-term vision by programming specific transportation improvements.

Fiscal Constraint

Transportation projects contained in the TIP are financially feasible and located within the designated planning area. As a condition of receiving federal project funding, the TIP must list all highway and public transportation projects proposed for funding under Title 23 United States Code (23 U.S.C.) (highways) and 49 U.S.C. (transit). The TIP must also contain state and locally funded regionally significant transportation projects regardless of funding source. For a project to be considered financially feasible, the anticipated cost must not exceed anticipated revenue.

Consistency

All projects in the TIP are supported and documented in the 2045 LRTP. The TIP is also used to coordinate transportation projects between local, state and federal agencies, thereby ensuring the efficient use of transportation funding to Marion County. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments, and must be fully consistent.

A list of the most current Annually Federally Obligated projects is provided in **Appendix B**. The Obligation list is a continuation of projects in the prior TIP, and in some cases started in previous TIPs (23 CFR 450.334). The Obligated list will be updated and amended in September 2022.

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 TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala.

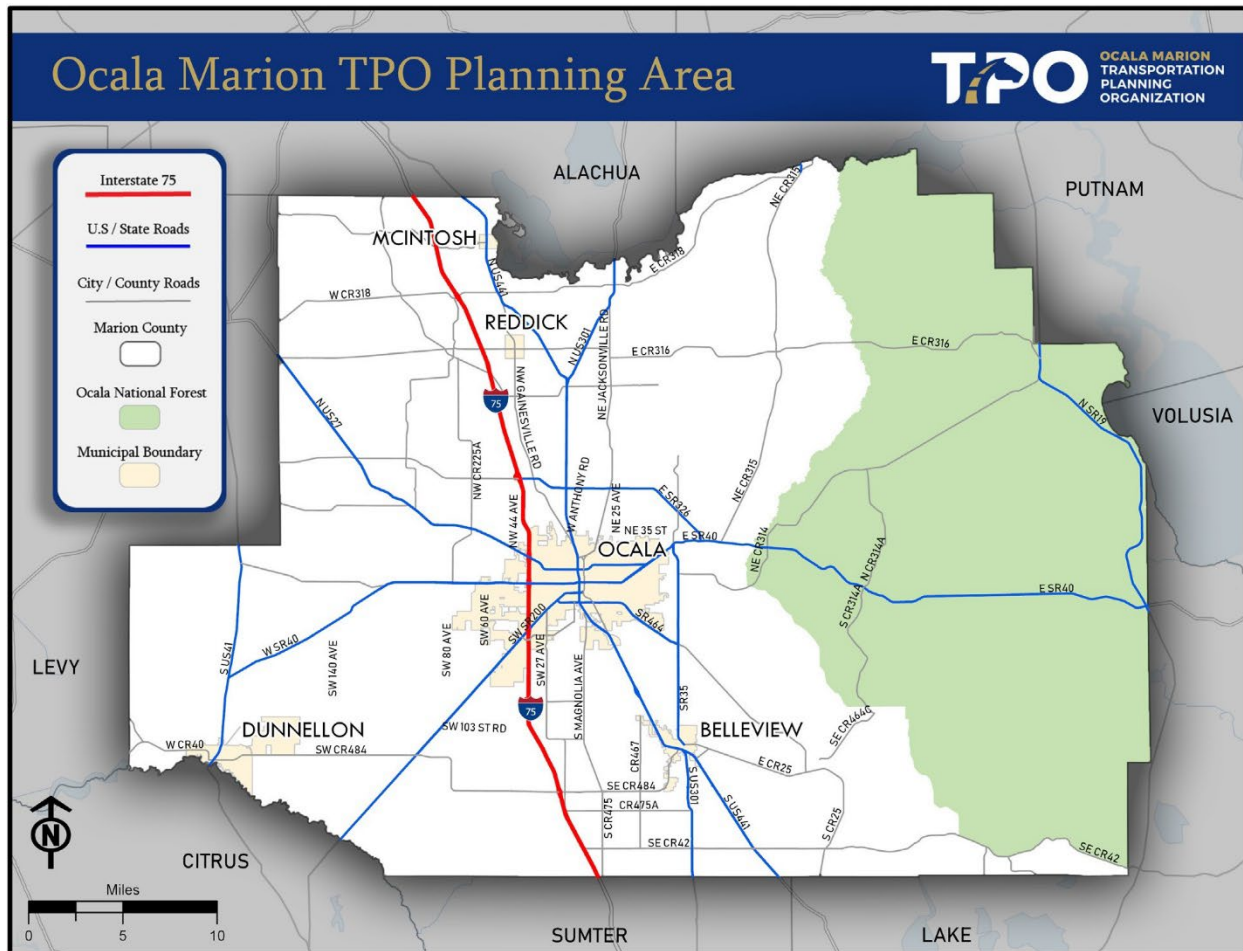


Figure 1: Map of TPO Planning Area

Development of the TIP

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

TPO Boards and Committees

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

The TPO also submits a draft TIP to the TPO Board for review and to receive feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is then presented to the TPO Board for adoption in May or June of each year. In 2022, TPO staff presented the draft TIP to the TAC and CAC on May 10th and June 14th, the TPO Board on May 24th and June 28th.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (PPP) (<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp>). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC and TPO Board meetings. The TAC and CAC meetings were held virtually and in person and therefore were also accessible to those with internet access. The TPO Board meetings were held both virtually and in-person. Advance public notices were provided for all committee and board meetings per Florida Sunshine Law and the TPO's PPP. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter) and sending e-blast notifications. Beginning on May 4th, a legal notice of the draft version of the TIP was advertised in the Ocala Star Banner. The public comment period for the TIP began on May 3, 2022 and concluded on June 28, 2022. A copy of the public notice can be found in **Appendix E** and a list of public comments, including the TPO's response to each

comment, can be found in **Appendix F**. On May 3rd, the TPO sent the Draft TIP for review and comment to the following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

Formal responses are provided to each citizen comment submitted to the TPO by email, mail or phone. Citizens are provided a formal response by the TPO and made aware how their public comment is documented, and how it may be addressed if related to a specific project(s) in the current TIP. In cases where further follow up is required, such seeking project background information, additional contact is made with the citizen by the TPO. All citizen, TPO committee, TPO Board and partner agency comments and corresponding TPO responses are summarized in **Appendix F**.

Joint Certification

The most recent joint certification between the Ocala Marion TPO and FDOT was completed on March 22, 2022 through action by the TPO Board. FDOT certified the TPO's transportation planning process for Fiscal Year 2022. The next certification review will occur from February to March of 2023.

Consistency with Other Plans

The projects and project phases listed in the FY 2023 to 2027 TIP are consistent with the local public transit development plan (SunTran), aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2045 LRTP, Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan (SHSP), Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), TPO Congestion Management Process (CMP) and SunTran Transportation Development Plan (TDP).

2045 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the 2045 LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2045 LRTP was adopted by the TPO Board on November 24, 2020. A list of TIP projects referenced in the 2045 LRTP can be found in **Appendix I**. (<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>).

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state’s long-range transportation vision and policy plan. The FTP focuses on ways to improve safety, provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies. (<http://floridatransportationplan.com>)

Strategic Intermodal System (SIS) 2022 Policy Plan

The Strategic Intermodal System (SIS) 2022 Policy Plan establishes the policy framework for planning and managing Florida’s Strategic Intermodal System, a network of transportation facilities that serves as the state’s highest priority for transportation capacity investments. The Governor and Legislature established the SIS in 2003 to focus state resources on facilities most significant for promoting the state’s economic competitiveness, including interregional, interstate and international travel. The SIS is the primary tool for implementing the Florida Transportation Plan (FTP). A map of the SIS can be found in **Appendix C**. Additionally, TIP projects supporting the SIS are noted in the individual project pages (SIS Project).

(<https://www.fdot.gov/planning/sis/default.shtm>)

Florida’s Strategic Highway Safety Plan (SHSP)

The Florida’s 2021 to 2025 Strategic Highway Safety Plan (SHSP) was adopted in March 2021. This is an update to the prior plan, and was completed in coordination with all 27 Florida MPO/TPO’s. Florida’s SHSP outlines a focus on safety programs to reduce crashes, serious injuries and fatalities to achieve zero traffic deaths and serious injuries. A set of 12 emphasis areas organized into three categories (Roadways, Road Users, User Behavior) provide the foundation for improving safety. (<https://www.fdot.gov/safety/shsp/shsp.shtm>)

Freight Mobility and Trade Plan (FMTP)

FDOT’s Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP’s Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. FDOT updated the FMTP in spring 2020.

(<https://www.fdot.gov/rail/plandevol/freight-mobility-and-trade-plan>)

Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed information, such as the department’s assets, asset management strategies, and long-term expenditure forecasts to inform decision-making at both the State and Local levels.

Congestion Management Plan (CMP)

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

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

The TPO completed a major update to the CMP in 2021, including policies and procedures and state of system elements. The CMP update serves two purposes: to meet state statutes and help with prioritizing project needs, and to also meet federal requirements if the TPO becomes a Transportation Management Area (TMA) as a result of the 2020 Census. A TPO is considered a TMA when their urbanized area population exceeds 200,000. Completing an update to the CMP will keep the TPO in compliance with both state statute and federal requirements. (<https://ocalamariontpo.org/congestion-management-process-cmp>)

Transit Development Plan (TDP)

The Transit Development Plan (TDP) represents the vision for public transportation in Marion County for a 10-year horizon. A TDP is updated by SunTran every five years to ensure transit services offered meet the mobility needs of local communities. Specifically, the TDP details SunTran’s transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies in Marion County. SunTran is completing a major TDP update in 2022.

TIP Revisions

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added or deleted. TIP Amendments require TPO Board action and opportunity for public comment. TIP modifications to not require TPO Board action or public comment (23 C.F.R. 450.104). As summarized in the FDOT MPO Management Handbook, there are four types of TIP revisions.

TIP Modification

A TIP modification includes minor changes such as to project phase costs, funding sources and project initiation dates. TIP Modifications are less than 20 percent and \$2 million.

TIP Amendment

A TIP amendment involves major changes to project such as a deletion, addition, project cost increase (over 20 percent and \$2 million), design concept or project scope.

Roll Forward Amendment

Projects programmed in the prior TIP that were not authorized by the end of the state fiscal year (June 30) may be authorized between July 1 and September 30, and included in an annual Roll-Forward TIP report to be amended in the new TIP. The Roll Forward amendment process must occur prior to the start of the federal fiscal year, which is October 1. The TPO Board adopts Roll Forward TIP Amendment each year.

Administrative TIP Amendment

Projects that are added to year one of the FDOT Tentative Work Program will not be recognized by FHWA until their fiscal year on October 1. Administrative amendments are permitted between the state fiscal year period of July 1 to September 30 to fill the gap until the federal fiscal year begins on October 1.

Transportation Disadvantaged

The Transportation Disadvantaged (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

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

Efficient Transportation Decision Making

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in the TIP through the ETDM process. Public information for these projects is available at: <https://etdmpub.florat.org/est>.

2. PERFORMANCE MANAGEMENT

Performance Based Planning

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

1- Safety

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

2- Infrastructure Condition

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

3- Congestion Reduction

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

4- System Reliability

To improve the efficiency of the surface transportation system

5- Freight Movement and Economic Vitality

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

6- Environmental Sustainability

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

7- Reduced Project Delivery Delays

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

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

Performance Measures and Targets

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures and requirements for State DOTs, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt state and/or transit agency targets, or develop their own targets. Appendix D provides Transportation Performance Management Fact Sheets published by FDOT in April 2022.



Safety



Pavement and Bridge Condition



System Performance



Transit Asset Management and Transit Safety



Safety

In March 2016, the FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final Rule (PM1), effective April 14, 2016. The Safety PM Final Rule established safety performance measures to assess serious injuries and fatalities on all public roadways and carry out the HSIP. Additionally, the Safety PM Final Rule established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether State DOTs have met, or are making significant progress toward meeting, their safety targets. The legislation works to improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. The HSIP annual report documents the statewide performance targets.

As outlined in the Safe System approach promoted by FHWA, the death or serious injury by any person is unacceptable. Consequently, FDOT is fully committed to Vision Zero, and has set a statewide target of “0” for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Highway Safety Plan, and the Florida Transportation Plan. FDOT set its safety performance targets on August 31, 2017. In addition, FDOT completed a HSIP Implementation Plan in August 2020 to outline an approach toward meeting its safety performance targets in future years. In August of each calendar year, FDOT reports the following year’s targets in the HSIP. The TPO is then required to either adopt FDOT’s targets or set their own.

On February 27, 2018, the Ocala Marion TPO Board adopted its own safety performance targets to better track progress and reflect greater accountability to the public. The TPO is also developing Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion in 2022. Integrating the adopted targets with Commitment to Zero will be a part of the planning process. By adopting its own safety performance targets, the TPO is required to update targets annually. The TPO updated its annual safety targets on February 22, 2022. Figure 2 displays the safety performance targets in 2022 and 2021 from FDOT and the TPO.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which are addressed in the Commitment to Zero planning project. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

Safety Performance Measures	FDOT Targets (2022)	TPO Targets (not to exceed) (2022)	TPO Targets (not to exceed) (2021)	TPO Target Results (2021)
Number of Fatalities	0	98	97	91
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	2.08	1.96	1.98
Number of Serious Injuries	0	378	432	263
Rate of Serious Injuries per 100 Million VMT	0	8.01	8.74	5.71
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	57	61	50

Figure 2: Safety Performance Measure Targets and Results



Pavement and Bridge Condition

In January 2017, the FHWA published the Pavement and Bridge Condition Performance Measures Final Rule (PM2). The second FHWA performance measure rule established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). A map of the NHS in Marion County can be found in **Appendix C**.

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. FHWA established five pavement condition metrics: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO and all MPO/TPO’s in Florida agreed to support the FDOT statewide targets on in 2018. The two-year and four-year targets represent bridge and pavement conditions at the end of both target years, and are displayed in Figure 3.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor

condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Pavement and Bridge Condition Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2021)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	66.4%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	37.8%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
Bridge Deck Area Measures			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	59.1%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

Figure 3: Performance Measure Targets and Results – Pavement and Bridge Condition



System Performance

In January 2017, FHWA published the System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Performance Measures Final Rule (PM3). The third and final Performance Measures Rule, established six measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person- miles traveled on the Interstate and non-Interstate NHS that are reliable.

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

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

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO and all MPO/TPO's in Florida agreed to support the FDOT statewide targets in October 2018. Figure 4 displays the most current System Performance measure targets and results.

System Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥ 75%	≥ 70 %	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	≥ 50 %	95.9%
Truck Travel Time Reliability (TTTR)	1.75	2.00	1.74

Figure 4: Performance Measure Targets and Results - System Performance



Transit Asset Management and Safety

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

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved from the oversight by the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets in Figure 5, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets. SunTran coordinates with FDOT on reporting targets to FTA through the National Transit Database (NTD). SunTran also coordinates with the TPO on a continuous basis and participates as a member of the Technical Advisory Committee (TAC).

Figure 5 displays the percentage of SunTran’s assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2019 and their performance targets for the next four years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

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

Figure 5: Performance Measure Targets and Results - Transit Asset Management

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 due to the global pandemic. The PTASP regulation implements a risk-based Safety Management System approach and requires all recipients and sub-recipients of federal transit financial assistance to establish and certify an Agency Safety Plan and corresponding safety performance targets. MPO/TPO's then have 180 days from the adoption of the PTASP targets set by the public transit agency (SunTran) to adopt or develop their own independent targets.

On December 1, 2020, SunTran submitted their PTASP and corresponding safety targets to the TPO, as adopted by City of Ocala City Council on November 30, 2020. On April 27, 2021, the TPO Board adopted the SunTran PTASP safety targets. Figure 6 displays the adopted SunTran PTASP targets.

SunTran Safety Performance Targets							
Performance Targets based on collected data from the previous three years							
Mode of Transit Service	Fatalities Total	Fatalities (per 100k vehicle revenue miles) VRM)	Injuries Total	Injuries (per 100k vehicle revenue miles VRM)	Safety Events Total	Safety Events (per 100k vehicle revenue miles VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	1	.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0

Figure 6: Performance Measure Targets and Results - Transit Safety Targets

3. FINANCIAL PLAN

The TIP shall include a financial element that demonstrates how the approved projects can be implemented, indicates the sources of funding that are reasonably expected to be made available, and recommends any additional financing strategies for needed projects and programs (23 CFR 350.326).

The FY 2023 to 2027 is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran and Marion Transit. A summary of funding categories, distribution of funding by category and funding sources are summarized in Figures 7 to 9.

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

Acronym	Funding Category	Funding Source
ACFP	Advanced Construction Freight Program	Federal
ACNP	Advanced Construction NHPP	Federal
ACNR	Advanced Construction National Highway Resurfacing	Federal
ACSS	Advanced Construction (SS)	Federal
ART	Arterial Highways Program	State
BRRP	Bridge Repair/Rehabilitation	State
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DIH	District In-House	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
FAA	Federal Aviation Administration	Federal
FCO	Fixed Capital Outlay	State
FTA	Federal Transit Administration	Federal
GFSL	General Fund Surface Transportation Block (small urban)	Federal
LF	Local Funds	Local
PL	Metropolitan Planning	Federal
RHH	Rail Highway Safety	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SN	Surface Transportation Program, Population <=5K	Federal
TALL	Transportation Alternative Program, Population <=200K	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TRIP	Transportation Regional Incentive Program	State
TRWR	Wheels on the Road, TRIP	State

Figure 7: List of Funding Categories and Associated Funding Sources

Funding Category	2023	2024	2025	2026	2027	Total
ACFP	\$969,054	\$47,520	\$0	\$0	\$0	\$1,016,574
ACNP	\$1,626,564	\$0	\$15,977,866	\$0	\$0	\$17,604,430
ACNR	\$8,852,307	\$0	\$9,576,547	\$0	\$0	\$18,428,854
ACSS	\$1,704,105	\$65,228	\$0	\$0	\$0	\$1,769,333
ART	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
BRRP	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CIGP	\$4,695,763	\$0	\$7,995,735	\$0	\$0	\$12,691,498
D	\$6,667,809	\$5,555,789	\$5,419,026	\$5,432,657	\$5,502,186	\$28,577,467
DDR	\$24,476,574	\$9,313,066	\$17,559,946	\$3,586,244	\$823,080	\$55,758,910
DIH	\$1,374,387	\$26,400	\$41,720	\$27,975	\$0	\$1,470,482
DPTO	\$733,602	\$755,610	\$1,740,682	\$801,626	\$825,675	\$4,857,195
DRA	\$27,434,141	\$0	\$0	\$0	\$0	\$27,434,141
DS	\$7,774,011	\$0	\$400,424	\$0	\$0	\$8,174,435
DU	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
DWS	\$0	\$0	\$0	\$532,902	\$0	\$532,902
FAA	\$0	\$0	\$2,250,000	\$5,850,000	\$0	\$8,100,000
FCO	\$5,615,100	\$0	\$0	\$0	\$0	\$5,615,100
FTA	\$20,677,587	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$31,071,076
GFSL	\$28,528	\$0	\$0	\$0	\$0	\$28,528
LF	\$11,856,345	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$31,140,696
PL	\$898,984	\$669,715	\$676,473	\$683,366	\$683,366	\$3,611,904
RHH	\$0	\$0	\$0	\$0	\$0	\$0
SL	\$6,462,629	\$2,647,750	\$9,213,782	\$460,700	\$4,452,800	\$23,237,661
SN	\$391,725	\$1,069,388	\$3,005,068	\$561,853	\$0	\$5,028,034
TALL	\$20,988	\$11,289	\$253,001	\$622,203	\$0	\$907,481
TALN	\$0	\$166,133	\$0	\$0	\$0	\$166,133
TALT	\$83,855	\$1,610,141	\$0	\$513,244	\$0	\$2,207,240
TRIP	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
TRWR	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:	\$149,792,074	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$319,806,928

Figure 8: 5-Year Summary of Total Funding by Category and Fiscal Year

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$52,777,147	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$128,044,892
State	\$85,158,582	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$160,621,340
Local	\$11,856,345	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$31,140,696
Total	\$149,792,074	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$319,806,928

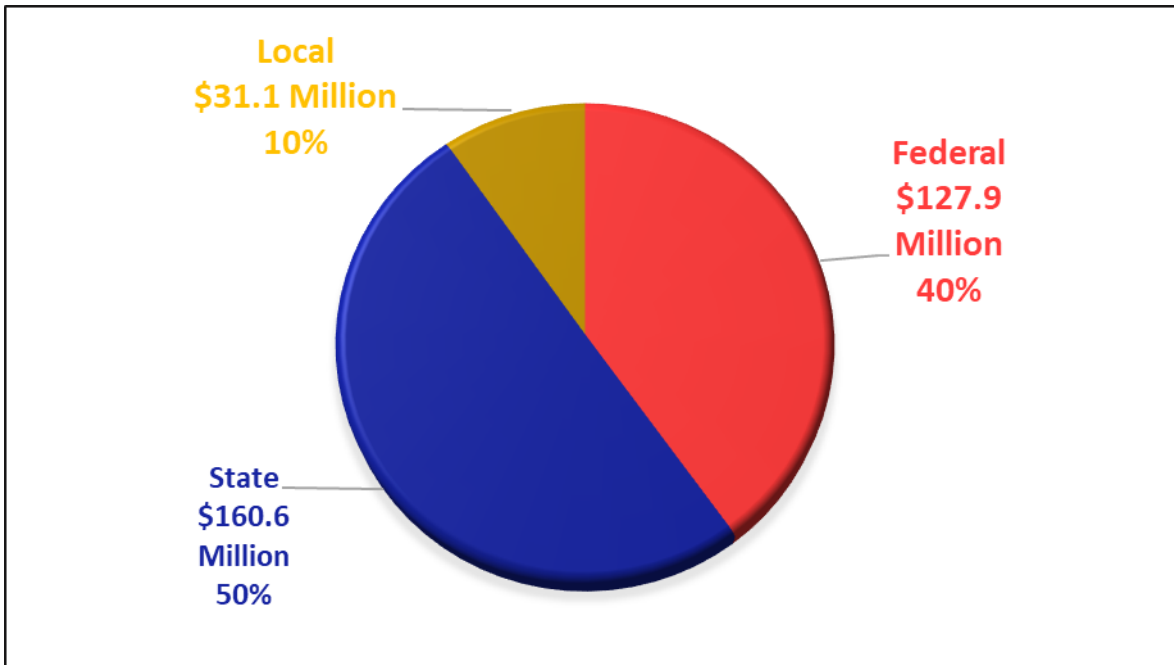


Figure 9: 5-Year Funding Summary by Source

4. PROJECT PRIORITIZATION PROCESS

Overview

The project prioritization process of the TPO is undertaken during the development of the LRTP and annual List of Priority Projects (LOPP). During the development of the LRTP, once the identified projects have been determined as “needs”, TPO committees, TPO staff and the TPO Board prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The result is the ‘Cost Feasible Plan’ of the LRTP, which then becomes a prioritized project list. This list becomes part of the TPO’s annual List of Priority Projects (LOPP) process. On an annual basis, a revised LOPP is developed collaboratively by the TPO with local partners, committee input and TPO Board approval. The LOPP is submitted to FDOT annually for projects to be considered in the next Tentative Work Program for funding. FDOT will decide which projects from the LOPP can be reasonably funded with the cost/funding projections. The LOPP is a process undertaken to identify the highest priority projects in Marion County to receive consideration for federal and state funding. For further information about the LOPP process, please access the TPO website at: <https://ocalamariontpo.org/priority-project-list>.

Methodology

In 2022, the TPO modified its annual LOPP prioritization process. The revised process continues to place an emphasis on prioritizing projects based on criteria score. This includes an emphasis on projects closest to receiving construction funding; meet federal performance measures; are multimodal; improve safety and resilience; programmed funding; and/or include local funding and partnerships. A strategic refinement methodology is also applied to include necessary adjustments to address partner feedback. Overall, this approach involves collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop an annual LOPP. The end-results of the process are a set of nine project lists, including an overall Highest Priority Project List.

The TPO’s project prioritization process is consistent with state statute (F.S. 339.1758b), federal law (23 C.F.R 450.332b), the 2045 LRTP, and with local aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO planning area, to the maximum extent feasible [339.175(8)(c)(7), F.S.].

Project Ranking

The priority projects ranking criteria is tied directly to the adopted 2045 LRTP Goals and Objectives, federally required performance measures and local priorities. The goals from the

2045 LRTP that are used in this prioritization and selection process include:

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

The ranking criteria are grouped into the following ten categories and are summarized as follows:

1. **Prior Year Rank:** An emphasis on prior project ranking to help support program stability and advancement toward implementation.
2. **Project Cycle:** The status of projects in their development phase with an emphasis on the most weight given to projects that are ready for construction.
3. **Local Funding Commitment:** Projects receive points for including a local match commitment.
4. **Regional Connectivity and Partnerships:** Projects that involve a formal partnership between two or more jurisdictions and coordination between two or more jurisdictions.
5. **Safety:** Points given for being located on a roadway segment with a five-year history of serious injury and fatality crashes. Additional points for projects located on the Commitment to Zero High Injury Network.
6. **Congestion Management:** Points given for being located on the most up to date Congestion Management Plan Congested Corridors.
7. **Multimodal:** A sidewalk, trail and/or bicycle facility are given points and also receive additional points for connecting to existing multimodal facilities in Marion County.
8. **Transportation Resilience:** Points given for being located on an existing Florida Evacuation Route or connection to an Evacuation Route.
9. **Economic Development and Logistics:** Points given for connecting to or serving employment growth areas of Marion County, along with connecting to or being located on a facility that supports freight activity centers.
10. **Equity:** Projects that are located in one of three disadvantaged areas of Marion County as identified and mapped in the 2045 LRTP.

A complete summary of the LOPP ranking and scoring methodology and most up to date project lists are available on the TPO website.

The **2022 List of Priority Projects (LOPP), Top Priorities** is provided in Figure 10 on the next page. The remaining six lists may be found on the TPO's website:

<https://ocalamariontpo.org/priority-project-list/>.

Figure 10: 2022 List of Priority Projects (LOPP), Top Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	435209-1	Top Priorities	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension of NW 49th from NW 44th to NW 35th	CST	\$42,379,864		
2	433652-1	Top Priorities	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,500,000
3		Top Priorities	NW 44th Avenue, SR 40 to NW 11th St	Construction of four new roadway lanes			CST	\$14,000,000
4		Top Priorities	NW 80th/70th from N/O SR 40 to S/O US 27	Widening to four lanes			CST	\$30,000,000
5		Top Priorities	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction	*CST	\$9,000,000		
6		Top Priorities	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway			CST	\$5,000,000
7		Top Priorities	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park	*CST	\$2,537,000		
8		Top Priorities	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
9	450340-1	Top Priorities	Emerald Road Extension	92nd Loop to FN Railroad Connection	ROW, CST	\$9,650,000	CST	\$4,700,000
10	237988-1	Top Priorities	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
11		Top Priorities	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway			CST	\$18,000,000
12	238651-1	Top Priorities	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway			CST	\$37,800,000
13	433660-1	Top Priorities	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$3,277,299		
14	238648-1	Top Priorities	US 41 from SW 110th to North of SR 40	Widening to four lanes, sidewalks/path, shoulders			CST	\$38,100,000
15	410674-2	Top Priorities	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
16		Top Priorities	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75			PD&E, DES, ROW, CST	\$55,000,000
17	449443-1	Top Priorities	NE 8th Avenue from SR 40 to SR 492	Construction of roundabouts on NE 8th Avenue	CST	\$4,452,800		
18		Top Priorities	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes			DES, ROW, CST	\$35,000,000
19		Top Priorities	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
20		Top Priorities	SW 80th Avenue from north of 38th Street to SR 40	Widening of roadway to four lanes			PE, DES, ROW, CST	\$25,000,000
21		Top Priorities	SR 35 and SR 464 Intersection Flyover	Flyover of SR 35 at SR 464			PE, DES, CST	\$35,000,000

5. PROJECTS

Overview

The FY 2023 to 2027 TIP projects are grouped into seven categories. All projects are also summarized in individual project pages by category to support a more accessible and user-friendly format for the citizens of Marion County.

Seven TIP Project Categories:

- **Interstate:** I-75
- **U.S. Routes:** US 27, US 41, US 301, US 441
- **State and Local Routes:** City and County Roads, State Roads (e.g., SR 200)
- **Bicycle and Pedestrian:** Park Trails, Sidewalks and Trails on City, County and State Roads
- **Aviation (Airport):** Ocala International Airport, Marion County Airport
- **Transit, Funding and Grants:** Marion Transit, SunTran, TPO, Others
- **ITS and Maintenance:** Operations, Aesthetics, Asset Management (repaving, rehabilitation, shoulders, bridges, lighting), ongoing Maintenance

Appendix H contains a summary of changes to major regional transportation projects from the previous Fiscal Years 2022 to 2026 TIP. **Appendix J** contains a companion “snapshot” listing of the TIP projects as submitted to the TPO by FDOT in April 2022.

Appendix K contains a summary report and listing of transportation projects included with the annual Roll Forward TIP Amendment process (Amendment #1). The project funding amounts are part of the year one (Fiscal Year 2023) summary totals as displayed in **Figures 8 and 9**.

Figure 11 provides a summary chart of the acronyms used for various project phases/activities and the terms associated with the projects displayed in the TIP summary pages. This chart may be used as a reference when reviewing the project summary pages in this section.

Acronym	Project Phase and Information
ADM	Administration
CST	Construction (includes Construction, Engineering and Inspection)
CAP	Capital Grant
CEI	Construction, Engineering and Inspection
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
FM	FDOT Financial Management Number
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development and Environment Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Offices Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Right-of-Way Support & Acquisition
RRU	Railroad and Utilities
RT MNT	Routine Maintenance
SEG	Project Segment Number
UTIL	Utilities Construction

Figure 11: Project Phase/Activity and Information Acronym List

TIP Online Interactive Map

The FY 2023 to 2027 TIP online map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g. TPO grants, Marion Transit, SunTran grants) are not included in the interactive map. The map may be accessed through the TPO website or directly at the following link:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=81b909295c9447d7adf4b38bc232adcf>

Performance Management and TIP Projects

The following provides a summary of the projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local transit system, including: safety; bridge and pavement condition; system performance; and transit asset management and safety. Safety projects include the entire federal aid transportation system. In some cases, a project may support meeting more than one federal performance measure.

Safety (PM1) (10 projects)

FM Number	Project	Limits	TIP Funding
4348441	CR 482 at 182nd Avenue (1)	at 182nd Avenue	\$350,000
4348442	CR 482 at 182nd Avenue (2)	at 182nd Avenue	\$67,980
4493171	CR 484 at SW 135th Street	at SW 135th Street	\$458,310
4492771	CR 484 at Marion Oaks Blvd	at Marion Oaks Boulevard	\$536,625
4494431	NE 8th Avenue	SR 40 to SR 492	\$4,452,800
4492611	SW 60th Avenue	SW 54th Street to SECO Energy Driveway	\$247,061
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4375962	SR 40/Silver Springs Boulevard	NW 27th Avenue to SW 7th Avenue	\$909,279
4392382	SR 25/U.S. 441/301	SR 25 to SR 200/SW 10th Street	\$2,975,178
Total:			\$13,322,052

Pavement and Bridge Condition (PM2) (7 projects)

FM Number	Project	Limits	TIP Funding
4483761	SR 93 (I-75)	SR 200 to N. of U.S. 27	\$17,416,866
4486351	SR 25 (U.S. 441)	CR 25A to Avenue I	\$7,571,976
4452181	SR 25 (U.S. 441)	Avenue I to Alachua County Line	\$7,095,081
4485261	SR 45 (U.S. 41)	N/O Citrus County Line to SW 110th	\$4,937,992
4452121	SR 200 (U.S. 301)	South of NE 175th to Alachua County	\$4,729,689
4453021	SR 35/U.S. 301	North of CR 42 to North of SE 144th Place	\$3,054,497
4452171	SR 326	NW 12th Avenue to SR 40	\$11,875,930
Total:			\$56,682,031

System Performance (PM3) (7 projects)

FM Number	Project	Limits	TIP Funding
4352091	I-75 (SR 93) at NW 49th Street	NW 49th Street to end of NW 35th Street	\$42,379,864
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336611	U.S. 441	SR 40 to SR 40A (SW Broadway)	\$17,767
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4336521	SR 40 Intersections	at SW 40th Avenue, at SW 27th Avenue	\$1,398,654
4456881	U.S. 27/U.S. 441/Abshiver	at County Road 42	\$1,099,429
4497641	I-75 ITS Communications	I-75 Corridor, 24 miles in Marion County	\$954,356
Total:			\$49,174,889

Transit Asset Management (TAM) and Transit Safety

FM Number	Grant	TIP Funding
4271882	Small Urban Capital Fixed Route	\$16,075,958
4424551	Block Grant Operating Assistance	\$7,790,583
Total:		\$23,866,541

TIP Project Summary Pages

Summary pages are provided in the following pages for all programmed projects and are organized by the seven project categories.

Summary Page Definitions

Project: Includes the project name, project limits and location.

Project Type: Identifies the type of project improvement(s).

FM Number: References the financial management number in FDOT's project tracking system.

Lead Agency: Identifies the agency with project management oversight.

LRTP (Page #): References how the project reflects the 2045 LRTP goals and planning consistency.

SIS: Denotes if a project is on the state's Strategic Intermodal System (SIS) network.

Description: Summarizes the project and highlights major improvements to be implemented.

Prior <Year: Identifies the amount of funding programmed in years prior to the current five-year TIP period.

Future >Year: Identifies the amount of funding programmed in years beyond the current five-year TIP period.

Total Project Cost: Lists the total project cost programmed for the project, including prior year, current five-year and future year funding.

Phase: Identifies the stage in project development for which funding is programmed.

Fund Category: Identifies the type of funding programmed by phase for the project.

Funding Source: Identifies the source of funding by phase for the project (Federal, State and/or Local).

Fiscal Year: Identifies the federal fiscal year(s) when funding is programmed for the project.

Interstate 75 (I-75) Projects



Project: I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange
 FM Number: 4352091
 Lead Agency: FDOT
 Length: 0.1 miles
 LRTP (Page #): Goal 1, Objective 1.2 (14); Goal 2, Objective 2.1, 2.2, 2.3 (14); Goal 3, Objective 3.2 (14)



SIS Project

Description:

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

Prior <2023:

\$18,087,376

Future >2027:

\$0

Total Project Cost:

\$60,467,240

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	CIGP	State	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	DDR	State	\$0	\$0	\$5,046,899	\$0	\$0	\$5,046,899
CST	LF	Local	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	SA	Federal	\$0	\$0	\$630	\$0	\$0	\$630
CST	SL	Federal	\$0	\$0	\$9,213,782	\$0	\$0	\$9,213,782
CST	SN	Federal	\$0	\$0	\$3,005,068	\$0	\$0	\$3,005,068
CST	TRIP	State	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
CST	TRWR	State	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:			\$0	\$0	\$42,379,864	\$0	\$0	\$42,379,864

Project: SR 93 (I-75) from SR 200 to North of SR 500 (U.S. 27)

Project Type: Resurfacing
 FM Number: 4483761
 Lead Agency: FDOT
 Length: 4.47 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



SIS Project

Description:

Resurfacing of I-75 from SR 200 to north of the U.S. 27 interchange.

Prior <2023:

\$0

Future >2027:

\$0

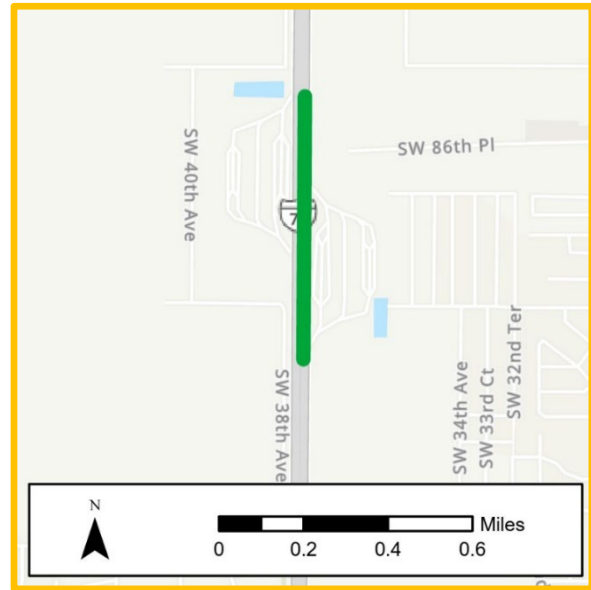
Total Project Cost:

\$17,416,866

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	ACNP	Federal	\$1,439,000	\$0	\$0	\$0	\$0	\$1,439,000
CST	ACNP	Federal	\$0	\$0	\$15,977,866	\$0	\$0	\$15,977,866
Total:			\$1,439,000	\$0	\$15,977,866	\$0	\$0	\$17,416,866

Project: I-75 Marion County Rest Areas Landscaping

Project Type: Landscaping
 FM Number: 4378261
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

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

Prior <2023:

\$0

Future >2027:

\$0

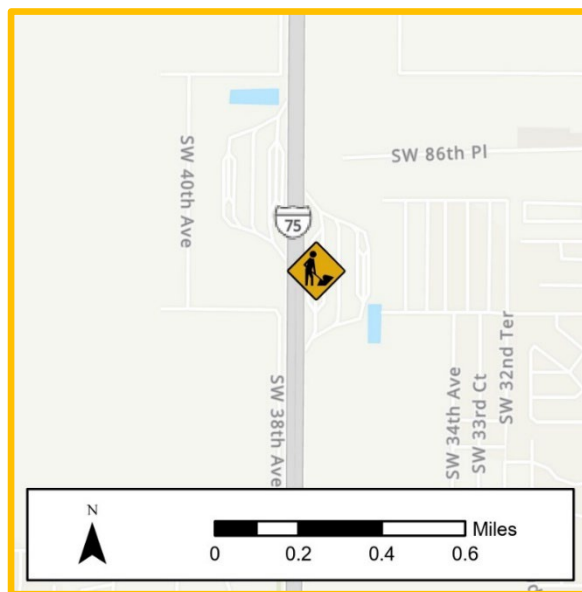
Total Project Cost:

\$411,284

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$0	\$0	\$10,860	\$0	\$0	\$10,860
CST	DS	State	\$0	\$0	\$400,424	\$0	\$0	\$400,424
Total:			\$0	\$0	\$411,284	\$0	\$0	\$411,284

Project: I-75 (SR 93) Rest Area Marion County from North of CR 484 to South of SR 200

Project Type: Rest Area Maintenance
 FM Number: 4385621
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



SIS Project

Description:

Complete reconstruction of all facilities for the northbound rest area on I-75. This includes a reconstructed rest area building, picnic shelters, maintenance facility and increases in parking capacity.

Prior <2023:

\$3,364,206

Future >2027:

\$0

Total Project Cost:

\$33,306,199

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$2,456,502	\$0	\$0	\$0	\$0	\$2,456,502
CST	DIH	State	\$51,350	\$0	\$0	\$0	\$0	\$51,350
CST	DRA	State	\$27,434,141	\$0	\$0	\$0	\$0	\$27,434,141
Total:			\$29,941,993	\$0	\$0	\$0	\$0	\$29,941,993

Project: I-75 Wildwood Weigh Station Inspection Barn Upgrades

Project Type: Weigh Station
 FM Number: 4478611
 Lead Agency: FDOT
 Length: 1.13
 LRTP (Page #): Goal 6: Objective 6.2 (15)



SIS Project

Description:

Inspection of barn upgrades at weigh-in-motion facility.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$532,902

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DWS	State	\$0	\$0	\$0	\$532,902	\$0	\$532,902
Total:			\$0	\$0	\$0	\$532,902	\$0	\$532,902

U.S. Route (U.S.) Projects

NORTH
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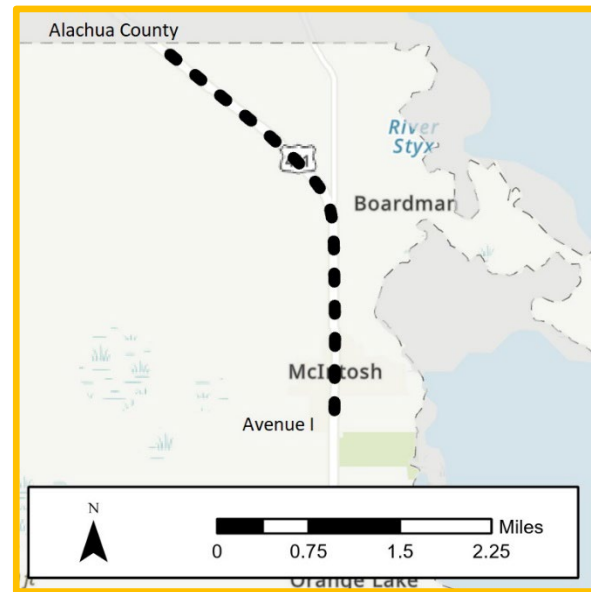
A LOANS
CHECK CASH

SPEED
LIMIT
35

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Project: SR 25 (U.S. 441) from Avenue I to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452181
 Lead Agency: FDOT
 Length: 3.15 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 441 from Avenue I in the Town of McIntosh to the Alachua County Line.

Prior <2023:

\$0

Future >2027:

\$0

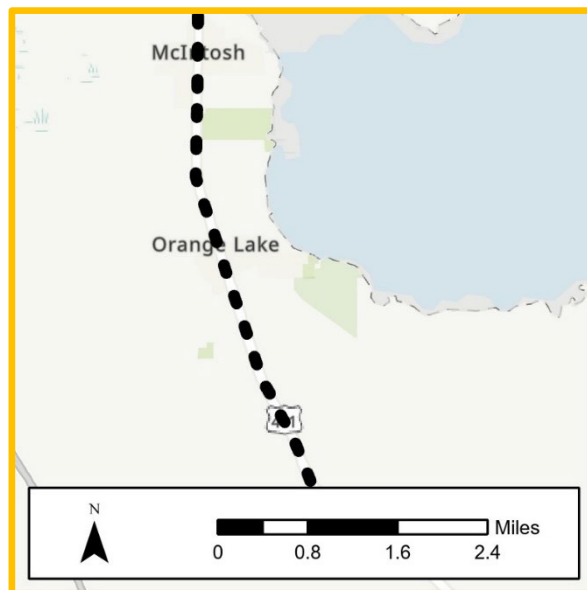
Total Project Cost:

\$7,095,081

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$917,369	\$0	\$0	\$0	\$0	\$917,369
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State	\$0	\$0	\$6,156,852	\$0	\$0	\$6,156,852
CST	DIH	State	\$0	\$0	\$10,860	\$0	\$0	\$10,860
Total:			\$927,369	\$0	\$6,167,712	\$0	\$0	\$7,095,081

Project: SR 25 (U.S. 441) from County Road 25A to Avenue I

Project Type: Resurfacing
 FM Number: 4486351
 Lead Agency: FDOT
 Length: 3.17 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 441 from County Road 25A to Avenue I in the Town of McIntosh.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,571,976

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$1,032,000	\$0	\$0	\$0	\$0	\$1,032,000
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	ACNR	Federal	\$0	\$0	\$5,923,545	\$0	\$0	\$5,923,545
CST	DDR	State	\$0	\$0	\$596,431	\$0	\$0	\$596,431
CST	DIH	State	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$1,042,000	\$0	\$6,529,976	\$0	\$0	\$7,571,976

Project: SR 35/U.S. 301 from North of CR 42 to North of SE 144th Place Road

Project Type: Resurfacing
 FM Number: 4453021
 Lead Agency: FDOT
 Length: 2.2 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 301 in southern Marion County.

Prior <2023:

\$758,364

Future >2027:

\$0

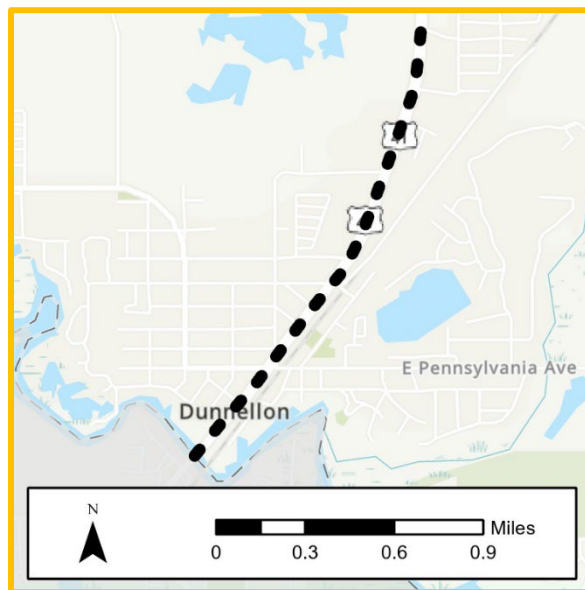
Total Project Cost:

\$3,812,861

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$3,043,937	\$0	\$0	\$0	\$3,043,937
CST	DIH	State	\$0	\$10,560	\$0	\$0	\$0	\$10,560
Total:			\$0	\$3,054,497	\$0	\$0	\$0	\$3,054,497

Project: SR 45 (U.S. 41)/Williams Street from North of Citrus County Line to SW 110th Street

Project Type: Resurfacing
 FM Number: 4485261
 Lead Agency: FDOT
 Length: 1.41 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 41 from north of the Citrus County Line to SW 110th Street in the City of Dunnellon.

Prior <2023:

\$0

Future >2027:

\$0

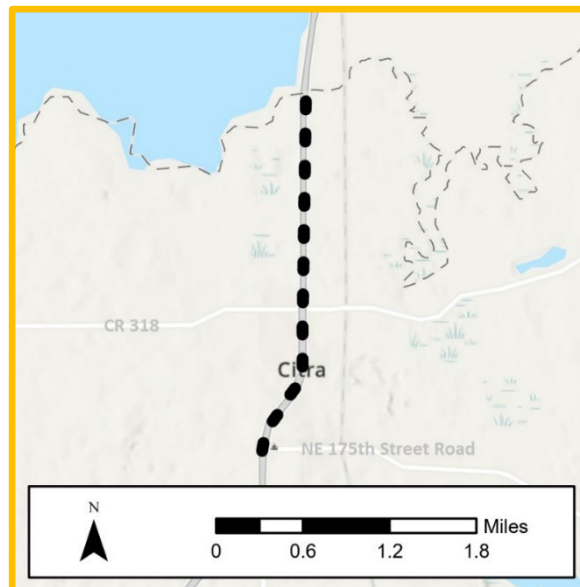
Total Project Cost:

\$4,937,992

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$878,000	\$0	\$0	\$0	\$0	\$878,000
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	ACNR	Federal	\$0	\$0	\$3,653,002	\$0	\$0	\$3,653,002
CST	DDR	State	\$0	\$0	\$386,990	\$0	\$0	\$386,990
CST	DIH	State	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$888,000	\$0	\$4,049,992	\$0	\$0	\$4,937,992

Project: SR 200 (U.S. 301) from South of NE 175th Street to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452121
 Lead Agency: FDOT
 Length: 2.4 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 301 in northern Marion County.

Prior <2023:

\$954,950

Future >2027:

\$0

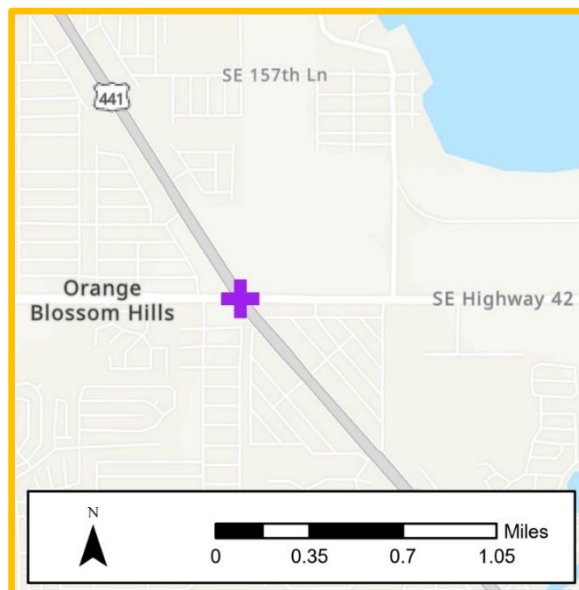
Total Project Cost:

\$5,684,639

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$4,719,129	\$0	\$0	\$0	\$4,719,129
CST	DIH	State	\$0	\$10,560	\$0	\$0	\$0	\$10,560
Total:			\$0	\$4,729,689	\$0	\$0	\$0	\$4,729,689

Project: U.S. 27/U.S. 441/Abshiver Boulevard at CR 42

Project Type: Intersection
 FM Number: 4456881
 Lead Agency: FDOT
 Length: 0.1 miles
 LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.5 (15)



Description:

Traffic signals and operational improvements at the intersection.

Prior <2023:

\$241,913

Future >2027:

\$0

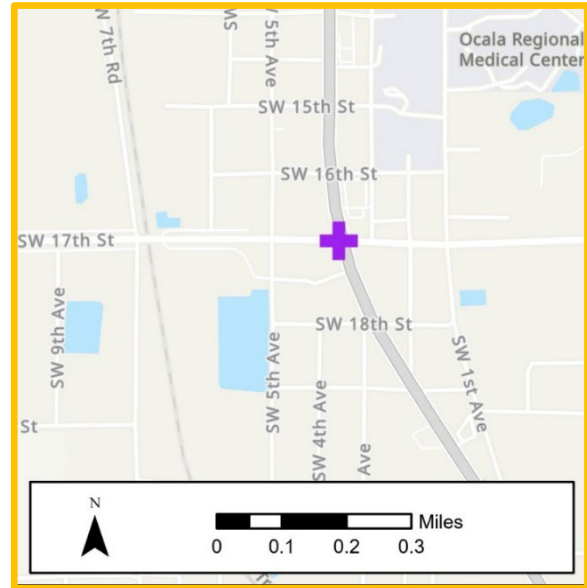
Total Project Cost:

\$1,341,342

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$1,094,294	\$0	\$0	\$0	\$0	\$1,094,294
CST	DIH	State	\$5,135	\$0	\$0	\$0	\$0	\$5,135
Total:			\$1,099,429	\$0	\$0	\$0	\$0	\$1,099,429

Project: U.S. 441 at SR 464

Project Type: Intersection/Turn Lane
 FM Number: 4336601
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.1, 6.5 (15)



Description:

Traffic operational improvements at the Pine Avenue/SE 17th Street intersection, including the addition of a northbound left turn lane and a modified right turn lane.

Prior <2023:

\$1,506,337

Future >2027:

\$0

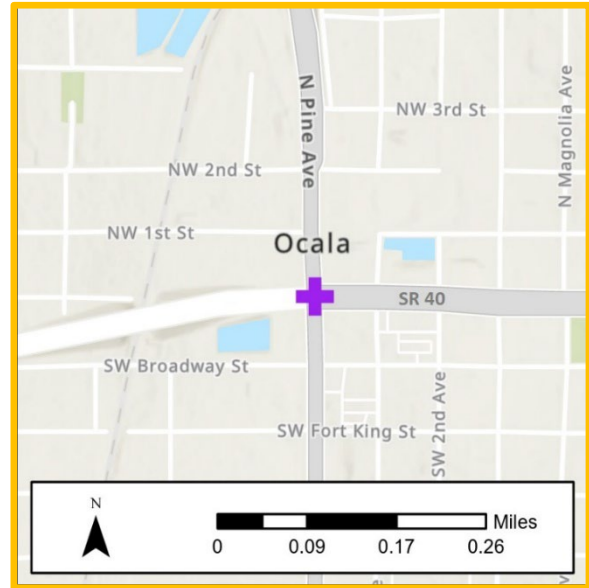
Total Project Cost:

\$4,783,636

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$0	\$0	\$3,066,244	\$23,080	\$3,089,324
PE	DDR	State	\$0	\$0	\$160,000	\$0	\$0	\$160,000
CST	DIH	State	\$0	\$0	\$0	\$27,975	\$0	\$27,975
Total:			\$0	\$0	\$160,000	\$3,094,219	\$23,080	\$3,277,299

Project: U.S. 441 from SR 40 to SR 40A (Broadway)

Project Type: Intersection/Turn Lane
 FM Number: 4336611
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 6: Objectives 6.1, 6.5 (15)



Description:

Extension of the northbound left-turn queue south to Broadway Street to increase storage capacity of the intersection.

Prior <2023:

\$6,398,450

Future >2027:

\$0

Total Project Cost:

\$6,416,217

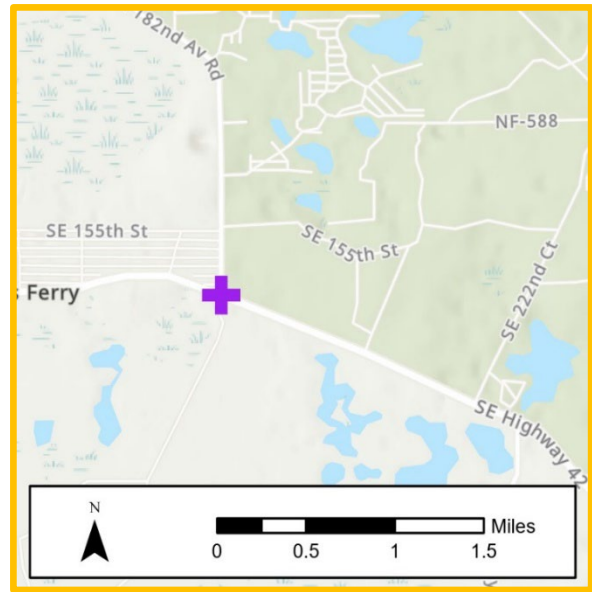
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$17,767	\$0	\$0	\$0	\$0	\$17,767
Total:			\$17,767	\$0	\$0	\$0	\$0	\$17,767

State and Local Projects



Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348441
 Lead Agency: Marion County
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$46,012

Future >2027:

\$0

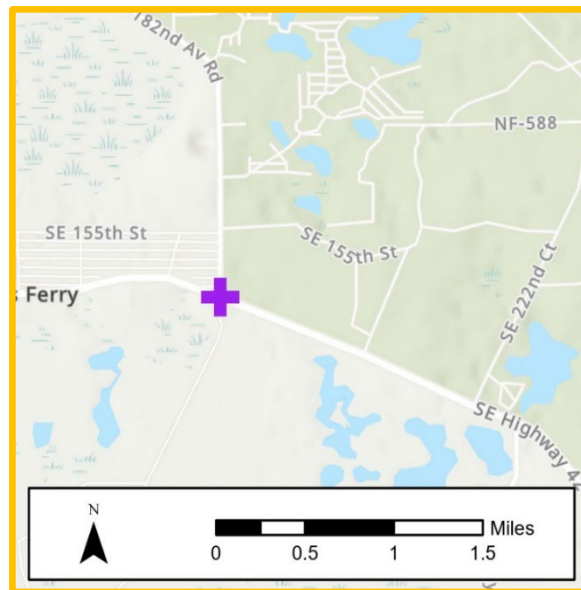
Total Project Cost:

\$396,012

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Total:			\$350,000	\$0	\$0	\$0	\$0	\$350,000

Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348442
 Lead Agency: FDOT
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$0

Future >2027:

\$0

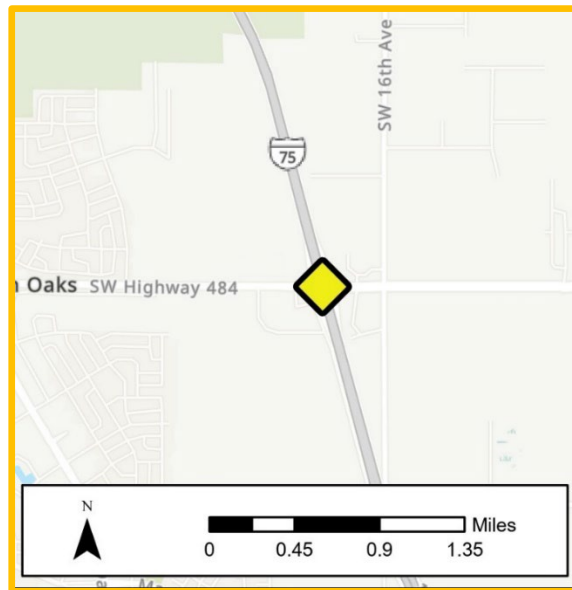
Total Project Cost:

\$67,980

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$67,980	\$0	\$0	\$0	\$0	\$67,980
Total:			\$67,980	\$0	\$0	\$0	\$0	\$67,980

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

Project Type: Interchange/Intersection
 FM Number: 4336511
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)



SIS Project

Description:

Addition of turn lanes and turn lane extensions at the CR 484 interchange with I-75 and the CR 484/CR 475A intersection. Reconstruct westbound through lanes and modify the I-75 bridge to accommodate the widening. Bicycle and pedestrian facilities also part of project. Project will improve traffic flow and safety.

Prior <2023:

Future >2027:

Total Project Cost:

\$18,596,665

\$0

\$18,644,185

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACFP	Federal	\$0	\$47,520	\$0	\$0	\$0	\$47,520
Total:			\$0	\$47,520	\$0	\$0	\$0	\$47,520

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

Project Type: Interchange/Intersection
 FM Number: 4336514
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)



Description:

Landscaping in support of project 4336511.

Prior <2023:

\$61,067

Future >2027:

\$0

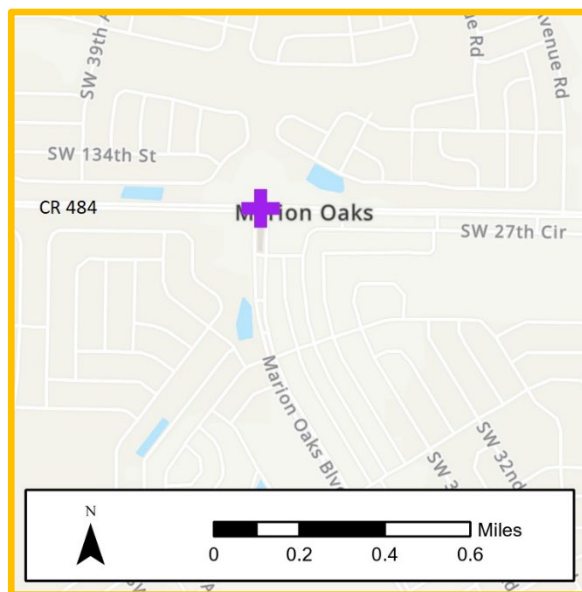
Total Project Cost:

\$245,792

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SN	Federal	\$179,725	\$0	\$0	\$0	\$0	\$179,725
PE	SN	Federal	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Total:			\$184,725	\$0	\$0	\$0	\$0	\$184,725

Project: CR 484 at the intersection of Marion Oaks Boulevard

Project Type: Intersection
 FM Number: 4492771
 Lead Agency: Marion County
 Length: 0.02 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

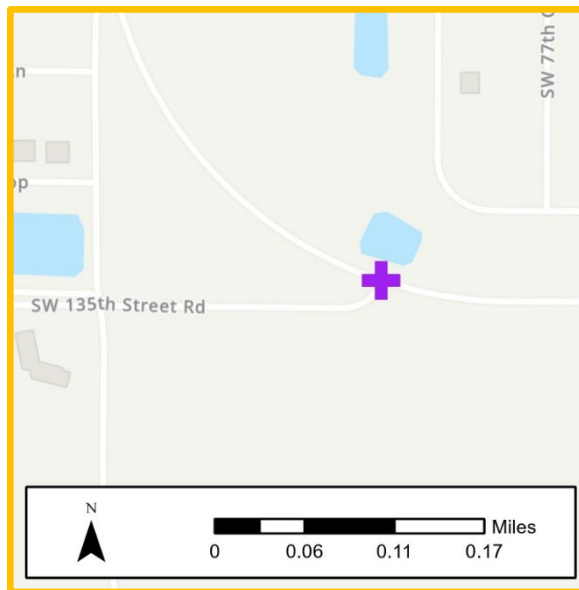
Total Project Cost:

\$536,625

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$60,795	\$0	\$0	\$0	\$0	\$60,795
CST	LF	Local	\$0	\$30,000	\$0	\$0	\$0	\$30,000
CST	SN	Federal	\$0	\$445,830	\$0	\$0	\$0	\$445,830
Total:			\$60,795	\$475,830	\$0	\$0	\$0	\$536,625

Project: CR 484 at SW 135th Street Road

Project Type: Intersection
 FM Number: 4493171
 Lead Agency: Marion County
 Length: 0.24 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

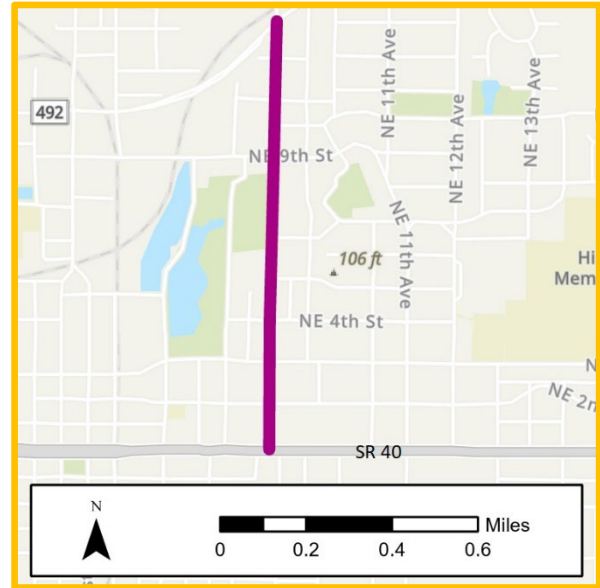
Total Project Cost:

\$458,310

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$88,705	\$0	\$0	\$0	\$0	\$88,705
CST	SN	Federal	\$0	\$369,605	\$0	\$0	\$0	\$369,605
Total:			\$88,705	\$369,605	\$0	\$0	\$0	\$458,310

Project: NE 8th Avenue from SR 40 to SR 492

Project Type: Roundabout
 FM Number: 4494431
 Lead Agency: City of Ocala
 Length: 0.9 miles
 LRTP (Page #): Goal 3, Objectives 3.2, 3.4 (14);



Description:

Construction of a roundabout on NE 8th Avenue in the City of Ocala.

Prior <2023:

\$0

Future >2027:

\$0

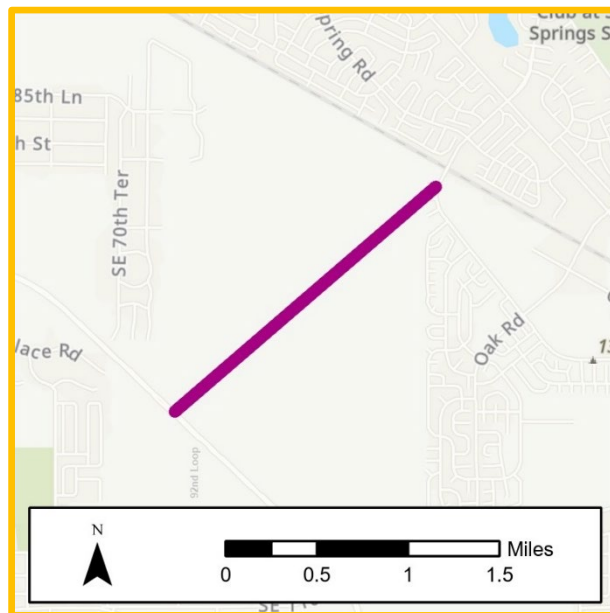
Total Project Cost:

\$4,452,800

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SL	Federal	\$0	\$0	\$0	\$0	\$4,452,800	\$4,452,800
Total:			\$0	\$0	\$0	\$0	\$4,452,800	\$4,452,800

Project: Emerald Road Extension from 92nd Loop to CR 424

Project Type: New Road Construction
 FM Number: 4503401
 Lead Agency: Marion County
 Length: 1.6 miles
 LRTP (Page #): Goal 2, Objective 2.1; Goal 3, Objective 3.2 (14);



Description:

Construction of a new roadway connection between 92nd Loop and CR 424 in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,650,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
ROW	CIGP	State	\$325,000	\$0	\$0	\$0	\$0	\$325,000
ROW	LF	Local	\$325,000	\$0	\$0	\$0	\$0	\$325,000
CST	CIGP	State	\$4,370,763	\$0	\$0	\$0	\$0	\$4,370,763
CST	LF	Local	\$4,629,237	\$0	\$0	\$0	\$0	\$4,629,237
Total:			\$9,650,000	\$0	\$0	\$0	\$0	\$9,650,000

Project: NW 10th/NE 14th Street (SR 492) to NE 25th Avenue

Project Type: Traffic Signals
 FM Number: 4476031
 Lead Agency: FDOT
 Length: 0.2 miles
 LRTP (Page #): Goal 6, Objective 6.5 (15)



Description:

Replacement of traffic signals.

Prior <2023:

\$525,130

Future >2027:

\$0

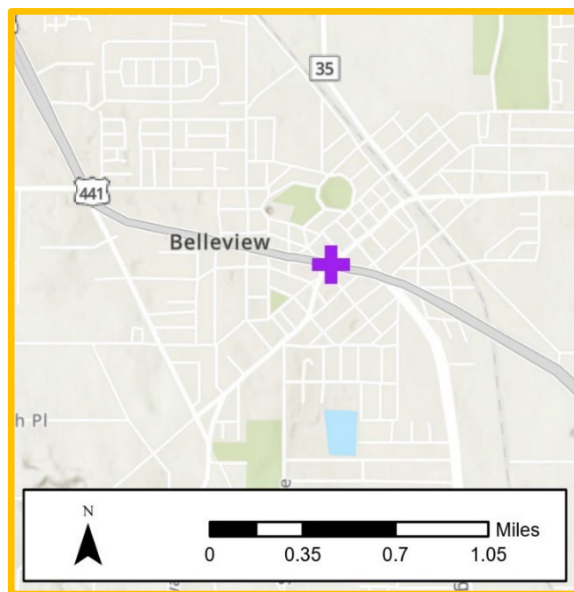
Total Project Cost:

\$1,347,308

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$0	\$65,228	\$0	\$0	\$0	\$65,228
CST	LF	Local	\$0	\$174,240	\$0	\$0	\$0	\$174,240
CST	SL	Federal	\$0	\$528,000	\$0	\$0	\$0	\$528,000
CST	SN	Federal	\$0	\$54,710	\$0	\$0	\$0	\$54,710
Total:			\$0	\$822,178	\$0	\$0	\$0	\$822,178

Project: SE Abshier Boulevard from SE Hames Road to North of SE Agnew Road

Project Type: Intersection
 FM Number: 4457011
 Lead Agency: FDOT
 Length: 0.18 miles
 LRTP (Page #): Goal 6, Objective 6.5 (15)



Description:

Traffic signal replacement and maintenance at the intersection.

Prior <2023:

\$471,378

Future >2027:

\$0

Total Project Cost:

\$2,533,518

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$151,868	\$0	\$0	\$0	\$0	\$151,868
CST	DDR	State	\$1,900,002	\$0	\$0	\$0	\$0	\$1,900,002
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
Total:			\$2,062,140	\$0	\$0	\$0	\$0	\$2,062,140

Project: SW 60th Avenue from SW 54th Street to SECO Energy Driveway

Project Type: Intersection
 FM Number: 4492611
 Lead Agency: Marion County
 Length: 0.44 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

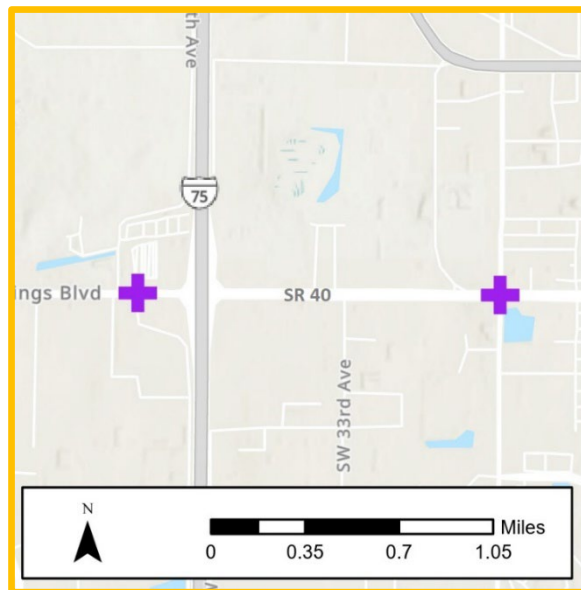
Total Project Cost:

\$247,061

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$47,818	\$0	\$0	\$0	\$0	\$47,818
CST	SN	Federal	\$0	\$199,243	\$0	\$0	\$0	\$199,243
Total:			\$47,818	\$199,243	\$0	\$0	\$0	\$247,061

Project: SR 40 intersections at SW 40th Avenue and SW 27th Avenue

Project Type: Intersection/Turn Lane
 FM Number: 4336521
 Lead Agency: FDOT
 Length: 1.3 miles
 LRTP (Page #): Goal 3, Objective 3.4(14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Improvement of traffic operations at the intersections by extending left turn lanes along both directions at the I-75 interchange; dual left-turn lanes and a right turn lane for the northbound and southbound I-75 ramps; create dual left turn lanes to all approaches at the SW 27th Avenue intersection and an exclusive right turn lane for eastbound SR 40 onto southbound SW 27th Avenue.

Prior <2023:

\$5,146,723

Future >2027:

\$0

Total Project Cost:

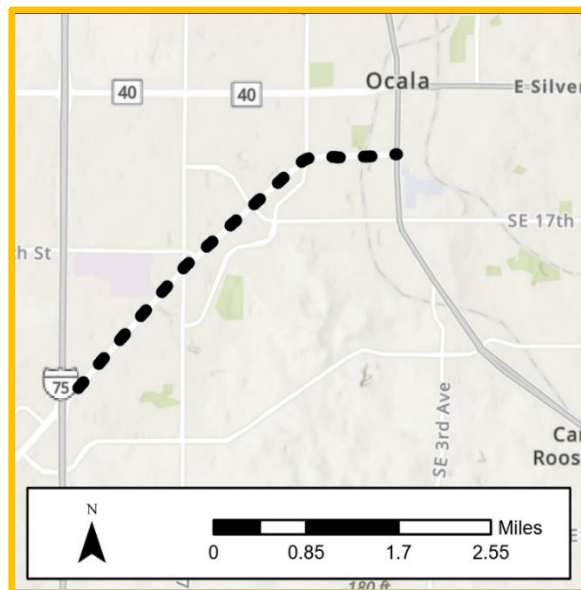
*\$6,546,377

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
ROW	DIH	State	\$30,000	\$0	\$0	\$0	\$0	\$30,000
ROW	SL	Federal	\$1,122,500	\$247,154	\$0	\$0	\$0	\$1,369,654
Total:			\$1,152,500	\$247,154	\$0	\$0	\$0	\$1,399,654

*Total project cost estimate: \$10.1 million

Project: SR 200 from I-75 to U.S. 301

Project Type: Resurfacing
 FM Number: 4392341
 Lead Agency: FDOT
 Length: 3.2 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 200 (College Road) from I-75 to U.S. 301 (Pine Avenue).

Prior <2023:

\$826,412

Future >2027:

\$0

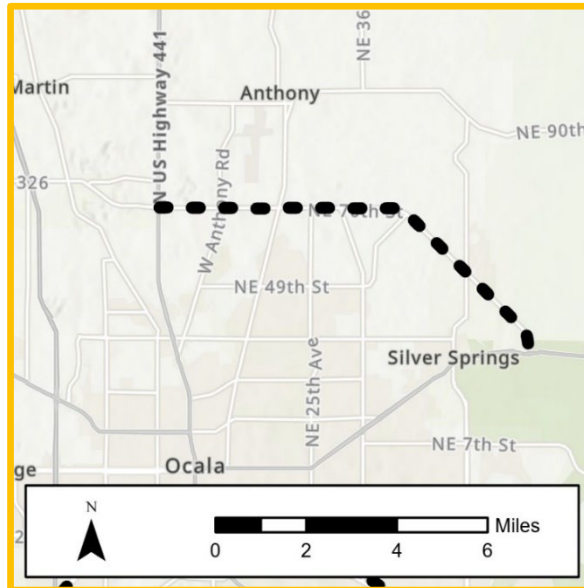
Total Project Cost:

\$14,171,399

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$6,438,783	\$0	\$0	\$0	\$0	\$6,438,783
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	DS	State	\$2,292,309	\$0	\$0	\$0	\$0	\$2,292,309
CST	SA	Federal	\$3,712,443	\$0	\$0	\$0	\$0	\$3,712,443
CST	SL	Federal	\$891,182	\$0	\$0	\$0	\$0	\$891,182
Total:			\$13,344,987	\$0	\$0	\$0	\$0	\$13,344,987

Project: SR 326 from NW 12th Avenue to SR 40

Project Type: Resurfacing
 FM Number: 4452171
 Lead Agency: FDOT
 Length: 8.4 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 326 from east of US 441/301 to SR 40.

Prior <2023:

\$1,185,308

Future >2027:

\$0

Total Project Cost:

\$13,061,238

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACNR	Federal	\$8,852,307	\$0	\$0	\$0	\$0	\$8,852,307
CST	DDR	State	\$1,412,976	\$0	\$0	\$0	\$0	\$1,412,976
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	DS	State	\$402,640	\$0	\$0	\$0	\$0	\$402,640
CST	SL	Federal	\$1,197,737	\$0	\$0	\$0	\$0	\$1,197,737
Total:			\$11,875,930	\$0	\$0	\$0	\$0	\$11,875,930

Project: SR 464 from SR 500 (U.S. 27/U.S. 301) to SR 35

Project Type: Resurfacing
 FM Number: 4411411
 Lead Agency: FDOT
 Length: 5.9 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.4(14); Goal 6,
 Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 464 (SE 17th Avenue, SE Maricamp Road), including traffic signal upgrades, Americans with Disability Act (ADA) improvements, intersection street lighting, bus stop improvements, sidewalk installation and addition of bike lanes and paved shoulders.

Prior <2023:

\$2,880,151

Future >2027:

\$0

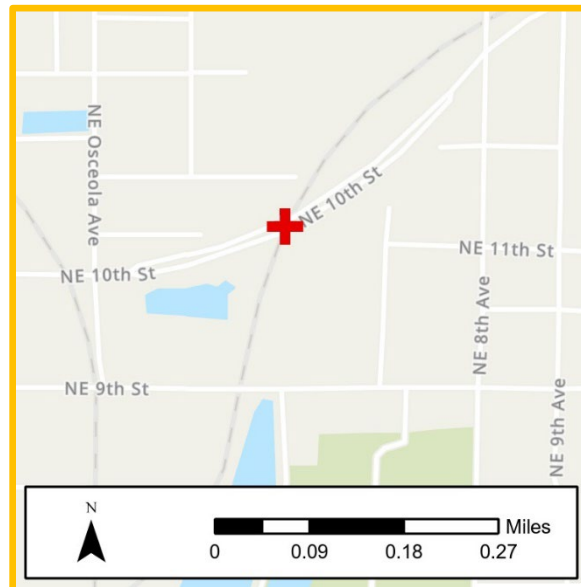
Total Project Cost:

\$24,525,123

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$7,623,175	\$0	\$0	\$0	\$0	\$7,623,175
CST	DS	State	\$4,480,227	\$0	\$0	\$0	\$0	\$4,480,227
CST	SA	Federal	\$7,235,763	\$0	\$0	\$0	\$0	\$7,235,763
CST	SL	Federal	\$2,305,807	\$0	\$0	\$0	\$0	\$2,305,807
Total:			\$21,644,972	\$0	\$0	\$0	\$0	\$21,644,972

Project: SR 492 over CSX Railroad Line

Project Type: Bridge Repair/Rehabilitation
 FM Number: 4489241
 Lead Agency: FDOT
 Length: 0.10 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Bridge and bridge deck repair and rehabilitation on SR 492/Bonnie Heath Boulevard over the CSX Railroad Line in the City of Ocala.

Prior <2023:

\$45,595

Future >2027:

\$0

Total Project Cost:

\$436,844

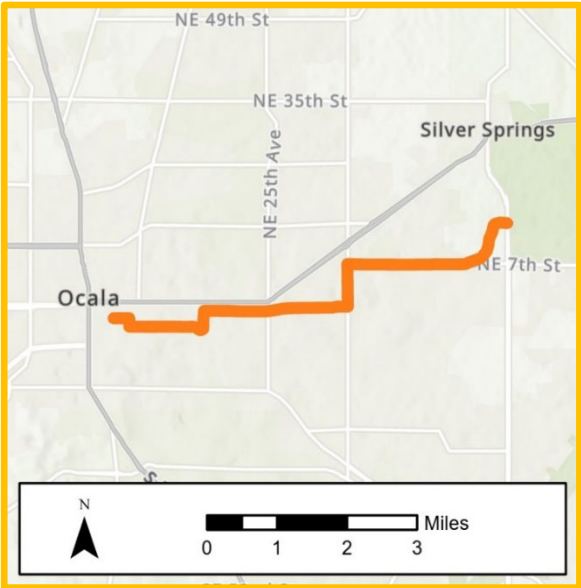
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	BRRP	State	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CST	DIH	State	\$2,054	\$0	\$0	\$0	\$0	\$2,054
PE	DIH	State	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Total:			\$391,249	\$0	\$0	\$0	\$0	\$391,249

Bicycle and Pedestrian Projects



Project: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park

Project Type: Bike Path/Trail
 FM Number: 4367561
 Lead Agency: City of Ocala
 Length: 7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.2 (14); Goal 5,
 Objective 5.4 (15)



Description:

Designate and construct an 8-foot to 12-foot multi-use trail from downtown Ocala to Silver Springs State Park. Sections of the trail may be combined with existing roadways used by vehicular traffic.

Prior <2023:	Future >2027:	Total Project Cost:
\$0	\$0	\$253,001

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	TALL	Federal	\$0	\$0	\$253,001	\$0	\$0	\$253,001
Total:			\$0	\$0	\$253,001	\$0	\$0	\$253,001

*Total project cost estimate: \$1.25 million

Project: Pruitt Trail from SR 200 to Pruitt Trailhead

Project Type: Bike Path and Trail
 FM Number: 4354842
 Lead Agency: Marion County
 Length: 5.5 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 5, Objective 5.4 (15)



Description:

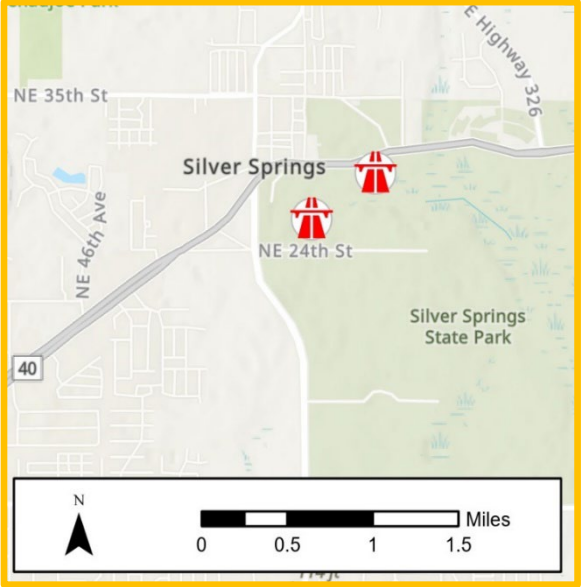
Construct 12-foot wide multi-use trail from SR 200 to the Pruitt Trailhead, south of CR 484.

Prior <2023: **Future >2027:** **Total Project Cost:**
 \$0 \$0 \$2,158,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SL	Federal	\$0	\$0	\$0	\$460,700	\$0	\$460,700
CST	SN	Federal	\$0	\$0	\$0	\$561,853	\$0	\$561,853
CST	TALL	Federal	\$0	\$0	\$0	\$622,203	\$0	\$622,203
CST	TALT	Federal	\$0	\$0	\$0	\$513,244	\$0	\$513,244
Total:			\$0	\$0	\$0	\$2,158,000	\$0	\$2,158,000

Project: Silver Springs State Park Pedestrian Bridges

Project Type: Pedestrian Bridges
 FM Number: 4261791
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 5, Objective 5.4 (15)



Description:

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

Prior <2023:	Future >2027:	Total Project Cost:
\$1,484,867	\$0	\$5,150,306

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$0	\$5,280	\$0	\$0	\$0	\$5,280
CST	SL	Federal	\$0	\$1,872,596	\$0	\$0	\$0	\$1,872,596
CST	TALL	Federal	\$0	\$11,289	\$0	\$0	\$0	\$11,289
CST	TALN	Federal	\$0	\$166,133	\$0	\$0	\$0	\$166,133
CST	TALT	Federal	\$0	\$1,610,141	\$0	\$0	\$0	\$1,610,141
Total:			\$0	\$3,665,439	\$0	\$0	\$0	\$3,665,439

Project: SR 40/Silver Springs Boulevard from NW 27th Avenue to SW 7th Avenue

Project Type: Sidewalk
 FM Number: 4375962
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.2 (14)



Description:

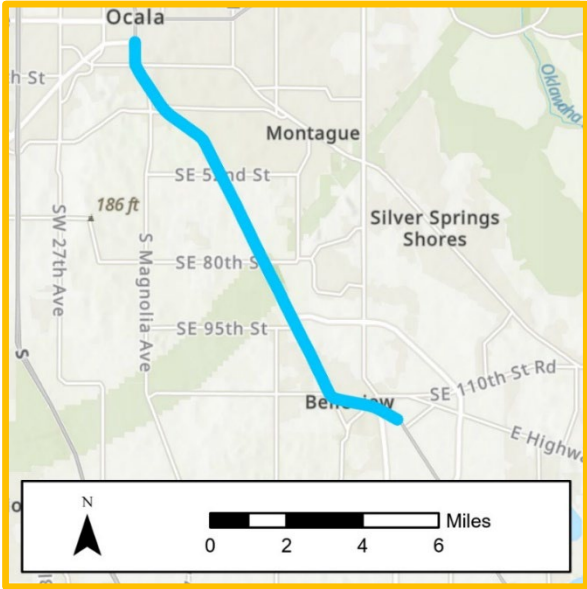
Construction of new sidewalks on SR 40 (Silver Springs Boulevard).

Prior <2023:	Future >2027:	Total Project Cost:
\$434,029	\$0	\$1,343,308

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	SL	Federal	\$899,009	\$0	\$0	\$0	\$0	\$899,009
Total:			\$909,279	\$0	\$0	\$0	\$0	\$909,279

Project: SR 25/U.S. 441/SR 500 from SR 35/SE Baseline Road to SR 200/SW 10th Street

Project Type: Sidewalks/Bike
 FM Number: 4392382
 Lead Agency: FDOT
 Length: 10.6 miles
 LRTP (Page #): Goal 1, Objectives 1.2; Goal 3, Objective 3.2 (14)



Description:

Addition of bike lanes and sidewalks to the resurfacing project on US 441/301.

Prior <2023:	Future >2027:	Total Project Cost:
\$1,697,850	\$0	\$4,673,028

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$0	\$2,975,178	\$0	\$0	\$2,975,178
Total:			\$0	\$0	\$2,975,178	\$0	\$0	\$2,975,178

Aviation (Airport) Projects



Project: Marion County Airport Runway Improvements

Project Type: Airport
 FM Number: 4384171
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Runway improvements to the Marion County Airport at Dunnellon Field.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$437,500

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$350,000	\$0	\$0	\$0	\$350,000
CAP	LF	Local	\$0	\$87,500	\$0	\$0	\$0	\$87,500
Total:			\$0	\$437,500	\$0	\$0	\$0	\$437,500

Project: Marion County Airport Airfield Pavement Improvements

Project Type: Airport
 FM Number: 4384271
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport pavement improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DPTO	State	\$0	\$0	\$200,000	\$0	\$0	\$200,000
CAP	FAA	Federal	\$0	\$0	\$2,250,000	\$0	\$0	\$2,250,000
CAP	LF	Local	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Total:			\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project: Marion County Airport Fuel System

Project Type: Airport
 FM Number: 4497601
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport improvements to the fuel system.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$312,500

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$250,000	\$0	\$0	\$0	\$0	\$250,000
CAP	LF	Local	\$62,500	\$0	\$0	\$0	\$0	\$62,500
Total:			\$312,500	\$0	\$0	\$0	\$0	\$312,500

Project: Marion County Airport Hangar

Project Type: Airport
 FM Number: 4497741
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Improvements to the airport hangar.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$1,237,596	\$0	\$0	\$1,237,596
CAP	DPTO	State	\$0	\$0	\$762,404	\$0	\$0	\$762,404
CAP	LF	Local	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Total:			\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project: Ocala International Airport Pavement Rehabilitation

Project Type: Airport
 FM Number: 4407801
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airfield pavement rehabilitation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
CAP	LF	Local	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Total:			\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

Project: Ocala International Airport ARFF Building

Project Type: Airport
 FM Number: 4485751
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport Rescue and Fire Fighting (ARFF) Building.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,000,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$0	\$0	\$800,000	\$800,000
CAP	LF	Local	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total:			\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Project: Ocala International Airport Hanger Development

Project Type: Airport
 FM Number: 4498581
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,875,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
CAP	LF	Local	\$375,000	\$0	\$0	\$0	\$0	\$375,000
Total:			\$1,875,000	\$0	\$0	\$0	\$0	\$1,875,000

Project: Ocala International Airport Hangar

Project Type: Airport
 FM Number: 4448771
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,250,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
CAP	LF	Local	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Total:			\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000

Project: Ocala International Airport Taxiway Improvements

Project Type: Airport
 FM Number: 4384771
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport taxiway improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$6,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$0	\$520,000	\$0	\$520,000
CAP	FAA	Federal	\$0	\$0	\$0	\$5,850,000	\$0	\$5,850,000
CAP	LF	Local	\$0	\$0	\$0	\$130,000	\$0	\$130,000
Total:			\$0	\$0	\$0	\$6,500,000	\$0	\$6,500,000

Transit, Funding and Grants



Project: Marion-SunTran Block Grant Operating Assistance

Project Type: Transit
 FM Number: 4424551
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)



Description:

Grant for SunTran operating assistance in support of fixed route service.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,790,538

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
OPS	DPTO	State	\$733,602	\$755,610	\$778,278	\$801,626	\$825,675	\$3,894,791
OPS	LF	Local	\$733,602	\$755,610	\$779,279	\$801,626	\$825,675	\$3,895,792
Total:			\$1,467,204	\$1,511,220	\$1,557,557	\$1,603,252	\$1,651,350	\$7,790,583

Project: SunTran/Ocala/Marion Urban Capital/Urban Fixed Route FTA Section 5307-2009

Project Type: Transit
 FM Number: 4271882
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)



Description:

Grant for SunTran fixed route operational and capital.

Prior <2023:

\$20,277,171

Future >2027:

\$0

Total Project Cost:

\$56,630,300

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	FTA	Federal	\$18,688,918	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$29,082,407
CAP	LF	Local	\$4,672,229	\$635,299	\$654,398	\$654,398	\$654,398	\$7,270,722
Total:			\$23,361,147	\$3,176,495	\$3,271,829	\$3,271,829	\$3,271,829	\$36,353,129

Project: Marion Senior Services Section 5311 Rural Transportation

Project Type: Transit
 FM Number: 4424601
 Lead Agency: Marion Transit
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.1, 1.3. 1.4 (14)



Description:

Section 5311 operating and administrative grant assistance.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,612,386

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
OPS	DU	Federal	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
OPS	LF	Local	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
Total:			\$0	\$1,819,698	\$1,874,292	\$1,930,518	\$1,987,878	\$7,612,386

Project: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

Project Type: Transportation Planning
 FM Number: 4393314
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2022/23 and FY 2023/24.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,568,699

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$898,984	\$669,715	\$0	\$0	\$0	\$1,568,699
Total:			\$898,984	\$669,715	\$0	\$0	\$0	\$1,568,699

Project: Ocala/Marion Urban Area FY 2024/2025 to 2025/2026 UPWP

Project Type: Transportation Planning
 FM Number: 4393315
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2024/25 and FY 2025/26.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,359,839

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$0	\$0	\$676,473	\$683,366	\$0	\$1,359,839
Total:			\$0	\$0	\$676,473	\$683,366	\$0	\$1,359,839

Project: Ocala/Marion Urban Area FY 2026/2027 to 2027/2028 UPWP

Project Type: Transportation Planning
 FM Number: 4393316
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2026/27 and FY 2027/28.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$683,366

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$0	\$0	\$0	\$0	\$683,366	\$683,366
Total:			\$0	\$0	\$0	\$0	\$683,366	\$683,366

ITS and Maintenance Projects



Project: Aesthetics Area Wide

Project Type: Routine Maintenance
 FM Number: 4466911
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine aesthetic maintenance.

Prior <2023:

\$1,721,305

Future >2027:

\$0

Total Project Cost:

\$2,571,305

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total:			\$850,000	\$0	\$0	\$0	\$0	\$850,000

Project: Asphalt Resurfacing Various Locations

Project Type: Routine Maintenance
 FM Number: 4233912
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine resurfacing maintenance.

Prior <2023:

\$4,542,202

Future >2027:

\$0

Total Project Cost:

\$4,742,202

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total:			\$200,000	\$0	\$0	\$0	\$0	\$200,000

Project: Asset Maintenance Marion County

Project Type: Routine Maintenance
 FM Number: 4469101
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Ongoing asset management.

Prior <2023:

\$3,964,905

Future >2027:

\$0

Total Project Cost:

\$19,627,885

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$15,662,980
Total:			\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$15,662,980

Project: Unpaved Shoulder Repair

Project Type: Routine Maintenance
 FM Number: 4291781
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine maintenance to unpaved shoulders.

Prior <2023:

\$1,564,038

Future >2027:

\$0

Total Project Cost:

\$1,784,038

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Total:			\$220,000	\$0	\$0	\$0	\$0	\$220,000

Project: City of Ocala MOA

Project Type: Routine Maintenance
 FM Number: 4427381
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine maintenance.

Prior <2023:

\$92,850

Future >2027:

\$0

Total Project Cost:

\$192,850

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$0	\$50,000	\$0	\$0	\$50,000	\$100,000
Total:			\$0	\$50,000	\$0	\$0	\$50,000	\$100,000

Project: Lighting Agreements

Project Type: Routine Maintenance
 FM Number: 4136153
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine and ongoing lighting maintenance.

Prior <2023:

\$5,424,277

Future >2027:

\$0

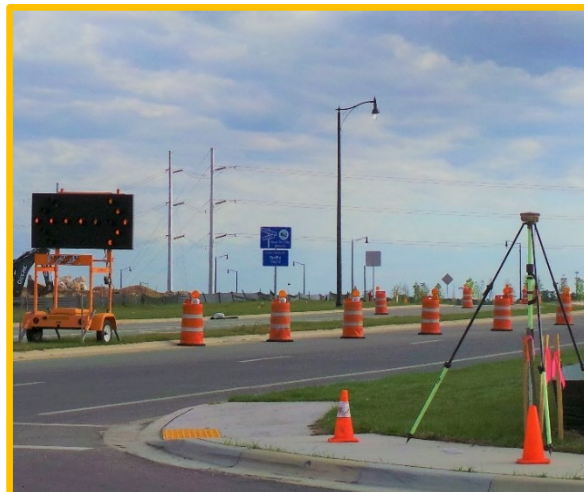
Total Project Cost:

\$7,708,899

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$433,240	\$441,220	\$454,457	\$468,088	\$487,617	\$2,284,622
Total:			\$433,240	\$441,220	\$454,457	\$468,088	\$487,617	\$2,284,622

Project: Marion Primary In-House

Project Type: Routine Maintenance
 FM Number: 4181071
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine maintenance.

Prior <2023:

\$40,439,904

Future >2027:

\$0

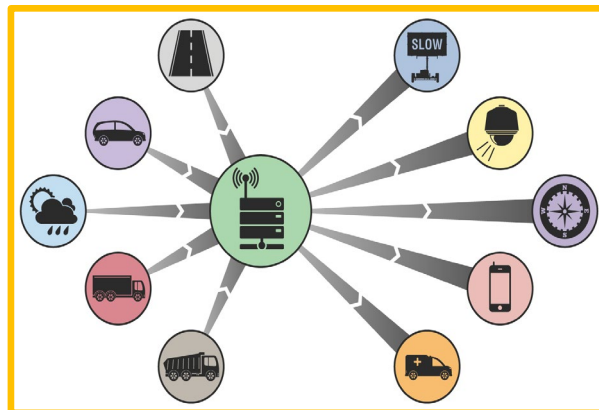
Total Project Cost:

\$49,599,769

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$9,159,865
Total:			\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$9,159,865

Project: I-75 ITS Communication

Project Type: ITS Communication System
 FM Number: 4497641
 Lead Agency: FDOT
 Length: 24.1 miles
 LRTP (Page #): Goal 6, Objective 6.1 (15)



SIS Project

Description:

Intelligent Transportation System (ITS) communication system installation on 24.1 miles of I-75 in Marion County from Mile Marker 325 to 349.

Prior <2023:

\$185,856

Future >2027:

\$0

Total Project Cost:

\$1,140,212

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACFP	Federal	\$949,221	\$0	\$0	\$0	\$0	\$949,221
CST	DIH	State	\$5,135	\$0	\$0	\$0	\$0	\$5,135
Total:			\$954,356	\$0	\$0	\$0	\$0	\$954,356

Project: Ocala Operations Center Demo of Old Buildings

Project Type: Fixed Capital Outlay
 FM Number: 4501651
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for demolition of old buildings.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$100,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Total:			\$0	\$100,000	\$0	\$0	\$0	\$100,000

Project: Ocala Operations Center Construction Renovation

Project Type: Fixed Capital Outlay
 FM Number: 4501251
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Operations Center Construction Renovation project.

Prior <2023:	Future >2027:	Total Project Cost:
\$0	\$0	\$5,536,100

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	FCO	State	\$534,900	\$0	\$0	\$0	\$0	\$534,900
CST	FCO	State	\$5,001,200	\$0	\$0	\$0	\$0	\$5,001,200
Total:			\$5,536,100	\$0	\$0	\$0	\$0	\$5,536,100

Project: Ocala Operations Center Security – Integrated Electronic Security Systems on Gate

Project Type: Fixed Capital Outlay
 FM Number: 4501681
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Ocala Operations building security.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	FCO	State	\$9,000	\$0	\$0	\$0	\$0	\$9,000
Total:			\$9,000	\$0	\$0	\$0	\$0	\$9,000

Project: Ocala Operations Center Security – Fencing/Gate Updates

Project Type: Fixed Capital Outlay
 FM Number: 4501691
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Ocala Operations building fencing/gate security updates.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$70,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	FCO	State	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Total:			\$70,000	\$0	\$0	\$0	\$0	\$70,000

APPENDIX

APPENDIX A: List of Figures

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APPENDIX B: List of Federally Obligagted Projects



Website: Ocalamariontpo.org

Transportation Improvement Program Fiscal Years 2021/2022 to 2025/2026 Federal Obligations Report *October 1, 2020 to September 30, 2021*



Annual Listing of Federally Obligated Projects

Summary

On an annual basis, per Title 23, United States Code (USC) 450.334, the Ocala Marion Transportation Planning Organization (TPO) is required to provide a summary listing of projects for which federal funds have been *obligated in the preceding federal fiscal year (FFY) from October 1 to September 30. The Florida Department of Transportation (FDOT) assists the TPO in complying with this federal requirement by providing a detailed report of federal project obligations for Marion County. The report is included each year as an amendment to the current Transportation Improvement Program (TIP).

A net total of \$26,342,420 of federal funds were obligated in FFY 2021 on 30 transportation projects and programs in Marion County. The following summary report and detailed obligation document provide a listing of the federally obligated projects by phases and funding sources.

*Obligation is the legal commitment by the Federal government to pay or reimburse a State or other entity for the Federal share of a project's eligible cost. Obligated projects have been authorized by the federal government and funds have been approved for reimbursement. Funding for projects can in some cases also be de-obligated. Funding previously obligated is removed from a project due to changes such as cost, delay or cancellation.

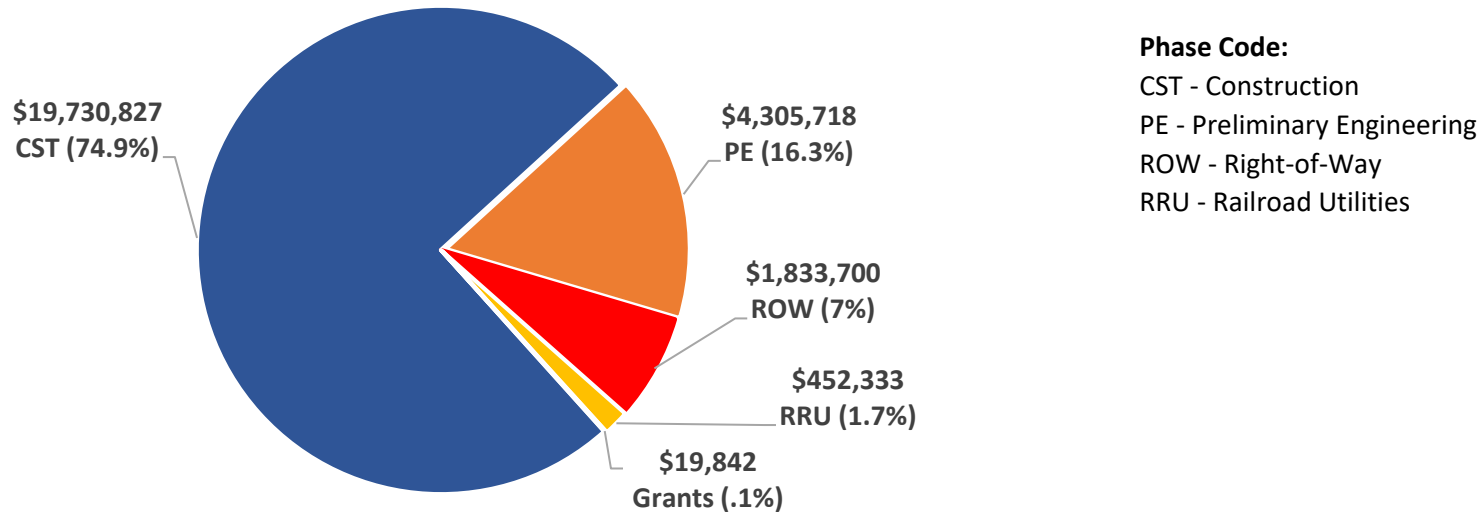
Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

FM NUMBER	PROJECT AND DESCRIPTION	PHASE	LENGTH	FFY 2021 TOTAL
238648 1	SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 WIDENING	PE	4.1	\$500,000
410674 2	SR 40 FROM END OF 4 LANES TO EAST OF CR 314 WIDENING	ROW	5.3	\$1,815,764
		PE	5.3	\$20,000
426179 1	SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	PE	0.0	\$638,457
431797 1	NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	RRU	1.6	-\$9,531
431798 1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	RRU	1.5	\$384,067
431798 1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	PE	1.5	-\$8,237
433651 1	CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS	PE	0.7	\$411,863
433651 1	CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS	ROW	0.7	\$16,347
433651 4	CR 484 FROM SW 20TH AVENUE TO CR 475A LANDSCAPING	PE	0.7	\$60,000
435659 2	SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES	CST	0.4	-\$268
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	CST	0.2	\$579,508
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	RRU	0.2	\$92,262
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	PE	0.2	\$27,039
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	ROW	0.2	\$1,589
436361 1	ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT	PE	N/A	\$160,000
436361 2	ITS OPERATIONAL SUPPORT- CITY OF OCALA	PE	N/A	\$110,000
436879 1	SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.	CST	6.2	-\$140
439310 1	OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	CST	0.0	-\$6,083
439331 2	OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP	PE	N/A	-\$107,327
439331 3	OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP	PE	N/A	\$687,026
439887 1	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	PE	1.2	-\$9,085
439887 1	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	CST	1.2	-\$139,164
440880 1	MAR OAKS-SUNRISE/HORIZON-MAR OAKS GOLF WAY TO MAR OAKS MANOR	PE	0.8	\$99,659
440900 2	I-75 FRAME - ARTERIALS	CST	0.0	\$285,450
440900 2	I-75 FRAME - ARTERIALS	PE	0.0	\$43,012
441136 1	SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE	CST	8.8	\$19,011,524
441366 1	SR 40 FROM SW 27TH AVE TO MLK JR. AVE	PE	0.8	\$272,546
442203 4	SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	GRANTS	N/A	\$7,651

Annual Listing of Federally Obligated Projects - Marion County
 Federal Fiscal Year (FFY) 2021
 October 1, 2020 - September 30, 2021

FM NUMBER	PROJECT AND DESCRIPTION	PHASE	LENGTH	FFY 2021 TOTAL
442211 4	MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA	GRANTS	N/A	\$12,191
443170 1	SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 RESURFACING	PE	14.0	\$574,435
444382 1	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	RRU	0.0	-\$51,130
445687 1	US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD	PE	0.1	\$363,000
445688 1	US 27 / US 441 / ABSHIVER BLVD. @ CR 42	PE	0.1	\$79,788
445701 1	SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD	PE	0.2	\$113,542
445800 1	E SR 40 @ SR 492	PE	0.1	\$270,000
446791 1	LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY	RRU	0.0	\$33,077
448854 1	NE 40TH ST AT RR CROSSING #627890X	RRU	0.0	\$3,588
30 PROJECTS/PROGRAMS			TOTAL:	\$26,342,420

FFY 2021 Federal Obligations by Phase



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HIGHWAYS
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ITEM NUMBER:238648 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000 PROJECT LENGTH: 4.146MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

Table with 2 columns: FUND CODE, 2021. Rows include PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT with sub-rows GFSL, GFSN, SN and totals for 238648 1.

ITEM NUMBER:410674 2 PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314 *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000 PROJECT LENGTH: 5.327MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

Table with 2 columns: FUND CODE, 2021. Rows include PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT with sub-rows SA and PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT with sub-rows SA, SN and totals for 410674 2.

ITEM NUMBER:431797 1 PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000041 PROJECT LENGTH: 1.597MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

Table with 2 columns: FUND CODE, 2021. Rows include PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT with sub-rows SL and totals for 431797 1.

ITEM NUMBER:431798 1 PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042 PROJECT LENGTH: 1.517MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4

Table with 2 columns: FUND CODE, 2021. Rows include PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT with sub-rows SL and PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT with sub-rows SA, SN and totals for 431798 1.

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Ocala-Marion TPO

HIGHWAYS
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ITEM NUMBER:433651 1 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:36570000 PROJECT LENGTH: .741MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	107,314
SN	304,549
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSL	34,783
SL	-18,436
TOTAL 433651 1	428,210
TOTAL 433651 1	428,210

ITEM NUMBER:433651 4 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LANDSCAPING
ROADWAY ID:36570000 PROJECT LENGTH: .414MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SN	60,000
TOTAL 433651 4	60,000
TOTAL 433651 4	60,000

ITEM NUMBER:435659 2 PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36100000 PROJECT LENGTH: .364MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-268
TOTAL 435659 2	-268
TOTAL 435659 2	-268

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000 PROJECT LENGTH: .216MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	27,039
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,589
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	92,262

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OCALA-MARION TPO

HIGHWAYS
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP 579,508
TOTAL 435660 2 700,398
TOTAL 435660 2 700,398

ITEM NUMBER:436879 1 PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE. *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36100000 PROJECT LENGTH: 6.168MI LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHRE -140
TOTAL 436879 1 -140
TOTAL 436879 1 -140

ITEM NUMBER:439887 1 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -9,085
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -139,164
TOTAL 439887 1 -148,249
TOTAL 439887 1 -148,249

ITEM NUMBER:440880 1 PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SIDEWALK
ROADWAY ID:36000173 PROJECT LENGTH: .840MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA 63,449
TALL 35,605
TALT 605
TOTAL 440880 1 99,659
TOTAL 440880 1 99,659

ITEM NUMBER:441136 1 PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36001000 PROJECT LENGTH: 8.846MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
GFSL 4,198
SA 17,573,871
SL 1,433,455
TOTAL 441136 1 19,011,524
TOTAL 441136 1 19,011,524

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HIGHWAYS
 =====

OCALA-MARION TPO

ITEM NUMBER:441366 1	PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36110000	PROJECT LENGTH: .790MI	TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	272,546	
TOTAL 441366 1	272,546	
TOTAL 441366 1	272,546	

ITEM NUMBER:443170 1	PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	*SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36210000	PROJECT LENGTH: 13.993MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	574,435	
TOTAL 443170 1	574,435	
TOTAL 443170 1	574,435	

ITEM NUMBER:444382 1	PROJECT DESCRIPTION:CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36150000	PROJECT LENGTH: .014MI	TYPE OF WORK:RAIL SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHP	-51,130	
TOTAL 444382 1	-51,130	
TOTAL 444382 1	-51,130	

ITEM NUMBER:445687 1	PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36060000	PROJECT LENGTH: .100MI	TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	1,000	
SA	362,000	
TOTAL 445687 1	363,000	
TOTAL 445687 1	363,000	

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Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:445688 1
DISTRICT:05
ROADWAY ID:36220000

PROJECT DESCRIPTION:US 27 / US 441 / ABSHIVER BLVD. @ CR 42
COUNTY:MARION
PROJECT LENGTH: .065MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP
SA

5,000
74,788

TOTAL 445688 1

79,788

TOTAL 445688 1

79,788

ITEM NUMBER:445701 1
DISTRICT:05
ROADWAY ID:36010000

PROJECT DESCRIPTION:SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD
COUNTY:MARION
PROJECT LENGTH: .180MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP
SA

67,175
46,367

TOTAL 445701 1

113,542

TOTAL 445701 1

113,542

ITEM NUMBER:445800 1
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:E SR 40 @ SR 492
COUNTY:MARION
PROJECT LENGTH: .116MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA

270,000

TOTAL 445800 1

270,000

TOTAL 445800 1

270,000

ITEM NUMBER:446791 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2021

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHP

33,077

TOTAL 446791 1

33,077

TOTAL 446791 1

33,077

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 =====
HIGHWAYS
 =====

ITEM NUMBER: 448854 1
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: NE 40TH ST AT RR CROSSING #627890X
 COUNTY: MARION
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: RAIL SAFETY PROJECT
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
 CODE

2021

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT
 RHP

TOTAL 448854 1	3,588
TOTAL 448854 1	3,588
TOTAL DIST: 05	24,512,043
TOTAL HIGHWAYS	24,512,043

FLORIDA DEPARTMENT OF TRANSPORTATION
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=====

OCALA-MARION TPO

PLANNING
=====

ITEM NUMBER:439331 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC

PL

-107,327

TOTAL 439331 2

-107,327

TOTAL 439331 2

-107,327

ITEM NUMBER:439331 3
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC

PL

687,026

TOTAL 439331 3

687,026

TOTAL 439331 3

687,026

TOTAL DIST: 05

579,699

TOTAL PLANNING

579,699

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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Ocala-Marion TPO

MISCELLANEOUS
=====

ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALN	600,000	
TALT	38,457	
TOTAL 426179 1	638,457	
TOTAL 426179 1	638,457	

ITEM NUMBER:436361 1	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	160,000	
TOTAL 436361 1	160,000	
TOTAL 436361 1	160,000	

ITEM NUMBER:436361 2	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- CITY OF Ocala	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	110,000	
TOTAL 436361 2	110,000	
TOTAL 436361 2	110,000	

ITEM NUMBER:439310 1	PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	-6,083	
TOTAL 439310 1	-6,083	
TOTAL 439310 1	-6,083	

FLORIDA DEPARTMENT OF TRANSPORTATION
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Ocala-Marion TPO

MISCELLANEOUS
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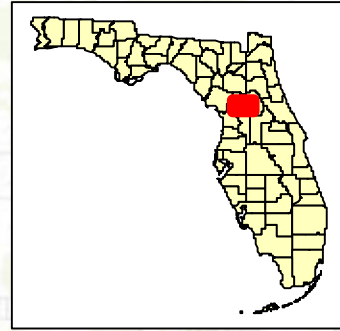
ITEM NUMBER:440900 2	PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2021	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NFP		43,012	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NFP		285,450	
TOTAL 440900 2		328,462	
TOTAL 440900 2		328,462	

ITEM NUMBER:442203 4	PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2021	
-----		-----	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT			
ER17		7,651	
TOTAL 442203 4		7,651	
TOTAL 442203 4		7,651	

ITEM NUMBER:442211 4	PROJECT DESCRIPTION:MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2021	
-----		-----	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT			
ER17		12,191	
TOTAL 442211 4		12,191	
TOTAL 442211 4		12,191	
TOTAL DIST: 05		1,250,678	
TOTAL MISCELLANEOUS		1,250,678	

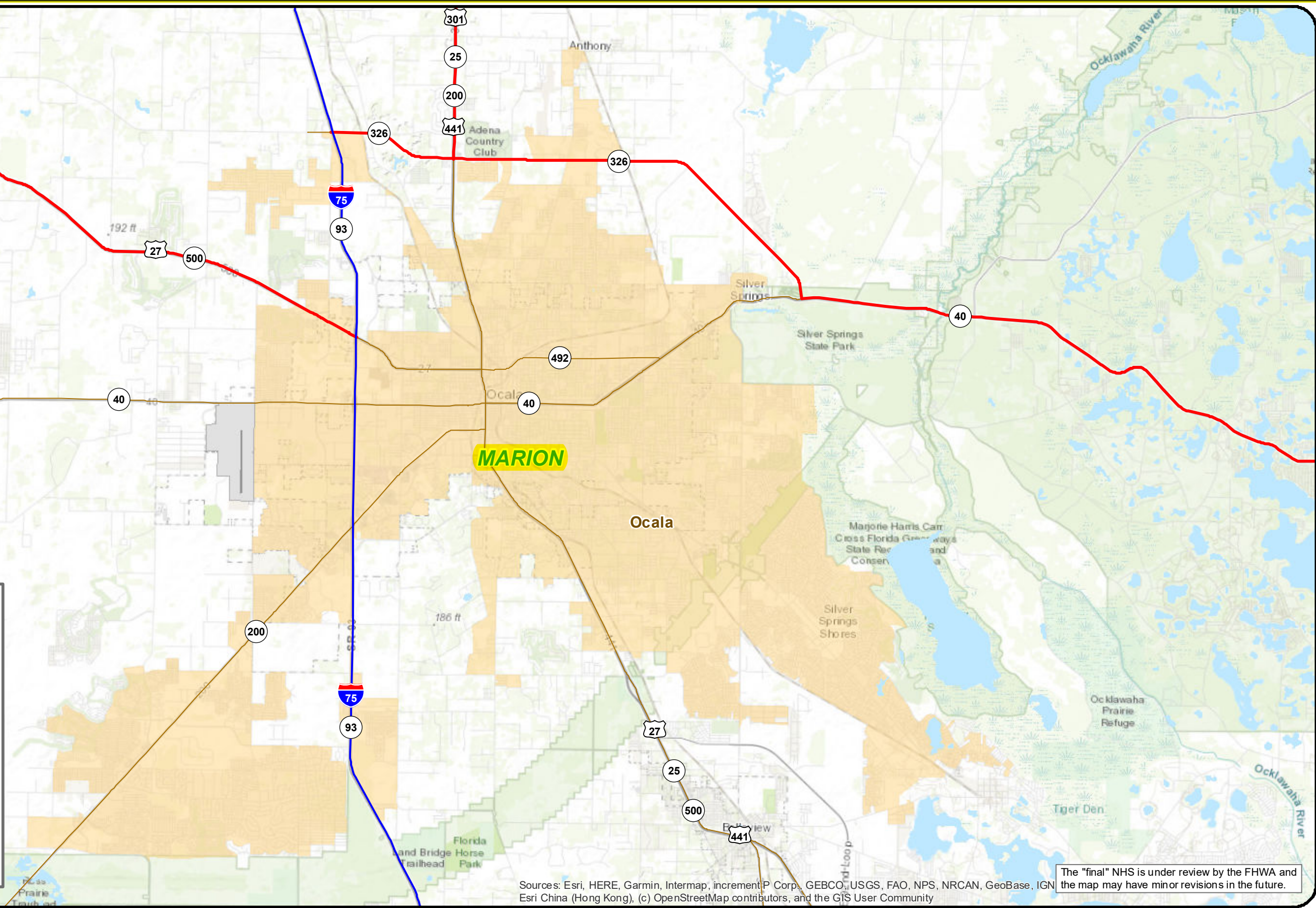
GRAND TOTAL **26,342,420**

**APPENDIX C: National Highway System (NHS) and
Strategic Intermodal System (SIS)**



Legend

- Interstate
- STRAHNET Route
- STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- Intermodal Connector
- MAP-21 Principal Arterials
- Urban areas



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

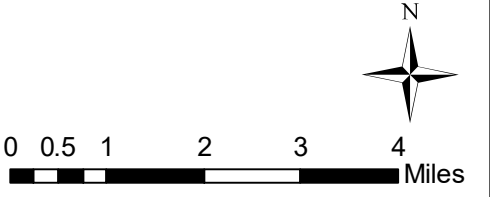
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

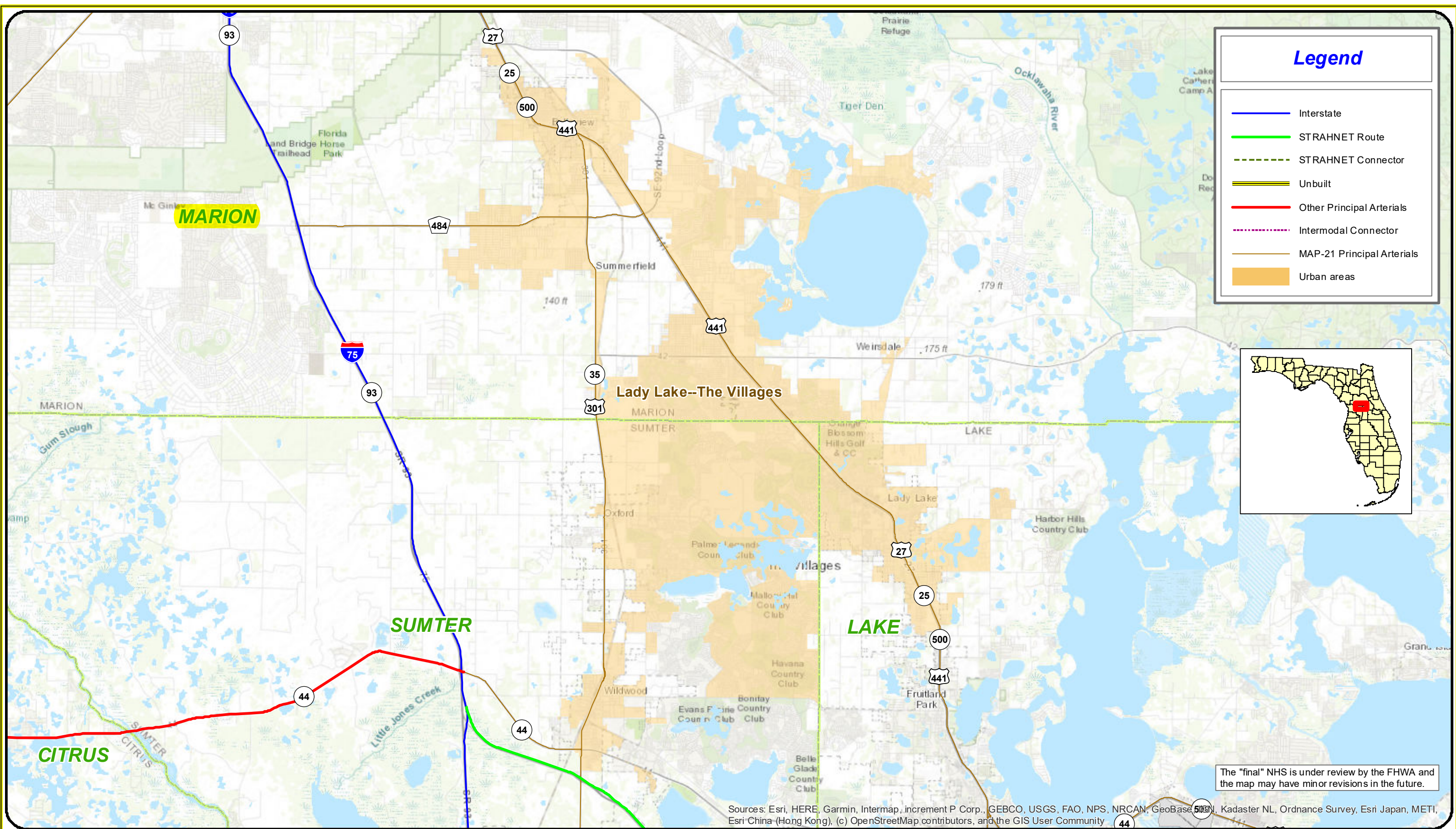


Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

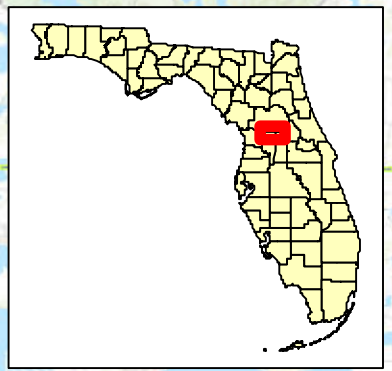
Ocala - 3/2/2022





Legend

- Interstate
- STRAHNET Route
- - - STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- · - · - Intermodal Connector
- MAP-21 Principal Arterials
- Urban areas



The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

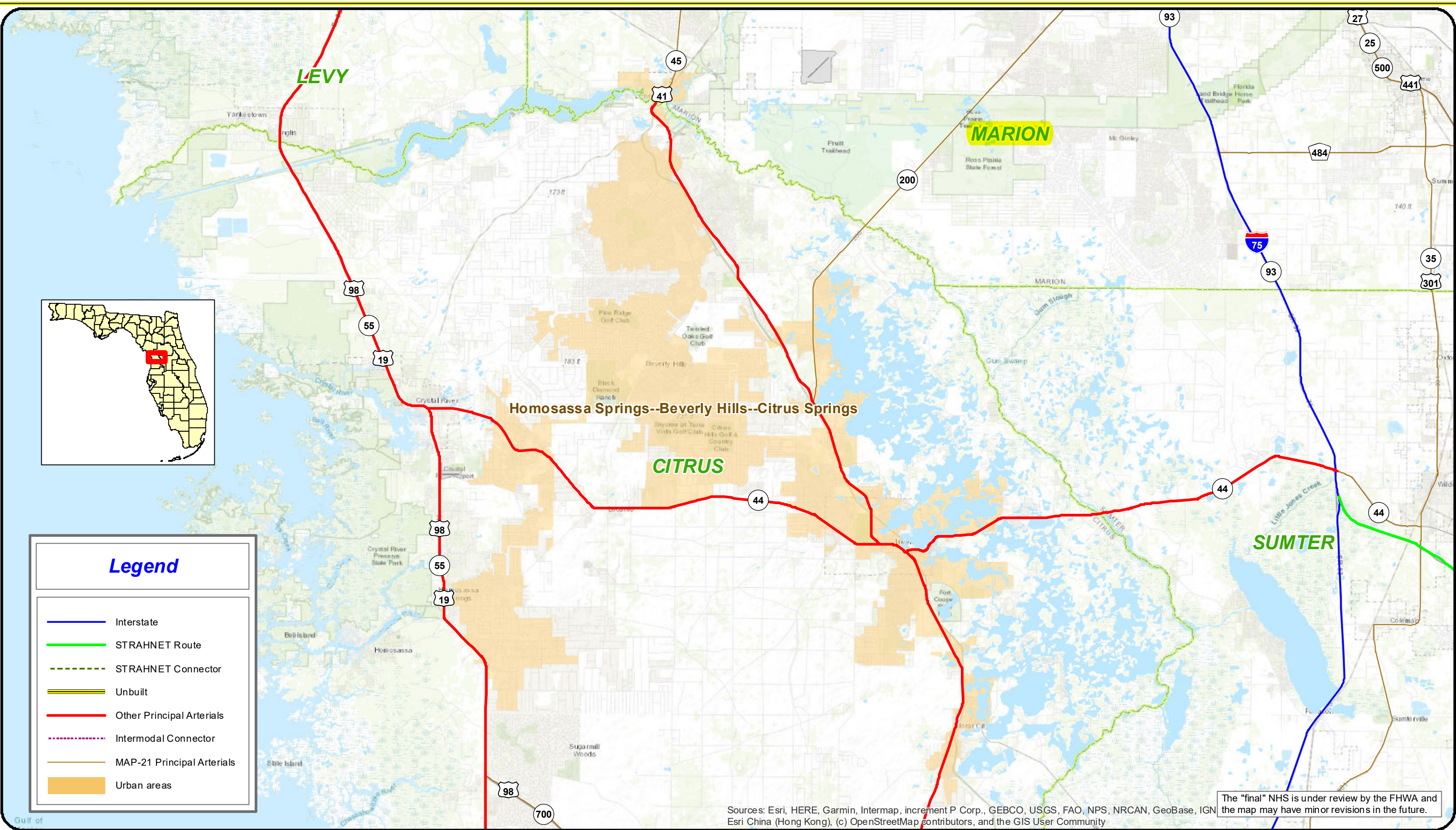
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, Swisstopo, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Lady Lake, The Villages - 3/2/2022

0 0.5 1 2 3 4 Miles



Legend

- Interstate
- STRAHNET Route
- - - STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- · - · Intermodal Connector
- MAP-21 Principal Arterials
- Urban areas

The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

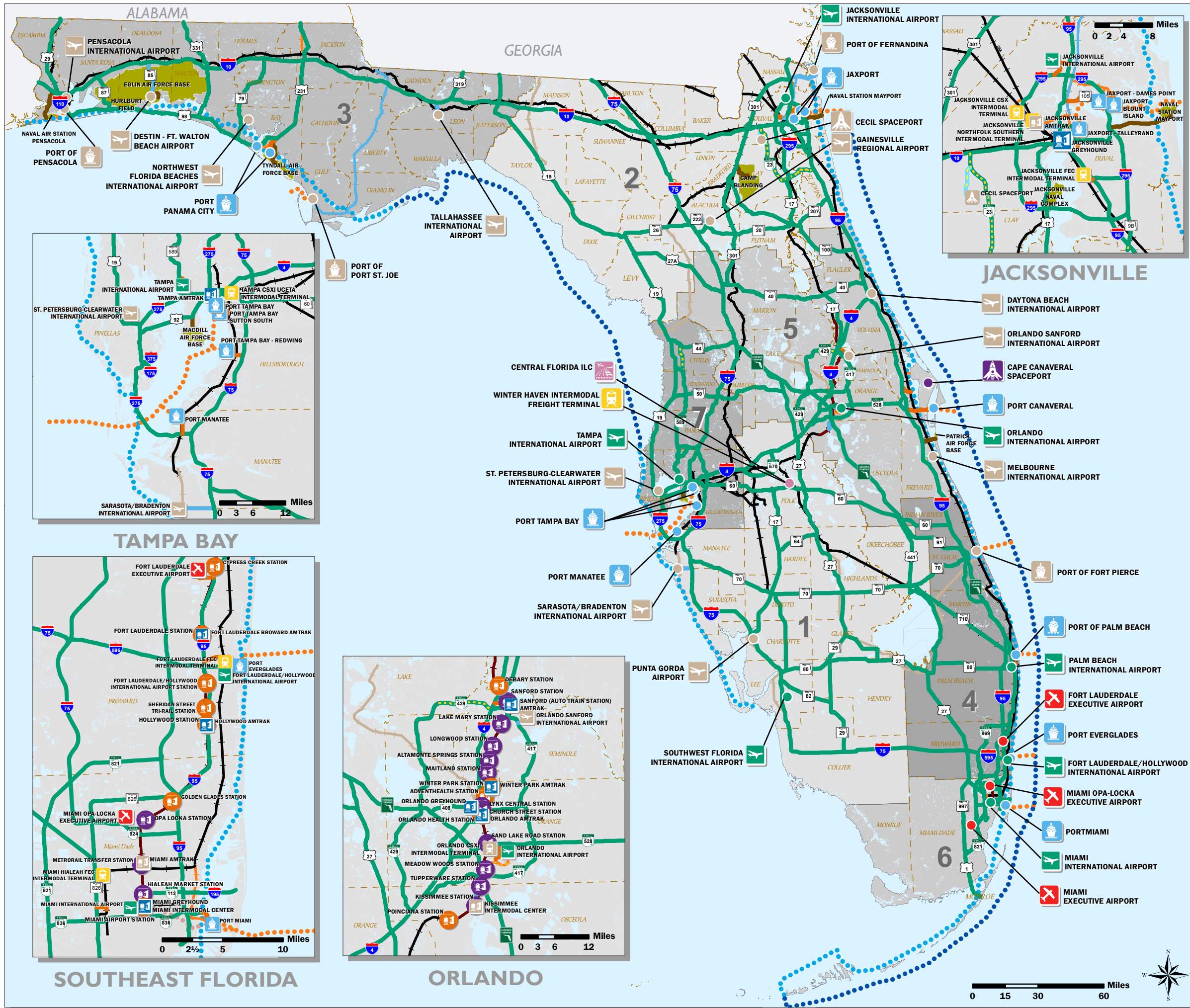
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community


Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Homosassa Springs, Beverly Hills, Citrus Springs - 3/2/2022






0.5 1 2 3 4 Miles







Strategic Intermodal System
System Map



Airports & Spaceports

-  SIS Commercial Service Airport
-  Strategic Growth Commercial Service Airport
-  SIS General Aviation Reliever Airport
-  SIS Spaceport
-  Strategic Growth Spaceport


Seaports

-  SIS Seaport
-  Strategic Growth Seaport



Freight Rail Terminals

-  SIS Freight Rail Terminal
-  Strategic Growth Freight Rail Terminal



Intermodal Logistic Center

-  Strategic Growth Intermodal Logistic Center








Interregional Passenger Terminals

-  SIS Passenger Terminal
-  Strategic Growth Passenger Terminal






Urban Fixed Guideway Transit Terminal

-  SIS Urban Fixed Guideway Hub
-  SIS Urban Fixed Guideway Station





Highway

-  SIS Highway Corridor
-  Future SIS Highway Corridor
-  Strategic Growth Highway Corridor
-  SIS Highway Connector
-  Strategic Growth Highway Connector
-  Future Strategic Growth Highway Connector
-  SIS Military Access Facility

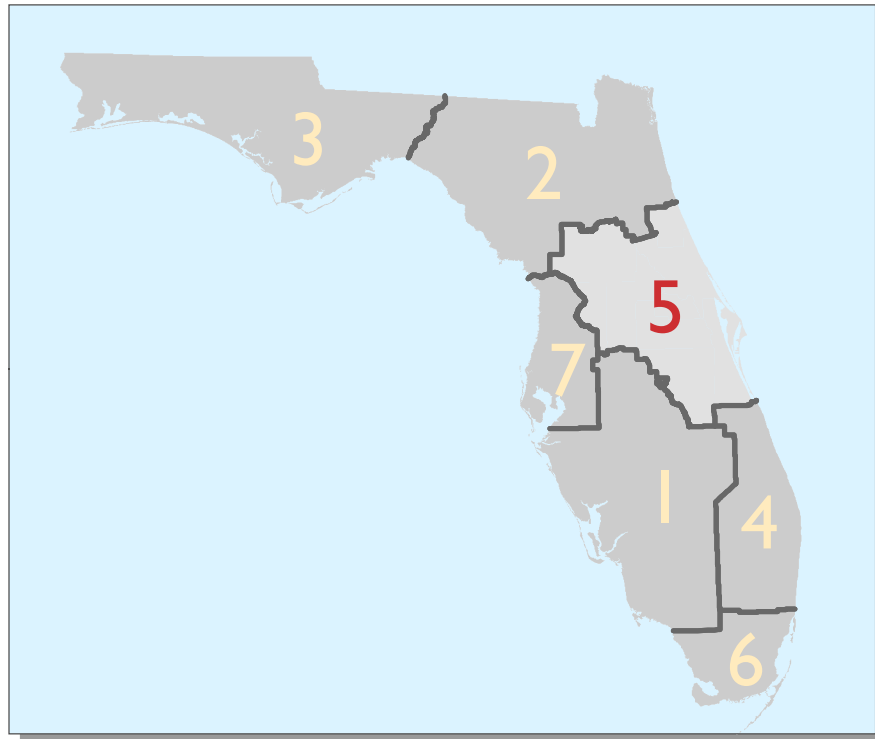
Rail & Urban Fixed Guideway

-  SIS Railway Corridor
-  Strategic Growth Railway Corridor
-  SIS Railway Connector
-  Strategic Growth Railway Connector
-  SIS Urban Fixed Guideway

Waterways

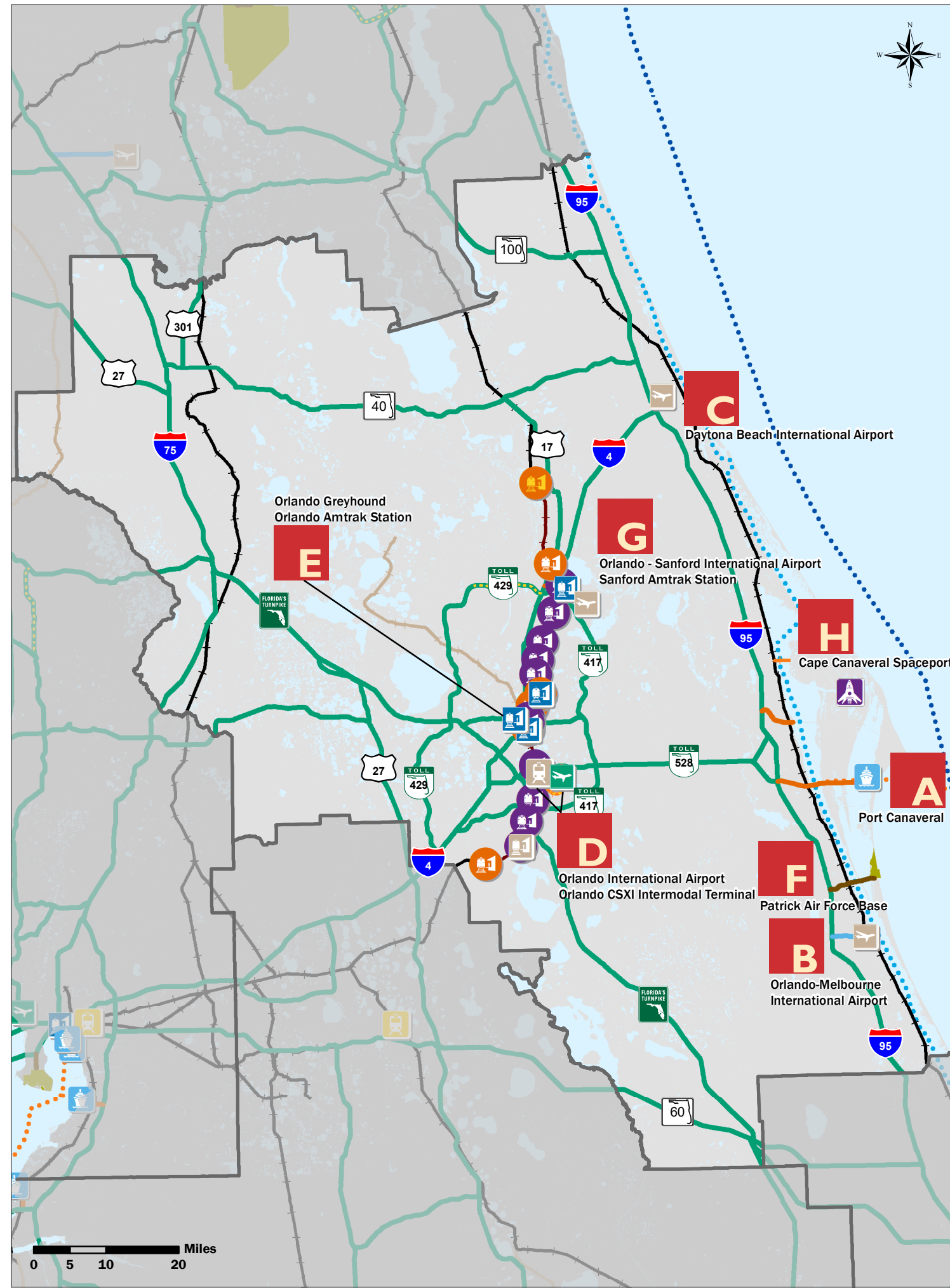
-  SIS Waterway
-  Strategic Growth Waterway
-  SIS Waterway Connector
-  SIS Waterway Shipping Lane

DISTRICT 5 overview



DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	1	3	-	-	-	-
Spaceports	1	-	-	-	-	-
Seaports	1	-	-	-	-	-
Freight Terminals	-	1	-	-	-	-
Passenger Terminals	4	1	-	-	-	-
UFG Hubs / Stations	5 / 11	-	-	-	-	1 / 0
Rail Miles	301	54	2	3	-	6
Urban Fixed Guideway	52	-	-	-	-	12
Highway Miles (Centerline)	796	-	28	17	6	13
Highway Miles (Lane)	3717	-	110	71	26	11

Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included



SIS atlas

- Airports and Spaceports**
 - SIS Airport
 - Strategic Growth Airport
 - SIS Spaceport
- Seaports**
 - SIS Seaport
- Freight Rail Terminals**
 - Strategic Growth Freight Rail Terminal
- Passenger Terminals**
 - SIS Passenger Terminal
 - Strategic Growth Passenger Terminal
- UFG Transit Terminals**
 - SIS Urban Fixed Guideway Hub
 - Future SIS Urban Fixed Guideway Hub
 - SIS Urban Fixed Guideway Station
- Highway**
 - SIS Highway Corridor
 - Future SIS Highway Corridor
 - SIS Highway Connector
 - Strategic Growth Highway Connector
 - Military Access Facility
- Rail**
 - SIS Railway Corridor
 - Strategic Growth Railway Corridor
 - SIS Railway Connector
- Urban Fixed Guideway (UFG)**
 - SIS Urban Fixed Guideway Corridor
- Waterways**
 - SIS Waterway
 - SIS Waterway Connector
 - SIS Waterway Shipping Lane
- Connector Map Insets**
 - A

APPENDIX D: Transportation Performance Management Fact Sheets

Transportation Performance Management

April 2022

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.



Long-Range Transportation Plans

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

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

Transportation Improvement Programs

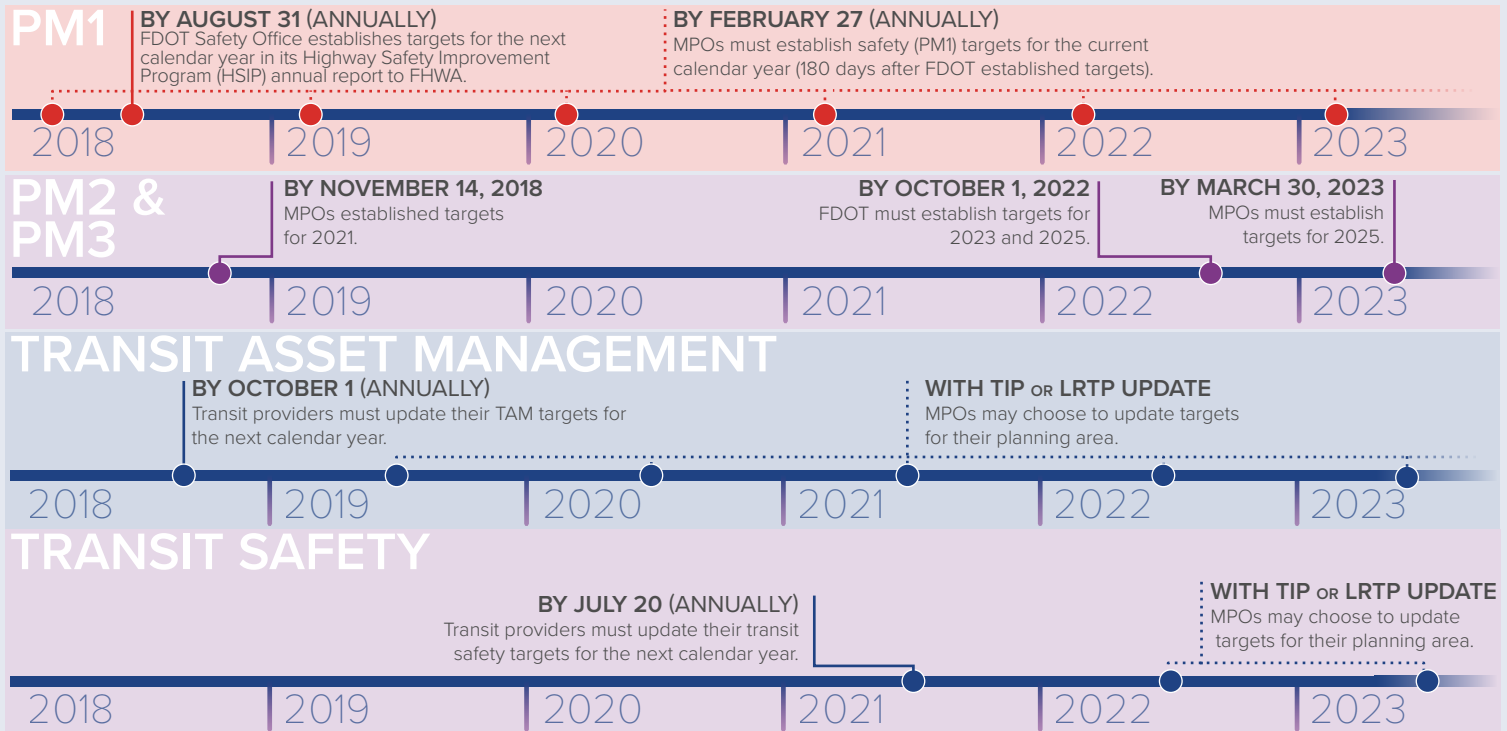
The TIP must:

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

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

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

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's statewide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

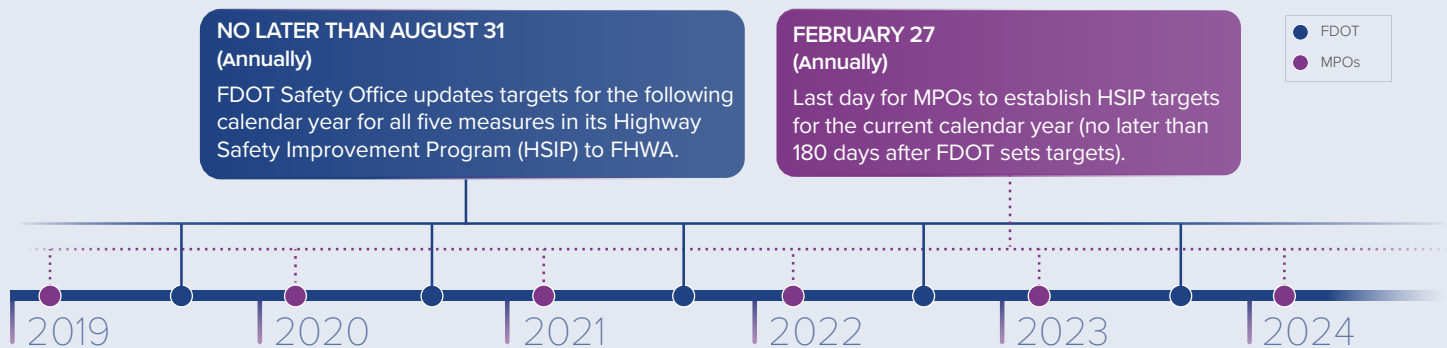
OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

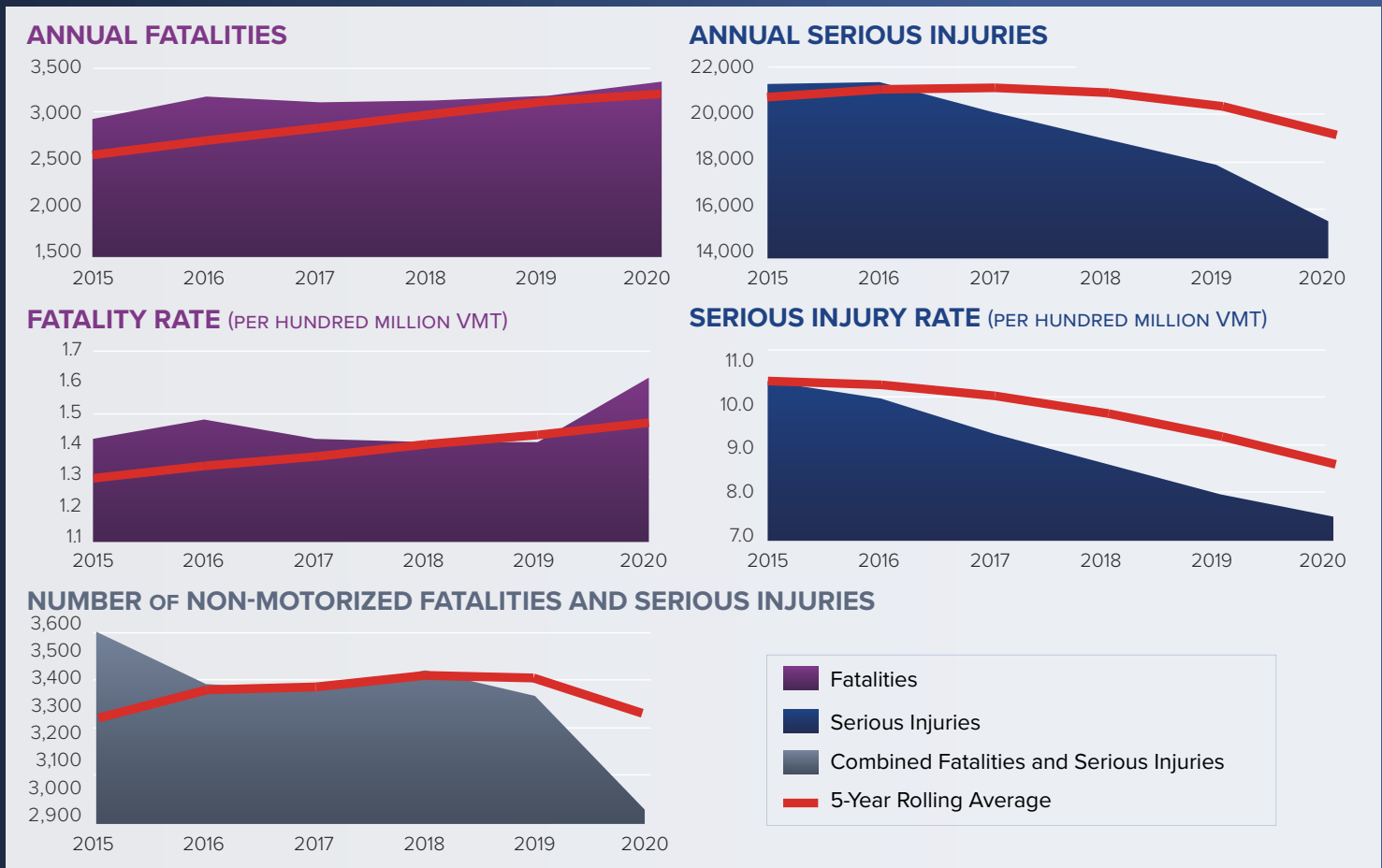
NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets. Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP.
RATE OF FATALITIES	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The total number of serious injuries per 100 million VMT in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

TIMELINE



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

EXISTING STATEWIDE CONDITIONS



Source: FLHSMV, 2021.

STATEWIDE TARGETS

- » FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

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

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs must annually update their targets by February 27 of each year.

ASSESSMENT OF SIGNIFICANT PROGRESS

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

Based on FHWA's review, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

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

PAVEMENT PERFORMANCE MEASURES

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

BRIDGE PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

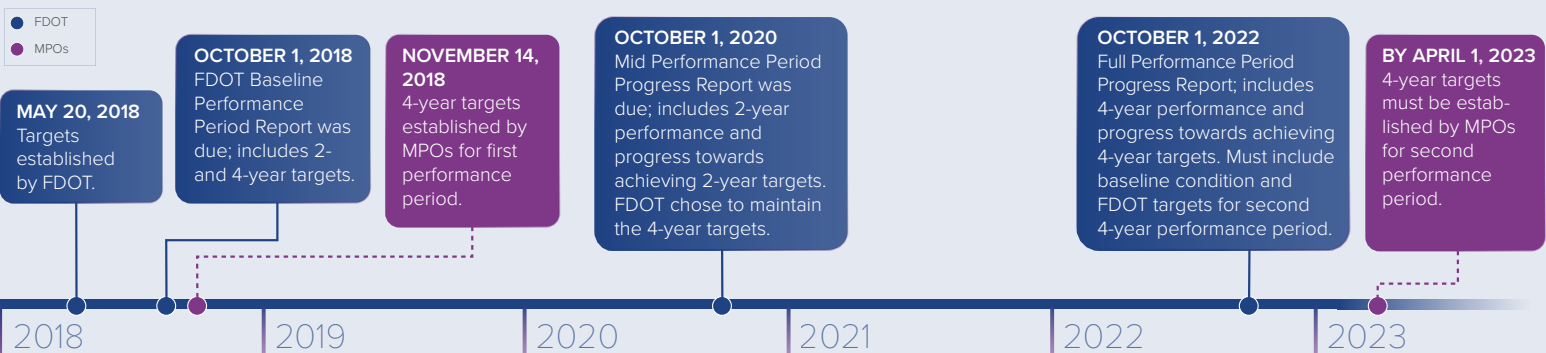
POOR CONDITION

Suggests major investment is needed.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

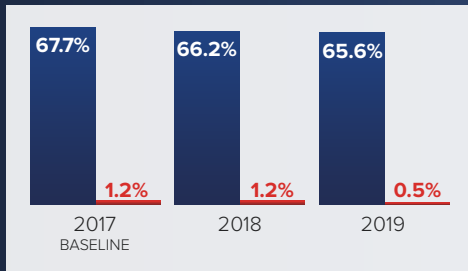
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



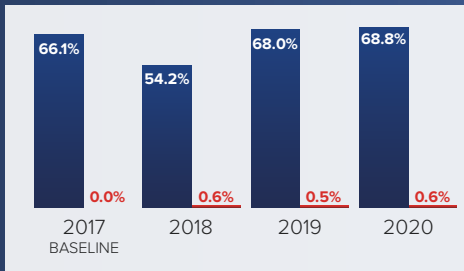
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

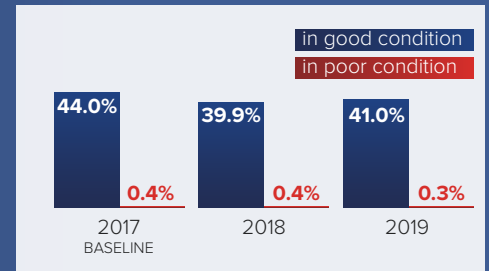
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

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

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

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

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

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

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

FOR MORE INFORMATION PLEASE CONTACT

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PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

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

PERFORMANCE MEASURES

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

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

SECOND Performance Period
(January 1, 2022 to December 31, 2025)



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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

Percent of the person-miles traveled on the Interstate that are reliable



NON-INTERSTATE NHS RELIABILITY

Percent of the person-miles traveled on the non-Interstate NHS that are reliable



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS)

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

Performance Measure	2-Year Target	4-Year Target
Interstate reliability	≥ 75%	≥ 70%
Non-Interstate NHS reliability	Not required	≥ 50%
Truck reliability	≤ 1.75	≤ 2.00

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

FOR MORE INFORMATION PLEASE CONTACT

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TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

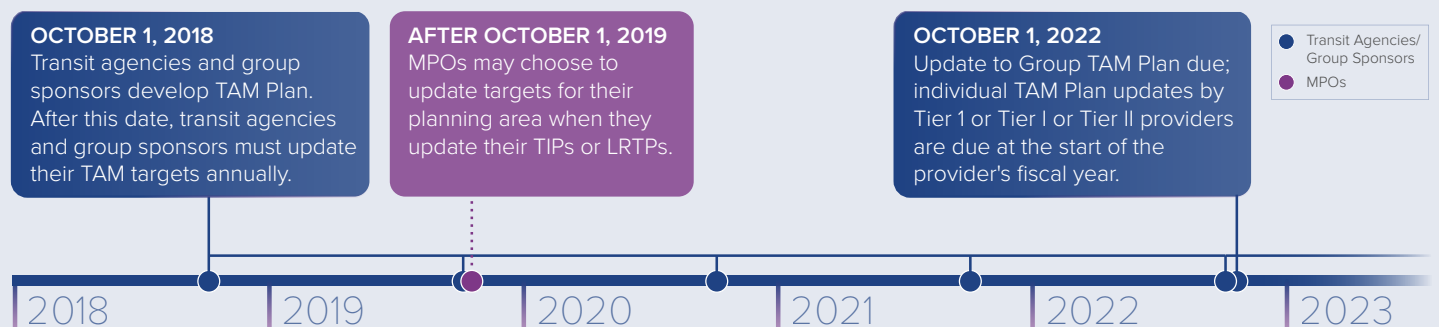
Transit Asset Categories and Related Performance Measures

FTA Asset Categories	Type of Measure	Performance Measures
EQUIPMENT Non-revenue support-service and maintenance vehicles	Age	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Age	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Performance	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Condition	Percentage of facilities within an asset class rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investments have been met or recovered.

TIMELINE



Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II transit providers and establishes different requirements for them.

TIER I

Owns, operates, or manages either:

- > = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route** mode
- OR
- Rail transit

TIER II

Owns, operates, or manages either:

- < = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route** mode
- OR
- Subrecipient under the 5311 program
- OR
- Native American Tribe

TAM Plan Elements

1. Inventory of Capital Assets	ALL PROVIDERS (Tiers I and II)
2. Condition Assessment	
3. Decision Support Tools	
4. Investment Prioritization	
5. TAM and SGR Policy	TIER I ONLY
6. Implementation Strategy	
7. List of Key Annual Activities	
8. Identification of Resources	
9. Evaluation Plan	

A **TIER I** provider must develop its own TAM Plan. The Tier I provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

- » Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- » MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- » MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

PUBLIC TRANSIT Safety Performance



MAP-21 Performance Management

April 2022

OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)	Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.



INJURIES

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

SAFETY EVENTS

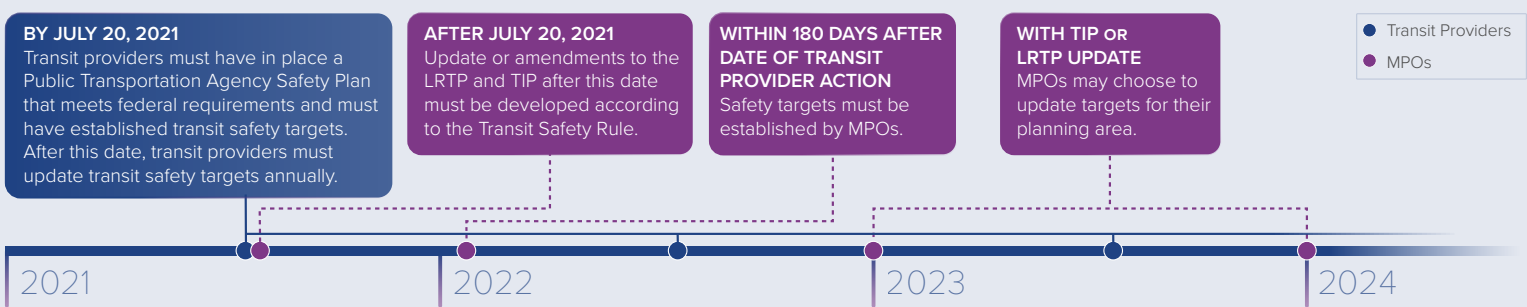
Total number of reportable events and rate per total vehicle revenue miles by mode.



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE



PTASP CERTIFICATION AND REVIEW

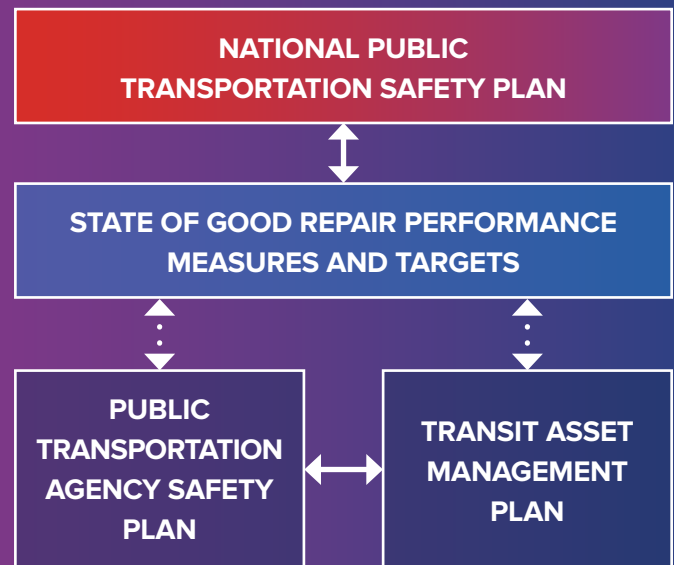
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

- » Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- » MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support a public transit provider's safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- » Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider PTASP targets in the updated TIP.
- » If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

FOR MORE INFORMATION PLEASE CONTACT

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APPENDIX E: Public Notice Records

LOCALiQ

The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

Ocala Marion Tpo
Ocala Marion Tpo
2710 E. SILVER SPRINGS BLVD.
OCALA FL 34470

STATE OF FLORIDA, COUNTY OF MARION

The Star Banner, a newspaper printed and published in the city of Ocala, and of general circulation in the County of Marion, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated or by publication on the newspaper's website, if authorized, on:

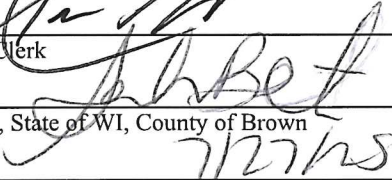
05/03/2022

and that the fees charged are legal.
Sworn to and subscribed before on 05/03/2022

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway and bridge construction; operations; resurfacing; bicycle and pedestrian; transit, aviation and rail.
The Draft TIP for Fiscal Years 2023 to 2027 is available for public review by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.
Please use the TPO Feedback Form at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form> to provide comments by June 24, 2022; or contact Rob Balmes, TPO Director. 352-438-2631; rob.balmes@marionfl.org.
May 3, 2022 7198272



Legal Clerk



Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$72.32
Order No: 7198272 # of Copies:
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SARAH BERTELSEN
Notary Public
State of Wisconsin

Ocala StarBanner

Public Notices

Originally published at ocala.com on 05/03/2022

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May 3, 2022 7198272


Draft Transportation Improvement Program (TIP) is available for public review – Transportation Planning Organization



DRAFT
Transportation Improvement Program
Fiscal Years 2023 to 2027



Pending Board Adoption, June 28, 2022



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

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

The graphic contains a title block with 'DRAFT' in red and 'Transportation Improvement Program' in blue. Below is a photograph of a busy highway. Underneath the photo is the text 'Pending Board Adoption, June 28, 2022'. A row of seven circular icons represents different transportation modes: a car, a truck, an airplane, a bus, a pedestrian, a bicycle, and a wheelchair. At the bottom, there is a disclaimer about financial assistance from the Federal Highway and Transit Administrations, and the organization's address and phone number.

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.

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APPENDIX F: Public and Partner Comments



FY 2023 to 2027 Transportation Improvement Program (TIP)

Public Comments

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. The following public comments were received by the TPO.

- **Comment:** “Please expand I-75 and existing roads before destroying farms, nature, and the springs to build new ones. Once these resources are gone they can never be replaced.”
 - **TPO Response:** Noted for public record. The citizen requested to not receive follow up from the TPO. The comment is part of public record and included in the TIP document for future planning considerations.

- **Comment:** “As a member of the TPO Board who works at Central Florida Community Action Agency and live in Alachua County, one of the things that I've noticed for some of the clients that we serve in Marion County, they have transportation needs to get back and forth to clinical sites that are often located in Belleview, Orlando, etc. I'm not sure if there is some sort of shuttle services that can assist students who are residents and need to travel outside of Marion County for clinicals, work, etc.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.

- **Comment:** “The back and forth regarding opening Ocala Int'l Airport to commercial airlines needs to be resolved in two ways: The designation "International Airport" is misleading. That needs to be changed to something else to reflect the actual air traffic and constituent travel: Regional Airport? Regional Business Airpark? Dump the word "International". Second, a lot of frustration of air travelers having to drive to Orlando or Gainesville could be reduced by a highspeed railway system.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling and other related errors.

Enhancement: Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment **MUST** be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures or statutes that the document does not conform with.

If a question is categorized, a comment must be included. In addition, if a question is answered with "no", a comment must also be included. Once the checklist is finalized, please share as a PDF.

MPO:	Ocala Marion TPO	Fiscal Years included:	FY 2023-2027
Review #:	1 (Draft)	Date of Review:	5/10/22
		Reviewed by:	LLH

TIP Format & Content

Does the cover page include the MPO name, address correct fiscal years, and provide a location to add the date of adoption?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 1
<i>Page numbers referenced are page numbers of pdf</i>	
Does the Table of Contents show the title of each section with correct page number?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 4
<i>Click here to enter notes</i>	
Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 2
<i>Click here to enter notes</i>	
Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 21 and 138
<i>List of fund codes starts on page 21. Glossary of Terms and Acronyms begins on page 138.</i>	

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S.].

Yes No

[No comment](#) [Click here to enter comments.](#)

Page Numbers: 20

[Click her to enter notes](#)

Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.] **For consistency guidance, see Section 1. Florida LRTP Amendment Thresholds.**

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 32

[Click here to enter notes](#)

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

No comment [Click here to enter comments](#)

Page Numbers: 102

[Click here to enter notes](#)

Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 7

[Click here to enter notes](#)

If applicable, does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.

Yes No

N/A

No comment [Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 10

[Click here to enter notes](#)

Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

Does the TIP discuss how, once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes No

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(c)]

No comment [Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Does the TIP discuss anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(d)]

[No comment](#) [Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 31

[Click here to enter notes](#)

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, **Department of Economic Opportunity**, FTA, & FHWA?

Yes No

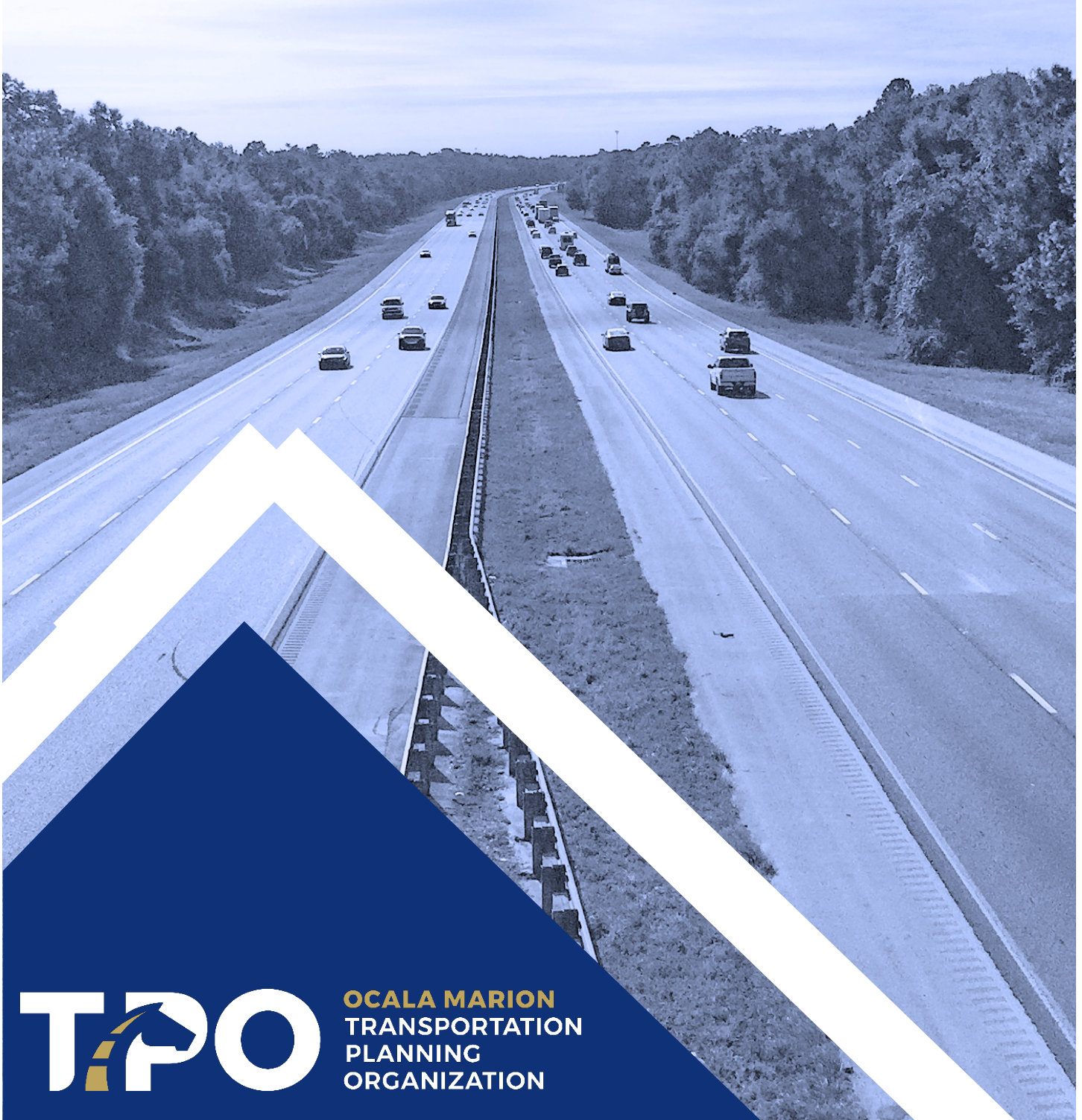
[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

APPENDIX G: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

February 2022

ACRYONYM	NAME	DESCRIPTION
3C	Continuing, Cooperative and Comprehensive	A Continuing, Cooperative and Comprehensive (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 - http://leempo.com/programs-products/transportation-disadvantaged/).
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 - http://www.ncfrpc.org/TD/td.html).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
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- https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FMTTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTTP) 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.
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.
IIJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending.
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: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/ .

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 - https://www.fdotd7studies.com/what-is-a-pde-study.html).
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 - https://www.fdot.gov/planning/sis/default.shtm).
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 other state and local professionals.
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-www.reconnectingamerica.org).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
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 H: Project Changes from Prior TIP

Project Changes from Prior Transportation Improvement Program (TIP)

The following lists (2) summarize major projects that were programmed in the previous FY 2022 to FY 2026 TIP and their respective status toward implementation. This includes projects that were advanced; completed; under construction (2022); or deferred.

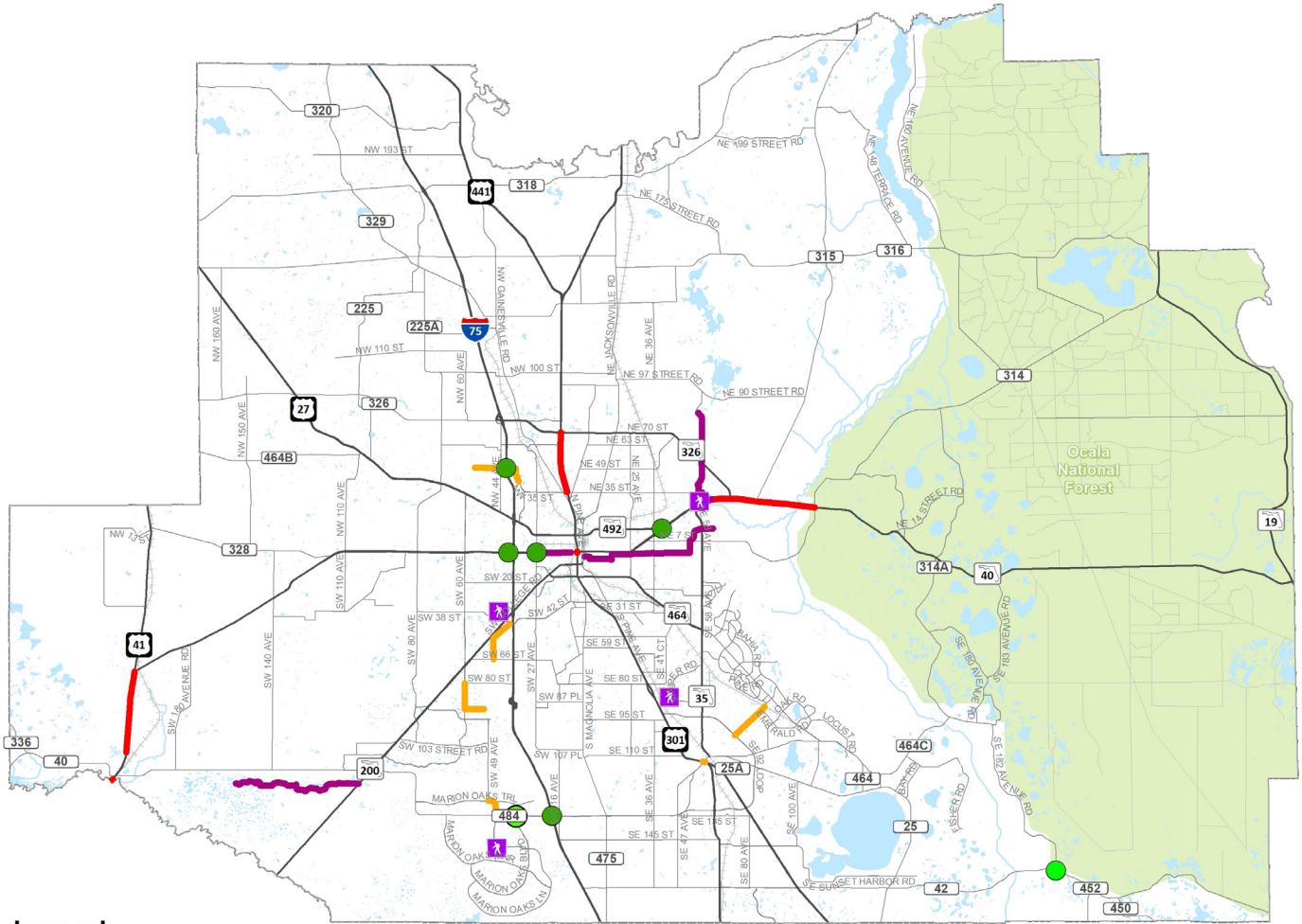
Changes to total project funding are also noted for major projects programmed in both the previous FY 2022 to FY 2026 TIP and the current FY 2023 to FY 2027 TIP.

Project Status from Prior TIP: Advanced, Completed, Construction or Deferred			
Project Number/FM	Project Description	Project Status	FY 22-26 TIP Funding
2386481	SR 45 (US 41) from SW 110th Street to North of SR 40	Deferred Out	\$44,211,268
4112565	SR 35 (US 301) Dallas Pond Redesign	Construction 2022	\$537,379
4336511	CR 484 from SW 20th Avenue to CR 475A	Construction 2022	\$15,302,481
4336611	U.S. 441 from SR 40 to SR 40A (Broadway)	Construction 2022	\$3,607,422
4348441	CR 42 at SE 182nd Avenue	Deferred to FY 23	\$407,200
4354842	Pruitt Trail from SR 200 to Pruitt Trailhead	Deferred to FY 26	\$2,158,000
4364742	Saddlewood Elementary School Sidewalks	Construction 2022	\$317,096
4364743	Legacy Elementary School Sidewalks	Construction 2022	\$1,411,659
4375962	SR 40 from NW 27th Street to SW 7th Street Sidewalks	Completed 2021	\$913,539
4384271	Marion County Airport Airfield Pavement Improvements	Deferred to FY 25	\$4,833,608
4384771	Ocala International Airport Taxiway Improvements	Deferred to FY 26	\$6,500,000
4407801	Ocala International Airport Pavement Rehabilitation	Deferred to FY 24	\$1,978,750
4408801	Marion Oaks Marion Oaks Manor Sidewalk	Construction 2022	\$36,210
4431701	SR 93 (I-75) from Sumter County to SR 200	Construction 2022	\$30,271,013
4437301	U.S. 301/U.S. 441 South of Split to North of Split Landscape	Construction 2022	\$372,839
4453211	Wildwood Mainline Weigh-In Motion (WIM) Screening	Construction 2022	\$4,621,712
4456871	U.S. 41/Williams from Brittan Alexander Bridge to River Road	Advanced to FY 22	\$551,496
4458001	SR 40 at SR 492 (NE 14th Street)	Advanced to FY 22	\$987,415
4471371	SR 200 Bridges and SR 40 Bridge Deck Rehabilitation	Construction 2022	\$1,010,681
4483891	NW 9th Street at Railroad Crossing #627174G	Completed 2022	\$207,629
4485751	Ocala International Airport ARFF Building	Deferred to FY 27	\$1,608,894

Major Project Total Funding Changes: Prior TIP to Current TIP			
Project Number/FM	Project Description	Project Schedule Changes	Change in Project Funding
2386481	SR 45 (US 41) from SW 110th St to North of SR 40	Deferred Out	-\$44,211,268
4336511	CR 484 from SW 20th to CR 475A	None	-\$2,874,947
4352091	I-75 (SR 93) at NW 49th Street from end of NW 49th to NW 35th	None	-\$2,922,305
4385621	I-75 (SR 93) Rest Area Marion County, N/O CR 484 to S/O SR 200	None	\$8,409,437
4392341	SR 200 from I-75 to US 301	None	\$5,749,473
4411411	SR 464 from US 301 to SR 35 (Baseline)	None	\$2,314,249
4452121	SR 200 (US 301) from S/O NE 175th to Alachua County Line	None	-\$481,617
4452171	SR 326 from NW 12th to SR 40	None	\$3,421,516
4457011	SE Abshier Boulevard from SE Hames to N/O SE Agnew Road	None	\$566,843

APPENDIX I: List of Projects in 2045 LRTP

FIGURE 7.2: 2021-2025 PROJECTS



Legend

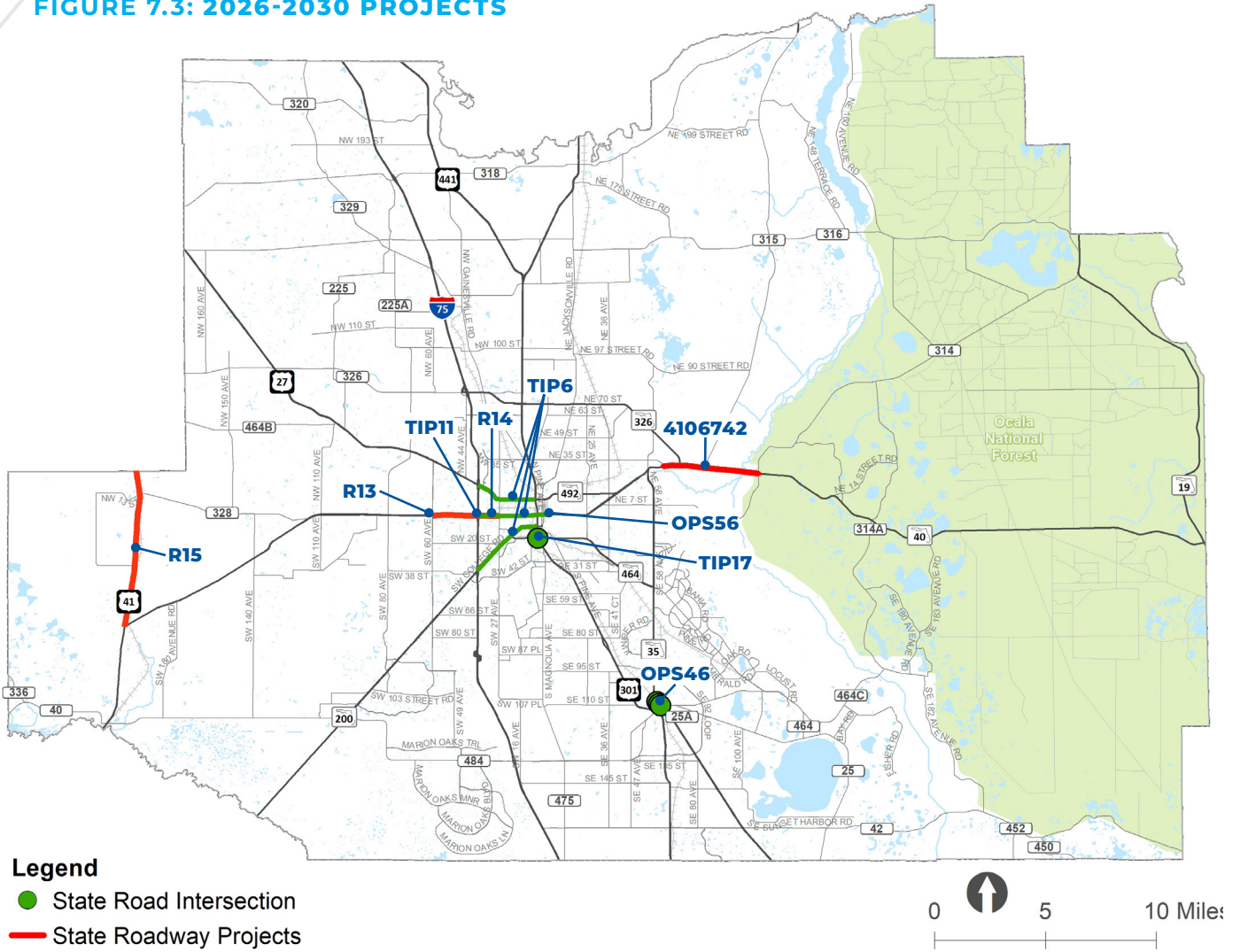
- Local Road Intersection
- State Road Intersection
- Local Roadway Projects
- State Roadway Projects
- Sidewalk Projects
- Trail/Sidewalk Projects



TABLE 7.2: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investmens	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
Local Funded Roadway Investments	CR 42	at SE 182ND		Add Turn Lane(s)
	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
Pedestrian/ Bicycle Investments	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Downtown Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
	Legacy Elementary Sidewalks			Sidewalks
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7.3: 2026-2030 PROJECTS



Legend

- State Road Intersection
- State Roadway Projects



TABLE 7.3: 2026-2030 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	TIP6	I-75 FRAME Off System			ITS infrastructure
	TIP17	US 441	at SR 464		Turn lane
	TIP11	SR 40	SW 40th Ave	SW 27th Ave	Left turn lane
	R15	US 41	SR 40	Levy County Line	Widen to 4 lanes
	OPS46	SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry
	R13	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes
	R14	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes
	OPS56	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street
	4106742	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes

APPENDIX J: FDOT TIP Project Detailed Report

Federal Aid Management (Cynthia Lorenzo - Director)

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
TIP County/MPO Area:Ocala-Marion TPO Number Of Years:5 Version:G1	Detail All Funds As Of:4 = 04/11/22

HIGHWAYS									
Item Number: 433651 1		Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A						*SIS*	
District: 05		County: MARION		Type of Work: INTERCHANGE IMPROVEMENT			Project Length: 0.741MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	10,000							10,000
	ACSN-ADVANCE CONSTRUCTION (SN)	111,747							111,747
	SA-STP, ANY AREA	144,783							144,783
	SL-STP, AREAS <= 200K	51,687							51,687
	SN-STP, MANDATORY NON-URBAN <= 5K	2,202,713							2,202,713
Phase: PRELIMINARY ENGINEERING Totals		2,520,930							2,520,930
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	150,489							150,489
	ACSN-ADVANCE CONSTRUCTION (SN)	31,250							31,250
	GFSL-GF STPBG <200K<5K (SMALL URB)	34,783							34,783
	GFSN-GF STPBG <5K (RURAL)	186,511							186,511
	SL-STP, AREAS <= 200K	478,579							478,579
	SN-STP, MANDATORY NON-URBAN <= 5K	1,309,489							1,309,489
Phase: RIGHT OF WAY Totals		2,191,101							2,191,101
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)	1,688,285							1,688,285
	GFSL-GF STPBG <200K<5K (SMALL URB)	83,924							83,924
	SA-STP, ANY AREA	241,951							241,951
	SL-STP, AREAS <= 200K	992,858							992,858
Phase: RAILROAD & UTILITIES Totals		3,007,018							3,007,018
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACFP-AC FREIGHT PROG (NFP)	9,271,487		47,520					9,319,007
	ACSN-ADVANCE CONSTRUCTION (SN)	190,712							190,712
	GFSA-GF STPBG ANY AREA	1,004,134							1,004,134
		220,212							220,212

	GFSN-GF STPBG <5K (RURAL)								
	LF-LOCAL FUNDS	21,958							21,958
	SA-STP, ANY AREA	169,113							169,113
Phase: CONSTRUCTION Totals		10,877,616		47,520					10,925,136
Item: 433651 1 Totals		18,596,665		47,520					18,644,185
Item Number: 433651 4 Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A									
District: 05 County: MARION		Type of Work: LANDSCAPING				Project Length: 0.414MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K	61,067							61,067
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K		179,725						179,725
Item: 433651 4 Totals		61,067	179,725						240,792
Project Totals		18,657,732	179,725	47,520					18,884,977
Item Number: 433652 1 Project Description: SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE									
District: 05 County: MARION		Type of Work: ADD TURN LANE(S)				Project Length: 1.309MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	145,138							145,138
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	165,885							165,885
	DS-STATE PRIMARY HIGHWAYS & PTO	1,682,854							1,682,854
Phase: PRELIMINARY ENGINEERING Totals		1,993,877							1,993,877
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	70,000	30,000						100,000
	SL-STP, AREAS <= 200K	3,082,846	1,122,500	247,154					4,452,500
Phase: RIGHT OF WAY Totals		3,152,846	1,152,500	247,154					4,552,500
Item: 433652 1 Totals		5,146,723	1,152,500	247,154					6,546,377
Project Totals		5,146,723	1,152,500	247,154					6,546,377
Item Number: 433660 1 Project Description: US 441 @ SR 464									
District: 05 County: MARION		Type of Work: TRAFFIC OPS IMPROVEMENT				Project Length: 0.433MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	17,089			160,000				177,089
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	147,761							147,761
	DS-STATE PRIMARY HIGHWAYS & PTO	689,533							689,533
Phase: PRELIMINARY ENGINEERING Totals		854,383			160,000				1,014,383
RIGHT OF WAY / MANAGED BY FDOT									
		472,364							472,364

Fund Code:	DDR-DISTRICT DEDICATED REVENUE								
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	153,140							153,140
	DS-STATE PRIMARY HIGHWAYS & PTO	26,450							26,450
Phase: RIGHT OF WAY Totals		651,954							651,954
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				3,066,244	23,080			3,089,324
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				27,975				27,975
Phase: CONSTRUCTION Totals					3,094,219	23,080			3,117,299
Item: 433660 1 Totals		1,506,337			160,000	3,094,219	23,080		4,783,636
Project Totals		1,506,337			160,000	3,094,219	23,080		4,783,636
Item Number: 433661 1 Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY)									
District: 05 County: MARION		Type of Work: TRAFFIC OPS IMPROVEMENT				Project Length: 0.384MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	234,257							234,257
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	77,976							77,976
	DS-STATE PRIMARY HIGHWAYS & PTO	633,083							633,083
Phase: PRELIMINARY ENGINEERING Totals		945,316							945,316
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	212,102							212,102
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	73,434							73,434
	DS-STATE PRIMARY HIGHWAYS & PTO	270,000							270,000
Phase: RIGHT OF WAY Totals		555,536							555,536
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	173,355							173,355
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	1,907,410							1,907,410
	DDR-DISTRICT DEDICATED REVENUE	1,347,990	17,767						1,365,757
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	34,361							34,361
	LF-LOCAL FUNDS	178,636							178,636
	SL-STP, AREAS <= 200K	334,745							334,745
	SN-STP, MANDATORY NON-URBAN <= 5K	921,101							921,101
Phase: CONSTRUCTION Totals		4,724,243	17,767						4,742,010
Item: 433661 1 Totals		6,398,450	17,767						6,416,217
Project Totals		6,398,450	17,767						6,416,217
Item Number: 434844 1 Project Description: CR 42 AT SE 182ND									
District: 05 County: MARION		Type of Work: ADD LEFT TURN LANE(S)				Project Length: 0.307MI			
Fiscal Year									

Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	HSP-SAFETY (HIWAY SAFETY PROGRAM)	25,012							25,012
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	21,000							21,000
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		350,000						350,000
Item: 434844 1 Totals		46,012	350,000						396,012
<p>Item Number: 434844 2 Project Description: CR 42 AT SE 182ND</p> <p>District: 05 County: MARION Type of Work: ADD LEFT TURN LANE(S) Project Length: 0.000</p>									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		67,980						67,980
Item: 434844 2 Totals			67,980						67,980
Project Totals		46,012	417,980						463,992
<p>Item Number: 435209 1 Project Description: I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST *SIS*</p> <p>District: 05 County: MARION Type of Work: INTERCHANGE (NEW) Project Length: 0.001MI</p>									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,636,410							2,636,410
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	169,997							169,997
	DS-STATE PRIMARY HIGHWAYS & PTO	575,493							575,493
Phase: P D & E Totals		3,381,900							3,381,900
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	4,268,345							4,268,345
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	231,828							231,828
	DS-STATE PRIMARY HIGHWAYS & PTO	5,303							5,303
Phase: PRELIMINARY ENGINEERING Totals		4,505,476							4,505,476
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	10,200,000							10,200,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM				7,995,735				7,995,735
	DDR-DISTRICT DEDICATED REVENUE				5,046,899				5,046,899
	LF-LOCAL FUNDS				7,995,735				7,995,735
	SA-STP, ANY AREA				630				630
	SL-STP, AREAS <= 200K				9,213,782				9,213,782
					3,005,068				3,005,068

	SN-STP, MANDATORY NON-URBAN <= 5K								
	TRIP-TRANS REGIONAL INCENTIVE PROGM				5,703,448				5,703,448
	TRWR-2015 SB2514A- TRAN REG INCT PRG				3,418,567				3,418,567
Phase: CONSTRUCTION Totals					42,379,864				42,379,864
Item: 435209 1 Totals		18,087,376			42,379,864				60,467,240
Project Totals		18,087,376			42,379,864				60,467,240
Item Number: 435484 2									
Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD									
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL				Project Length: 0.000	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SL-STP, AREAS <= 200K				460,700				460,700
	SN-STP, MANDATORY NON-URBAN <= 5K				561,853				561,853
	TALL-TRANSPORTATION ALTS- <200K				622,203				622,203
	TALT-TRANSPORTATION ALTS- ANY AREA				513,244				513,244
Phase: CONSTRUCTION Totals					2,158,000				2,158,000
Item: 435484 2 Totals					2,158,000				2,158,000
Project Totals					2,158,000				2,158,000
Item Number: 436756 1									
Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK									
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL				Project Length: 0.000	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K			253,001					253,001
Item: 436756 1 Totals				253,001					253,001
Project Totals				253,001					253,001
Item Number: 437596 2									
Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE									
District: 05		County: MARION		Type of Work: SIDEWALK				Project Length: 1.423MI	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	406,973							406,973
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	25,267							25,267
	DS-STATE PRIMARY HIGHWAYS & PTO	1,789							1,789
Phase: PRELIMINARY ENGINEERING Totals		434,029							434,029
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	SL-STP, AREAS <= 200K		899,009						899,009
Phase: CONSTRUCTION Totals			909,279						909,279
Item: 437596 2 Totals		434,029	909,279						1,343,308

Project Totals		434,029	909,279						1,343,308
Item Number: 437826 1		Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING						*SIS*	
District: 05	County: MARION	Type of Work: LANDSCAPING				Project Length: 0.542MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,860					10,860
	DS-STATE PRIMARY HIGHWAYS & PTO			400,424					400,424
Phase: CONSTRUCTION Totals				411,284					411,284
Item: 437826 1 Totals				411,284					411,284
Project Totals				411,284					411,284
Item Number: 438562 1		Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200						*SIS*	
District: 05	County: MARION	Type of Work: REST AREA				Project Length: 0.547MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	660,000							660,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	56,082							56,082
	DRA-REST AREAS - STATE 100%	2,637,424							2,637,424
	DS-STATE PRIMARY HIGHWAYS & PTO	10,700							10,700
Phase: PRELIMINARY ENGINEERING Totals		3,364,206							3,364,206
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		2,456,502						2,456,502
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		51,350						51,350
	DRA-REST AREAS - STATE 100%		27,434,141						27,434,141
Phase: CONSTRUCTION Totals			29,941,993						29,941,993
Item: 438562 1 Totals		3,364,206	29,941,993						33,306,199
Project Totals		3,364,206	29,941,993						33,306,199
Item Number: 439234 1		Project Description: SR 200 FROM I-75 TO US 301						*SIS*	
District: 05	County: MARION	Type of Work: RESURFACING				Project Length: 3.321MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	772,311							772,311
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	41,065							41,065
	DS-STATE PRIMARY HIGHWAYS & PTO	13,036							13,036
Phase: PRELIMINARY ENGINEERING Totals		826,412							826,412
CONSTRUCTION / MANAGED BY FDOT									
			6,438,783						6,438,783

Fund Code:	DDR-DISTRICT DEDICATED REVENUE								
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO		2,292,309						2,292,309
	SA-STP, ANY AREA		3,712,443						3,712,443
	SL-STP, AREAS <= 200K		891,182						891,182
Phase:	CONSTRUCTION Totals		13,344,987						13,344,987
	Item: 439234 1 Totals	826,412	13,344,987						14,171,399
	Project Totals	826,412	13,344,987						14,171,399

Item Number: 439238 2 **Project Description:** SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET
District: 05 **County:** MARION **Type of Work:** BIKE LANE/SIDEWALK **Project Length:** 7.230MI

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,675,000						1,675,000	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000						10,000	
	DS-STATE PRIMARY HIGHWAYS & PTO	12,850						12,850	
Phase:	PRELIMINARY ENGINEERING Totals	1,697,850						1,697,850	

CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			2,975,178				2,975,178
	Item: 439238 2 Totals	1,697,850		2,975,178				4,673,028
	Project Totals	1,697,850		2,975,178				4,673,028

Item Number: 441141 1 **Project Description:** SR 464 FROM SR 500 (US 27/301) TO SR 35
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 5.878MI

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,746,808						2,746,808	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	80,026						80,026	
	DS-STATE PRIMARY HIGHWAYS & PTO	23,317						23,317	
Phase:	PRELIMINARY ENGINEERING Totals	2,850,151						2,850,151	

RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	30,000						30,000

CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		7,623,175					7,623,175
	DS-STATE PRIMARY HIGHWAYS & PTO		4,480,227					4,480,227
	SA-STP, ANY AREA		7,235,763					7,235,763
	SL-STP, AREAS <= 200K		2,305,807					2,305,807
Phase:	CONSTRUCTION Totals		21,644,972					21,644,972
	Item: 441141 1 Totals	2,880,151	21,644,972					24,525,123
	Project Totals	2,880,151	21,644,972					24,525,123

Item Number: 445212 1		Project Description: SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE						*SIS*	
District: 05	County: MARION	Type of Work: RESURFACING				Project Length: 2.362MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	934,950						934,950	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000						20,000	
	Phase: PRELIMINARY ENGINEERING Totals	954,950						954,950	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			4,719,129				4,719,129	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560				10,560	
	Phase: CONSTRUCTION Totals			4,729,689				4,729,689	
	Item: 445212 1 Totals	954,950		4,729,689				5,684,639	
	Project Totals	954,950		4,729,689				5,684,639	

Item Number: 445217 1		Project Description: SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40						*SIS*	
District: 05	County: MARION	Type of Work: RESURFACING				Project Length: 8.404MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	662,000						662,000	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	21,308						21,308	
	DS-STATE PRIMARY HIGHWAYS & PTO	194,971						194,971	
	Phase: PRELIMINARY ENGINEERING Totals	878,279						878,279	
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	298,000						298,000	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING		8,852,307					8,852,307	
	DDR-DISTRICT DEDICATED REVENUE		1,412,976					1,412,976	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270					10,270	
	DS-STATE PRIMARY HIGHWAYS & PTO	9,029	402,640					411,669	
	SL-STP, AREAS <= 200K		1,197,737					1,197,737	
	Phase: CONSTRUCTION Totals	9,029	11,875,930					11,884,959	
	Item: 445217 1 Totals	1,185,308	11,875,930					13,061,238	
	Project Totals	1,185,308	11,875,930					13,061,238	

Item Number: 445218 1		Project Description: SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE						*SIS*	
District: 05	County: MARION	Type of Work: RESURFACING				Project Length: 3.146MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			917,369					917,369
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000					10,000
Phase: PRELIMINARY ENGINEERING Totals				927,369					927,369
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				6,156,852				6,156,852
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,860				10,860
Phase: CONSTRUCTION Totals					6,167,712				6,167,712
Item: 445218 1 Totals				927,369	6,167,712				7,095,081
Item Number: 448635 1 Project Description: SR-25 FROM NORTH OF CR-25A TO AVENUE I District: 05 County: MARION Type of Work: RESURFACING Project Length: 3.173MI									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,032,000					1,032,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000					10,000
Phase: PRELIMINARY ENGINEERING Totals				1,042,000					1,042,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				5,923,545				5,923,545
	DDR-DISTRICT DEDICATED REVENUE				596,431				596,431
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				10,000
Phase: CONSTRUCTION Totals					6,529,976				6,529,976
Item: 448635 1 Totals				1,042,000	6,529,976				7,571,976
Project Totals				1,969,369	12,697,688				14,667,057
Item Number: 445302 1 Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.207MI									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	748,364							748,364
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
Phase: PRELIMINARY ENGINEERING Totals		758,364							758,364
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			3,043,937					3,043,937
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560					10,560
Phase: CONSTRUCTION Totals				3,054,497					3,054,497
Item: 445302 1 Totals		758,364		3,054,497					3,812,861
Project Totals		758,364		3,054,497					3,812,861

Item Number: 445688 1		Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS			Project Length: 0.065MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACID-ADV CONSTRUCTION SAFETY (HSID)	150,000							150,000
	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	10,000							10,000
	DS-STATE PRIMARY HIGHWAYS & PTO	1,305							1,305
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	5,059							5,059
	SA-STP, ANY AREA	74,788							74,788
Phase: PRELIMINARY ENGINEERING Totals		241,152							241,152
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		1,094,294						1,094,294
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,135						5,135
	DS-STATE PRIMARY HIGHWAYS & PTO	761							761
Phase: CONSTRUCTION Totals		761	1,099,429						1,100,190
Item: 445688 1 Totals		241,913	1,099,429						1,341,342
Project Totals		241,913	1,099,429						1,341,342
Item Number: 445701 1		Project Description: SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS			Project Length: 0.180MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACID-ADV CONSTRUCTION SAFETY (HSID)	353,404							353,404
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	980							980
	DS-STATE PRIMARY HIGHWAYS & PTO	3,300							3,300
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	67,175							67,175
	SA-STP, ANY AREA	46,367							46,367
Phase: PRELIMINARY ENGINEERING Totals		471,226							471,226
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		151,868						151,868
	DDR-DISTRICT DEDICATED REVENUE		1,900,002						1,900,002
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO	152							152
Phase: CONSTRUCTION Totals		152	2,062,140						2,062,292

Item: 445701 1 Totals		471,378	2,062,140						2,533,518
Project Totals		471,378	2,062,140						2,533,518
Item Number: 447603 1 Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.									
District: 05 County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.026MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	517,150							517,150
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	7,730							7,730
	DS-STATE PRIMARY HIGHWAYS & PTO	250							250
Phase: PRELIMINARY ENGINEERING Totals		525,130							525,130
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)			65,228					65,228
	LF-LOCAL FUNDS			174,240					174,240
	SL-STP, AREAS <= 200K			528,000					528,000
	SN-STP, MANDATORY NON-URBAN <= 5K			54,710					54,710
Phase: CONSTRUCTION Totals				822,178					822,178
Item: 447603 1 Totals		525,130		822,178					1,347,308
Project Totals		525,130		822,178					1,347,308
Item Number: 447861 1 Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES *SIS*									
District: 05 County: MARION		Type of Work: MCCO WEIGH STATION STATIC/WIM				Project Length: 1.136MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DWS-WEIGH STATIONS - STATE 100%					532,902			532,902
Item: 447861 1 Totals						532,902			532,902
Project Totals						532,902			532,902
Item Number: 448376 1 Project Description: I-75/SR-93 FROM SR-200 TO NORTH OF SR-500 *SIS*									
District: 05 County: MARION		Type of Work: RESURFACING				Project Length: 4.469MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP		1,439,000						1,439,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				15,977,866				15,977,866
Item: 448376 1 Totals			1,439,000		15,977,866				17,416,866
Project Totals			1,439,000		15,977,866				17,416,866
Item Number: 448526 1 Project Description: SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST									
District: 05 County: MARION		Type of Work: RESURFACING				Project Length: 1.410MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			878,000					878,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000					10,000
Phase: PRELIMINARY ENGINEERING Totals				888,000					888,000

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				3,653,002				3,653,002
	DDR-DISTRICT DEDICATED REVENUE				386,990				386,990
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				10,000
Phase: CONSTRUCTION Totals					4,049,992				4,049,992
Item: 448526 1 Totals				888,000	4,049,992				4,937,992
Project Totals				888,000	4,049,992				4,937,992

Item Number: 448924 1	Project Description: SR-492 OVER CSX RR							
District: 05	County: MARION	Type of Work: BRIDGE-REPAIR/REHABILITATION	Project Length: 0.102MI					
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB	43,595							43,595
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	2,000							2,000
Phase: PRELIMINARY ENGINEERING Totals		45,595							45,595

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB		387,195						387,195
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		2,054						2,054
Phase: CONSTRUCTION Totals			389,249						389,249
Item: 448924 1 Totals		45,595	389,249						434,844
Project Totals		45,595	389,249						434,844

Item Number: 449261 1	Project Description: SW 60TH AVE FROM SW 54TH ST TO SECO ENERGY DRIVEWAY							
District: 05	County: MARION	Type of Work: INTERSECTION IMPROVEMENT	Project Length: 0.436MI					
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years

PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		47,818						47,818

CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K			199,243					199,243
Item: 449261 1 Totals			47,818	199,243					247,061
Project Totals			47,818	199,243					247,061

Item Number: 449277 1	Project Description: CR-484 AT THE INTERSECTION OF MARION OAKS BLVD							
District: 05	County: MARION	Type of Work: INTERSECTION IMPROVEMENT	Project Length: 0.021MI					
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years

PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		60,795						60,795
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		30,000						30,000
	SN-STP, MANDATORY NON-URBAN <= 5K		445,830						445,830
Phase: CONSTRUCTION Totals			475,830						475,830
Item: 449277 1 Totals			60,795	475,830					536,625
Project Totals			60,795	475,830					536,625
Item Number: 449317 1 Project Description: CR 484 AT SW 135TH ST RD									
District: 05		County: MARION		Type of Work: ADD LEFT TURN LANE(S)			Project Length: 0.236MI		
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		88,705						88,705
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K		369,605						369,605
Item: 449317 1 Totals			88,705	369,605					458,310
Project Totals			88,705	369,605					458,310
Item Number: 449443 1 Project Description: NE 8TH AVE FROM SR 40 TO SR 492									
District: 05		County: MARION		Type of Work: ROUNDABOUT			Project Length: 0.900MI		
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY CITY OF OCALA									
Fund Code:	SL-STP, AREAS <= 200K					4,452,800			4,452,800
Item: 449443 1 Totals						4,452,800			4,452,800
Project Totals						4,452,800			4,452,800
Item Number: 450340 1 Project Description: EMERALD ROAD EXTENSION FROM SE 92ND LOOP TO CR424(SE MARICAMP RD)									
District: 05		County: MARION		Type of Work: NEW ROAD CONSTRUCTION			Project Length: 0.000		
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
RIGHT OF WAY / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM		325,000						325,000
	LF-LOCAL FUNDS		325,000						325,000
Phase: RIGHT OF WAY Totals			650,000						650,000
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM		4,370,763						4,370,763
	LF-LOCAL FUNDS		4,629,237						4,629,237
Phase: CONSTRUCTION Totals			9,000,000						9,000,000
Item: 450340 1 Totals			9,650,000						9,650,000
Project Totals			9,650,000						9,650,000
FIXED CAPITAL OUTLAY									
Item Number: 450125 1 Project Description: OCALA OPERATIONS CENTER CONSTRUCTION RENOVATION									
District: 05		County: MARION		Type of Work: FIXED CAPITAL OUTLAY			Project Length: 0.000		

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		534,900					534,900	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		5,001,200					5,001,200	
Item: 450125 1 Totals			5,536,100					5,536,100	
Project Totals			5,536,100					5,536,100	
Item Number: 450168 1 Project Description: OCALA OPERATIONS CENTER SECURITY- INTEGRATED ELECTRONIC SEC SYS ON GATE District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		9,000					9,000	
Item: 450168 1 Totals			9,000					9,000	
Project Totals			9,000					9,000	
Item Number: 450169 1 Project Description: OCALA OPERATIONS CENTER SECURITY- FENCING/GATE UPDATES District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		70,000					70,000	
Item: 450169 1 Totals			70,000					70,000	
Project Totals			70,000					70,000	
TRANSPORTATION PLANNING									
Item Number: 439331 4 Project Description: OCALA/MARION URBAN AREA FY 2022/2023- 2023/2024 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)		723,984	669,715				1,393,699	
Item: 439331 4 Totals			723,984	669,715				1,393,699	
Item Number: 439331 5 Project Description: OCALA/MARION URBAN AREA FY 2024/2025- 2025/2026 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)			676,473	683,366			1,359,839	
Item: 439331 5 Totals				676,473	683,366			1,359,839	
Item Number: 439331 6 Project Description: OCALA/MARION URBAN AREA FY 2026/2027- 2027/2028 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000									

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)						683,366	683,366	
Item: 439331 6 Totals							683,366	683,366	
Project Totals			723,984	669,715	676,473	683,366	683,366	3,436,904	
MAINTENANCE									
Item Number: 413615 3		Project Description: LIGHTING AGREEMENTS							
District: 05		County: MARION			Type of Work: LIGHTING		Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	2,254,886	433,240	441,220	454,457	468,088	487,617	4,539,508	
	DDR-DISTRICT DEDICATED REVENUE	3,169,391						3,169,391	
Phase: BRDG/RDWY/CONTRACT MAINT Totals		5,424,277	433,240	441,220	454,457	468,088	487,617	7,708,899	
Item: 413615 3 Totals		5,424,277	433,240	441,220	454,457	468,088	487,617	7,708,899	
Project Totals		5,424,277	433,240	441,220	454,457	468,088	487,617	7,708,899	
Item Number: 418107 1		Project Description: MARION PRIMARY IN-HOUSE							
District: 05		County: MARION			Type of Work: ROUTINE MAINTENANCE		Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	49,599,769	
Item: 418107 1 Totals		40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	49,599,769	
Project Totals		40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	49,599,769	
Item Number: 423391 2		Project Description: ASPHALT RESURFACING VARIOUS LOCATIONS							
District: 05		County: MARION			Type of Work: ROUTINE MAINTENANCE		Project Length: 0.000		
Extra Description:		SITE SPECIFIC E5M43							
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	4,542,202	200,000					4,742,202	
Item: 423391 2 Totals		4,542,202	200,000					4,742,202	
Project Totals		4,542,202	200,000					4,742,202	
Item Number: 429178 1		Project Description: UNPAVED SHOULDER REPAIR							
District: 05		County: MARION			Type of Work: ROUTINE MAINTENANCE		Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	1,564,038	220,000					1,784,038	
Item: 429178 1 Totals		1,564,038	220,000					1,784,038	
Project Totals		1,564,038	220,000					1,784,038	
Item Number: 442738 1		Project Description: CITY OF OCALA MOA							
District: 05		County: MARION			Type of Work: ROUTINE MAINTENANCE		Project Length: 0.000		
		Fiscal Year							

Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	92,850		50,000			50,000		192,850
Item: 442738 1 Totals		92,850		50,000			50,000		192,850
Project Totals		92,850		50,000			50,000		192,850
Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE									
District: 05 County: MARION		Type of Work: ROUTINE MAINTENANCE				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	1,721,305	850,000						2,571,305
Item: 446691 1 Totals		1,721,305	850,000						2,571,305
Project Totals		1,721,305	850,000						2,571,305
Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY									
District: 05 County: MARION		Type of Work: ROUTINE MAINTENANCE				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Item: 446910 1 Totals		3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Project Totals		3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Item Number: 450165 1 Project Description: OCALA OPERATIONS CENTER DEMO OF OLD BUILDINGS									
District: 05 County: MARION		Type of Work: FIXED CAPITAL OUTLAY				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY			100,000					100,000
Item: 450165 1 Totals				100,000					100,000
Project Totals				100,000					100,000
FLP: AVIATION									
Item Number: 438417 1 Project Description: MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS									
District: 05 County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			350,000					350,000
	LF-LOCAL FUNDS			87,500					87,500
Phase: CAPITAL Totals				437,500					437,500
Item: 438417 1 Totals				437,500					437,500
Project Totals				437,500					437,500
Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS									
District: 05 County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									

Fund Code:	DPTO-STATE - PTO				200,000				200,000
	FAA-FEDERAL AVIATION ADMIN				2,250,000				2,250,000
	LF-LOCAL FUNDS				50,000				50,000
	Phase: CAPITAL Totals				2,500,000				2,500,000
	Item: 438427 1 Totals				2,500,000				2,500,000
	Project Totals				2,500,000				2,500,000
Item Number: 438477 1 Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS									
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				520,000				520,000
	FAA-FEDERAL AVIATION ADMIN				5,850,000				5,850,000
	LF-LOCAL FUNDS				130,000				130,000
	Phase: CAPITAL Totals				6,500,000				6,500,000
	Item: 438477 1 Totals				6,500,000				6,500,000
	Project Totals				6,500,000				6,500,000
Item Number: 440780 1 Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION									
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,200,000						1,200,000
	LF-LOCAL FUNDS		300,000						300,000
	Phase: CAPITAL Totals		1,500,000						1,500,000
	Item: 440780 1 Totals		1,500,000						1,500,000
	Project Totals		1,500,000						1,500,000
Item Number: 444877 1 Project Description: MARION-OCALA INTL HANGAR									
District: 05 County: MARION Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,000,000					1,000,000
	LF-LOCAL FUNDS			250,000					250,000
	Phase: CAPITAL Totals			1,250,000					1,250,000
	Item: 444877 1 Totals			1,250,000					1,250,000
	Project Totals			1,250,000					1,250,000
Item Number: 448575 1 Project Description: MARION-OCALA INTL ARFF BUILDING									
District: 05 County: MARION Type of Work: AVIATION SAFETY PROJECT Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					800,000			800,000
	LF-LOCAL FUNDS					200,000			200,000
	Phase: CAPITAL Totals					1,000,000			1,000,000

Item: 448575 1 Totals						1,000,000	1,000,000
Project Totals						1,000,000	1,000,000
Item Number: 449760 1							
Project Description: MARION CO AIRPORT FUEL SYSTEM							
District: 05		County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL		Project Length: 0.000	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	250,000					250,000
	LF-LOCAL FUNDS	62,500					62,500
	Phase: CAPITAL Totals	312,500					312,500
	Item: 449760 1 Totals	312,500					312,500
	Project Totals	312,500					312,500
Item Number: 449774 1							
Project Description: MARION COUNTY AIRPORT HANGAR							
District: 05		County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL		Project Length: 0.000	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,237,596			1,237,596
	DPTO-STATE - PTO			762,404			762,404
	LF-LOCAL FUNDS			500,000			500,000
	Phase: CAPITAL Totals			2,500,000			2,500,000
	Item: 449774 1 Totals			2,500,000			2,500,000
	Project Totals			2,500,000			2,500,000
Item Number: 449858 1							
Project Description: MARION / OCALA INTERNATIONAL HANGER DEVELOPMENT							
District: 05		County: MARION		Type of Work: AVIATION CAPACITY PROJECT		Project Length: 0.000	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,500,000					1,500,000
	LF-LOCAL FUNDS	375,000					375,000
	Phase: CAPITAL Totals	1,875,000					1,875,000
	Item: 449858 1 Totals	1,875,000					1,875,000
	Project Totals	1,875,000					1,875,000
FLP: TRANSIT							
Item Number: 427188 2							
Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009							
District: 05		County: MARION		Type of Work: CAPITAL FOR FIXED ROUTE		Project Length: 0.000	
Extra Description: AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.							
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / MANAGED BY MARION COUNTY TRANSIT							
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	16,221,737	2,467,181	2,541,196	2,617,431	2,617,431	29,082,407
	LF-LOCAL FUNDS	4,055,434	616,795	635,299	654,398	654,398	7,270,722
	Phase: CAPITAL Totals	20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	36,353,129
	Item: 427188 2 Totals	20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	36,353,129
	Project Totals	20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	36,353,129
Item Number: 442455 1							
Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE							

District: 05		County: MARION		Type of Work: OPERATING FOR FIXED ROUTE				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY OCALA									
Fund Code:	DPTO-STATE - PTO		733,602	755,610	778,278	801,626	825,675		3,894,791
	LF-LOCAL FUNDS		733,602	755,610	779,279	801,626	825,675		3,895,792
Phase: OPERATIONS Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Item: 442455 1 Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Project Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Item Number: 442460 1									
Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION									
District: 05		County: MARION		Type of Work: OPERATING/ADMIN. ASSISTANCE				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB			909,849	937,146	965,259	993,939		3,806,193
	LF-LOCAL FUNDS			909,849	937,146	965,259	993,939		3,806,193
Phase: OPERATIONS Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
Item: 442460 1 Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
Project Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
MISCELLANEOUS									
Item Number: 426179 1									
Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES									
District: 05		County: MARION		Type of Work: MISCELLANEOUS CONSTRUCTION				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K	264,445							264,445
	TALN-TRANSPORTATION ALTS- < 5K	287,347							287,347
	TALT-TRANSPORTATION ALTS- ANY AREA	883,075							883,075
Phase: PRELIMINARY ENGINEERING Totals		1,434,867							1,434,867
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			5,280					5,280
	SL-STP, AREAS <= 200K			1,872,596					1,872,596
	TALL-TRANSPORTATION ALTS- <200K			11,289					11,289
	TALN-TRANSPORTATION ALTS- < 5K			166,133					166,133
	TALT-TRANSPORTATION ALTS- ANY AREA			1,610,141					1,610,141
Phase: CONSTRUCTION Totals				3,665,439					3,665,439
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	SA-STP, ANY AREA	50,000							50,000
Item: 426179 1 Totals		1,484,867		3,665,439					5,150,306
Project Totals		1,484,867		3,665,439					5,150,306
Grand Total		142,739,435	116,925,211	28,281,572	97,954,050	25,206,743	18,572,489		429,679,500

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management
Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

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Office Home: [Office of Work Program](#)
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APPENDIX K: Roll Forward TIP Amendment Report



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2023 to 2027

Roll Forward Amendment

Pending Approval August 23, 2022



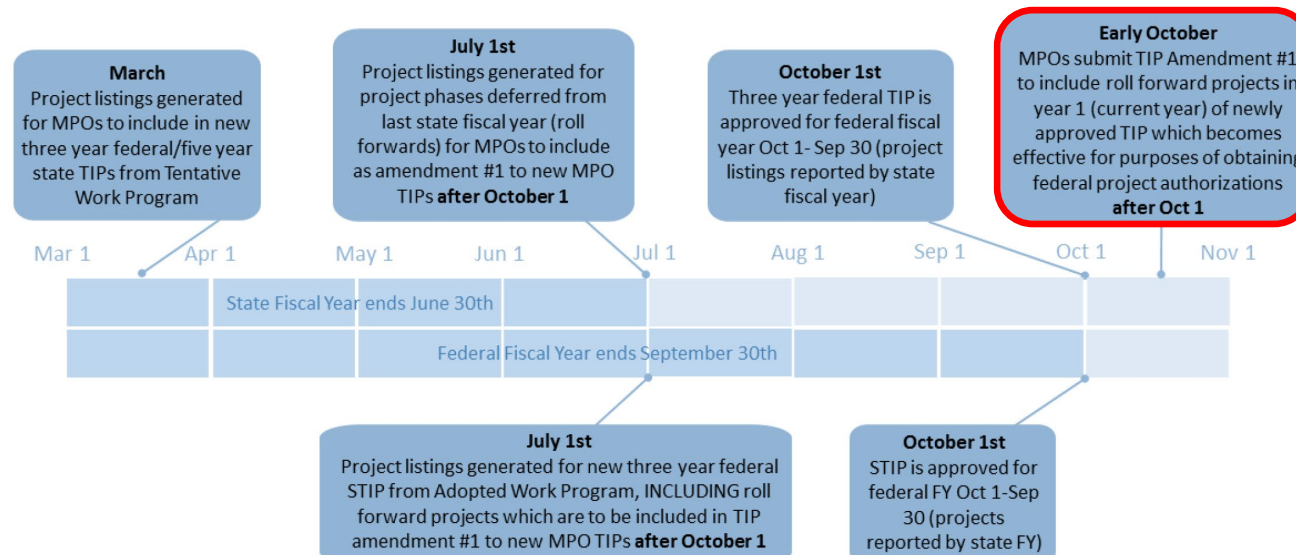
Roll Forward TIP Amendment

PURPOSE

The TPO's FY 2023 to FY 2027 Transportation Improvement Program (TIP) was adopted by the Board on June 28, 2022. The purpose of the TIP Roll Forward Amendment is to ensure full consistency by October 1 each year between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program.

In some cases, project funding programmed in the previous fiscal year of the prior TIP document was not authorized and encumbered prior to June 30. These projects then roll-forward in the FDOT Work Program for year one (FY 2023), but not into the TPO's TIP to meet the timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include roll-forward projects in the current fiscal year to ensure consistency with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

Unlike all other projects, Federal Transit Administration (FTA) projects do not automatically roll-forward in the FDOT Work Program. The TPO coordinates with SunTran to verify that project funding is appropriately accounted for in the Roll Forward TIP Amendment. The following graphic displays the Roll Forward process and all key milestones.



Source: Florida Department of Transportation MPO Program Management Handbook, 2021

Roll Forward Summary

The following tables summarize roll forward projects for the FY 2023 to FY 2027 TIP. The table includes current FY 2023 project funding, amount of funding rolled forward, and revised FY 2023 project funding.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
238648-1	SR 45 (US 41) From SW 110th Street to North of SR 40	Add Lanes and Reconstruction	PE	\$0	\$275,665	\$275,665
			ROW	\$0	\$4,666	\$4,666
			Total:	\$0	\$280,331	\$280,331
238677-4	SR 35/Belleview Bypass from US 27/441 to SR 35	New Road Construction	PE	\$0	\$1,196	\$1,196
238693-1	SR 35/Baseline Road from SE 92PL/Belleview Bypass to SR 464/Maricamp	Add Lanes and Reconstruction	DB	\$0	\$7,399	\$7,399
			PE	\$0	\$4,467	\$4,467
			Total:	\$0	\$11,866	\$11,866
238719-1	SR 40 from CR 328 to SW 80th Ave(CR 225A)	Add Lanes, Reconstruction	ROW	\$0	\$4,605	\$4,605
410674-3	SR 40 From East Of CR 314 To East Of CR 314A	Preliminary Engineering for Future Capacity	PE	\$0	\$16,570	\$16,570
			ROW	\$0	\$6,841,000	\$6,841,000
			Total:	\$0	\$6,857,570	\$6,857,570
411256-5	SR 35 (US 301) Dallas Pond Redesign	Drainage Improvements	CST	\$0	\$9,798	\$9,798
			PE	\$0	\$1,772	\$1,772
			ROW	\$0	\$1,291	\$1,291
			Total:	\$0	\$12,861	\$12,861
430655-1	SR 492 SR25/200/500 US301/441 to SR 40	Roadway Resurfacing	CST	\$0	\$3,490	\$3,490
431797-2	NE 25th Avenue From NE 14th Street (SR 492) TO NE 24th Street	Add Lanes and Reconstruction	PE	\$0	\$991	\$991
431797-3	NE 25th Avenue From NE 24th Street To NE 35th Street	Add Lanes and Reconstruction	PE	\$0	\$8,063	\$8,063
433651-1	CR 484 From SW 20th Avenue To CR 475A	Interchange Improvements	CST	\$0	\$19,833	\$19,833
			PE	\$0	\$12,912	\$12,912
			ROW	\$0	\$41,012	\$41,012
			Total:	\$0	\$73,757	\$73,757

(continued next page)

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
433651-4	CR 484 From SW 20th Avenue To CR 475A	Landscaping Improvements	CST	\$179,725	\$0	\$179,725
			PE	\$0	\$5,000	\$5,000
			Total:	\$179,725	\$5,000	\$184,725
443170-1	SR 93 (I-75) From Sumter County To SR 200	Resurfacing of Interstate	CST	\$0	\$102,257	\$102,257
			PE	\$0	\$36,043	\$36,043
			Total:	\$0	\$138,300	\$138,300
445800-1	E SR 40 @ SR 492	Traffic Signals	CST	\$0	\$10,000	\$10,000
			PE	\$0	\$12,423	\$12,423
			Total:	\$0	\$22,423	\$22,423
434408-1	SR 40 Fort Brooks Road From East of NE 10th Street Road to East of NE 145TH Avenue Road	Resurfacing of Roadway	PE	\$0	\$2,684	\$2,684
435057-1	I-75 (SR 93) At CR 484, SR 326, CR 318	Lighting	PE	\$0	\$4,945	\$4,945
435466-1	I-75 2 Locations	Landscaping Improvements	CST	\$0	\$51,689	\$51,689
435492-2	SR 40 Intersection Improvements at Martin Luther King Boulevard	Intersection Improvements	CST	\$0	\$9,380	\$9,380
437344-1	SR 200/SW College Road From East of SW 60th Avenue to East of SW 38th Court	Resurfacing of Roadway	CST	\$0	\$13,622	\$13,622
			PE	\$0	\$4,886	\$4,886
			Total:	\$0	\$18,508	\$18,508
435660-2	SR 326 From SR 326 RXR Crossing 627142B To East Of CR 25A (NW Gainesville Road)	Addition of Turn lanes	CST	\$0	\$37,318	\$37,318
			ROW	\$0	\$23,888	\$23,888
			Total:	\$0	\$61,206	\$61,206
435686-1	SR 500 /US 441 @SE 98th Lane	Addition of Left Turn Lane	CST	\$0	\$51,654	\$51,654
			PE	\$0	\$13,291	\$13,291
			Total:	\$0	\$64,945	\$64,945
436879-1	SR 200 From South Of CR 484 To South Of SW 60th Avenue	Resurfacing of Roadway	CST	\$0	\$55	\$55
			PE	\$0	\$7,587	\$7,587
			Total:	\$0	\$7,642	\$7,642
437339-1	SR 500 /US 27 From Levy County Line To CR 326	Resurfacing of Roadway	CST	\$0	\$24,916	\$24,916
			PE	\$0	\$2,862	\$2,862
			Total:	\$0	\$27,778	\$27,778
437818-1	I-75 @ CR 318 Interchange	Landscaping Improvements	CST	\$0	\$12,971	\$12,971

(continued next page)

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
437828-1	I-75 @ SW 20th Street & I-75 @ SW 43rd Street	Landscaping Improvements	CST	\$0	\$15,243	\$15,243
440880-1	Marion Oaks Sunrise/Horizon-Marion Oaks Golf Way To Marion Oaks Manor	Sidewalk	PE	\$0	\$648	\$648
441136-1	SR25/SR200/US301/US441 From CR 25A To US 301/US441 Interchange	Resurfacing of Roadway	CST	\$0	\$58,119	\$58,119
			PE	\$0	\$33,820	\$33,820
			Total:	\$0	\$91,939	\$91,939
443270-1	SR 25 / 200 To Alachua Bridges 360025 & 360026	Bridge Repair/Rehabilitation	CST	\$0	\$6,010	\$6,010
			PE	\$0	\$6,957	\$6,957
			Total:	\$0	\$12,967	\$12,967
445687-1	US 41 N / S Williams Street From Brittan Alexander Bridge To River Road	Safety Project	CST	\$0	\$29,963	\$29,963
			PE	\$0	\$18,206	\$18,206
			Total:	\$0	\$48,169	\$48,169
448924-1	SR-492 Over CSX Railroad	Bridge Repair/Rehabilitation	CST	\$389,249	\$0	\$389,249
			PE	\$0	\$2,000	\$2,000
			Total:	\$389,249	\$2,000	\$391,249
450506-1	Marion County I-75 Three Dynamic Message Signs	ITS Surveillance System	CST	\$0	\$559,945	\$559,945
418107-1	Marion County Primary In-House	Routine Maintenance	CRT MTN	\$1,831,973	\$0	\$1,831,973
426179-1	Silver Springs State Park Pedestrian Bridges	Miscellaneous Construction	ENV	\$0	\$50,000	\$50,000
			PE	\$0	\$103,650	\$103,650
			Total:	\$0	\$153,650	\$153,650
436474-2	Saddlewood Elementary School Sidewalks	New Sidewalks	CST	\$0	\$4,455	\$4,455
436474-4	Saddlewood Elementary School Sidewalks	New Sidewalks	CST	\$0	\$14,365	\$14,365
436474-5	Legacy Elementary School Sidewalks	New Sidewalks	CST	\$0	\$44,424	\$44,424
439310-1	Osceola Avenue Trail From SE 3rd Street To NE 5th Street	Bike Path/Trail	PE	\$0	\$101	\$101
431798-3	NE 36th Avenue From NE 20th Place to North of NE 25th Street	Rail Capacity Project	CST	\$0	\$78,201	\$78,201
			RRU	\$0	\$266,191	\$266,191
			Total:	\$0	\$344,392	\$344,392
427188-2	SunTran/Ocala/Marion Urban CAP/OPER. Fixed Route Section 5307-2009	Capital for Fixed Route	CAP	\$3,083,976	\$20,277,171	\$23,361,147
445377-1	Marion Ocala Section 5399 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$1,231,367	\$1,231,367
448170-1	Marion/Ocala Section 5339 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$470,711	\$470,711
449238-1	Marion-Ocala SunTran Section 5307 ARP Small Urban	Capital for Fixed Route	CAP	\$0	\$783,759	\$783,759

Roll Forward Totals: \$5,484,923 \$31,737,507 \$37,222,430

Project Phase Acronym Description

CAP	Capital
CRT MTN	Contract Routine Maintenance
CST	Construction
DB	Design Build
ENV	Environmental
OPS	Operations
PE	Preliminary Engineering
ROW	Right of Way
RRU	Railroad and Utilities



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

July 11, 2022

Ocala Marion TPO
ATTN: Rob Balmes, Executive Director
2710 E Silver Springs Blvd
Ocala FL 34470

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP) – Annual Roll Forward

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP with the Annual Roll-Forward Report. The Roll Forward report reconciles differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program. This annual process is routine and assists the MPO with identifying projects using federal funds that were not committed during the previous state fiscal year (FY 2021/2022). These projects have automatically "rolled forward" in the FDOT Adopted Five-Year Work Program as of July 1, 2022. This amendment ensures that year one of the TIP matches year one of FDOT's Adopted Five-year Work Program.

The reason for this amendment is to ensure projects with federal funding can be authorized prior to the new Federal Fiscal Year (FFY) beginning on October 1 each year. Until then, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) continue to recognize the FY 2021/22 – 2025/26 TIP as the effective document. Adopting the Roll Forward Report and amending it into the TIP ensure projects will continue to be authorized without interruption.

The affected projects are listed in the attached Roll-Forward Report dated July 5, 2022. The MPO is requested to add this report to the FY 2022/23-2026/27 TIP in its entirety.

Feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us.

Sincerely,

DocuSigned by:

Rakinya Hinson

DF5360D3FA644A8...

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:238648 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000 PROJECT LENGTH: 4.146MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	143,104	0	0	0	0	0	0	143,104
HPP	682,728	0	0	0	0	0	0	682,728
SA	987,634	0	0	0	0	0	0	987,634
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	38,000	0	0	0	0	0	38,000
DDR	547,588	0	0	0	0	0	0	547,588
DIH	372,283	0	0	0	0	0	0	372,283
DS	114,967	0	0	0	0	0	0	114,967
EB	6,851	0	0	0	0	0	0	6,851
GFSL	205,655	0	0	0	0	0	0	205,655
GFSN	30,330	0	0	0	0	0	0	30,330
SA	19,684	665	0	0	0	0	0	20,349
SL	213,966	30,000	0	0	0	0	0	243,966
SN	2,435,547	207,000	0	0	0	0	0	2,642,547
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	10,337,582	0	0	0	0	0	0	10,337,582
DIH	975,343	4,666	0	0	0	0	0	980,009
DS	3,121,944	0	0	0	0	0	0	3,121,944
HPP	90,955	0	0	0	0	0	0	90,955
SA	2,070,206	0	0	0	0	0	0	2,070,206
SL	5,718,406	0	0	0	0	0	0	5,718,406
TOTAL 238648 1	28,074,773	280,331	0	0	0	0	0	28,355,104
TOTAL PROJECT:	28,074,773	280,331	0	0	0	0	0	28,355,104

ITEM NUMBER:238677 4 PROJECT DESCRIPTION:SR 35 / BELLEVIEW BYPASS FROM US 27/441 TO SR 35 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:NEW ROAD CONSTRUCTION
ROADWAY ID:36050000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	26,621	1,196	0	0	0	0	0	27,817
TOTAL 238677 4	26,621	1,196	0	0	0	0	0	27,817
TOTAL PROJECT:	26,621	1,196	0	0	0	0	0	27,817

ITEM NUMBER:238693 1 PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36009000 PROJECT LENGTH: 3.758MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250,497	4,467	0	0	0	0	0	254,964
DS	189,210	0	0	0	0	0	0	189,210
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	810	0	0	0	0	0	0	810
DIH	546,592	0	0	0	0	0	0	546,592
DS	932	0	0	0	0	0	0	932

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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Ocala-Marion TPO

HIGHWAYS

SL	8,397,532	0	0	0	0	0	0	8,397,532
SN	1,771,589	0	0	0	0	0	0	1,771,589
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	79,992	0	0	0	0	0	0	79,992
DS	763,589	0	0	0	0	0	0	763,589
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,560,477	0	0	0	0	0	0	3,560,477
DER	48,328	0	0	0	0	0	0	48,328
DIH	176,683	7,399	0	0	0	0	0	184,082
DS	19,471,566	0	0	0	0	0	0	19,471,566
TOTAL 238693 1	35,257,797	11,866	0	0	0	0	0	35,269,663
TOTAL PROJECT:	35,257,797	11,866	0	0	0	0	0	35,269,663

ITEM NUMBER:238719 1 PROJECT DESCRIPTION:SR 40 FROM CR 328 TO SW 80TH AVE(CR 225A) *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36110000 PROJECT LENGTH: 4.035MI LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,628	0	0	0	0	0	0	1,628
DDR	205,169	0	0	0	0	0	0	205,169
DIH	241,144	0	0	0	0	0	0	241,144
DS	994,290	0	0	0	0	0	0	994,290
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	7,024,431	0	0	0	0	0	0	7,024,431
DIH	316,085	4,605	0	0	0	0	0	320,690
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	23,892	0	0	0	0	0	0	23,892
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,029,553	0	0	0	0	0	0	1,029,553
DIH	608,435	0	0	0	0	0	0	608,435
DS	11,417,482	0	0	0	0	0	0	11,417,482
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	6,795	0	0	0	0	0	0	6,795
TOTAL 238719 1	21,868,904	4,605	0	0	0	0	0	21,873,509
TOTAL PROJECT:	21,868,904	4,605	0	0	0	0	0	21,873,509

ITEM NUMBER:410674 3 PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A *SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
 ROADWAY ID:36080000 PROJECT LENGTH: 6.140MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	302,632	0	0	0	0	0	0	302,632
ART	1,549,011	0	0	0	0	0	0	1,549,011
DIH	332,564	16,570	0	0	0	0	0	349,134
DS	42,719	0	0	0	0	0	0	42,719
EB	136,930	0	0	0	0	0	0	136,930
SA	10,000	0	0	0	0	0	0	10,000
SL	5,416,792	0	0	0	0	0	0	5,416,792
SN	86,580	0	0	0	0	0	0	86,580
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ART	0	6,000,000	23,932,000	0	0	0	0	29,932,000

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OCALA-MARION TPO

HIGHWAYS
=====

ITEM NUMBER:435492 2 PROJECT DESCRIPTION:SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD. *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:36110000 PROJECT LENGTH: .114MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
DDR	740,722		0	0	0	0	0	740,722
DIH	526		0	0	0	0	0	526
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250		9,380	0	0	0	0	9,630
TOTAL 435492 2	741,498		9,380	0	0	0	0	750,878
TOTAL PROJECT:	741,498		9,380	0	0	0	0	750,878

ITEM NUMBER:437344 1 PROJECT DESCRIPTION:SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36100000 PROJECT LENGTH: 2.767MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	2,720		0	0	0	0	0	2,720
DDR	183,653		0	0	0	0	0	183,653
DIH	67,114	4,886	0	0	0	0	0	72,000
DS	34,254	0	0	0	0	0	0	34,254
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	4,959,036		0	0	0	0	0	4,959,036
DIH	14,832	13,622	0	0	0	0	0	28,454
DS	255,045	0	0	0	0	0	0	255,045
TOTAL 437344 1	5,516,654	18,508	0	0	0	0	0	5,535,162
TOTAL PROJECT:	5,516,654	18,508	0	0	0	0	0	5,535,162

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000 PROJECT LENGTH: .216MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	14,869		0	0	0	0	0	14,869
DI	3,245		0	0	0	0	0	3,245
DS	170,487		0	0	0	0	0	170,487
NHPP	398,753		0	0	0	0	0	398,753
SA	115,217		0	0	0	0	0	115,217
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	2,148	23,660	0	0	0	0	0	25,808
DDR	42,383	0	0	0	0	0	0	42,383
NHPP	435,644	228	0	0	0	0	0	435,872
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	9,738	0	0	0	0	0	0	9,738
NHPP	92,262	0	0	0	0	0	0	92,262
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	32,992	36,841	0	0	0	0	0	69,833

FLORIDA DEPARTMENT OF TRANSPORTATION
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 HIGHWAYS
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Ocala-Marion TPO

ITEM NUMBER:441136 1		PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:RESURFACING	
ROADWAY ID:36001000		PROJECT LENGTH: 8.846MI					LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,647,005		0	0	0	0	0	1,647,005
DIH	82,499	33,820		0	0	0	0	116,319
DS	90,455	0		0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,441,597	50,000		0	0	0	0	1,491,597
DIH	21,914	8,119		0	0	0	0	30,033
DS	198,403	0		0	0	0	0	198,403
GFSL	4,198	0		0	0	0	0	4,198
SA	15,197,991	0		0	0	0	0	15,197,991
SL	679,485	0		0	0	0	0	679,485
TOTAL 441136 1	19,363,547	91,939		0	0	0	0	19,455,486
TOTAL PROJECT:	19,363,547	91,939		0	0	0	0	19,455,486

ITEM NUMBER:443270 1		PROJECT DESCRIPTION:SR 25 / 200 TO ALACH BRIDGE 360025 & 360026					*NON-SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION	
ROADWAY ID:36030000		PROJECT LENGTH: .790MI					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	62,469	0		0	0	0	0	62,469
DIH	6,602	6,957		0	0	0	0	13,559
DS	1,803	0		0	0	0	0	1,803
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	404,049	0		0	0	0	0	404,049
DIH	65,486	6,010		0	0	0	0	71,496
TOTAL 443270 1	540,409	12,967		0	0	0	0	553,376
TOTAL PROJECT:	540,409	12,967		0	0	0	0	553,376

ITEM NUMBER:445687 1		PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD					*NON-SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:SAFETY PROJECT	
ROADWAY ID:36060000		PROJECT LENGTH: .100MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	158,000	0		0	0	0	0	158,000
DIH	32,725	18,206		0	0	0	0	50,931
DS	5,602	0		0	0	0	0	5,602
HSP	2,000	0		0	0	0	0	2,000
SA	198,586	0		0	0	0	0	198,586
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	1,096,948	29,963		0	0	0	0	1,126,911
DDR	20,945	0		0	0	0	0	20,945
DS	139,780	0		0	0	0	0	139,780
TOTAL 445687 1	1,654,586	48,169		0	0	0	0	1,702,755
TOTAL PROJECT:	1,654,586	48,169		0	0	0	0	1,702,755

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS
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Ocala-Marion TPO

ITEM NUMBER: 448924 1 PROJECT DESCRIPTION: SR-492 OVER CSX RR *NON-SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION
 ROADWAY ID: 36000076 PROJECT LENGTH: .102MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	43,595	0	0	0	0	0	0	43,595
DIH	0	2,000	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	0	387,195	0	0	0	0	0	387,195
DIH	0	2,054	0	0	0	0	0	2,054
TOTAL 448924 1	43,595	391,249	0	0	0	0	0	434,844
TOTAL PROJECT:	43,595	391,249	0	0	0	0	0	434,844

ITEM NUMBER: 450506 1 PROJECT DESCRIPTION: MARION COUNTY I-75 THREE DYNAMIC MESSAGE SIGNS *SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: ITS SURVEILLANCE SYSTEM
 ROADWAY ID: 36210000 PROJECT LENGTH: 38.282MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	0	559,945	0	0	0	0	0	559,945
TOTAL 450506 1	0	559,945	0	0	0	0	0	559,945
TOTAL PROJECT:	0	559,945	0	0	0	0	0	559,945
TOTAL DIST: 05	211,302,959	8,982,086	23,979,520	0	0	0	0	244,264,565
TOTAL HIGHWAYS	211,302,959	8,982,086	23,979,520	0	0	0	0	244,264,565

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MAINTENANCE
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Ocala-Marion TPO

ITEM NUMBER: 418107 1
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: MARION PRIMARY IN-HOUSE
 COUNTY: MARION
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: ROUTINE MAINTENANCE
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL 418107 1	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL PROJECT:	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL DIST: 05	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL MAINTENANCE	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300

FLORIDA DEPARTMENT OF TRANSPORTATION
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OCALA-MARION TPO

TRANSIT
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ITEM NUMBER:427188 2 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	18,688,918	2,541,196	2,617,431	2,617,431	2,617,431	0	29,082,407
LF	0	4,672,229	635,299	654,398	654,398	654,398	0	7,270,722
TOTAL 427188 2	0	23,361,147	3,176,495	3,271,829	3,271,829	3,271,829	0	36,353,129
TOTAL PROJECT:	0	23,361,147	3,176,495	3,271,829	3,271,829	3,271,829	0	36,353,129

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	985,093	0	0	0	0	0	985,093
LF	0	246,274	0	0	0	0	0	246,274
TOTAL 445377 1	0	1,231,367	0	0	0	0	0	1,231,367
TOTAL PROJECT:	0	1,231,367	0	0	0	0	0	1,231,367

ITEM NUMBER:448170 1 PROJECT DESCRIPTION:MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	376,569	0	0	0	0	0	376,569
LF	0	94,142	0	0	0	0	0	94,142
TOTAL 448170 1	0	470,711	0	0	0	0	0	470,711
TOTAL PROJECT:	0	470,711	0	0	0	0	0	470,711

ITEM NUMBER:449238 1 PROJECT DESCRIPTION:MARION - OCALA SUNTRAN SECTION 5307 ARP SMALL URBAN AREA *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	627,007	0	0	0	0	0	627,007
LF	0	156,752	0	0	0	0	0	156,752
TOTAL 449238 1	0	783,759	0	0	0	0	0	783,759
TOTAL PROJECT:	0	783,759	0	0	0	0	0	783,759
TOTAL DIST: 05	0	25,846,984	3,176,495	3,271,829	3,271,829	3,271,829	0	38,838,966
TOTAL TRANSIT	0	25,846,984	3,176,495	3,271,829	3,271,829	3,271,829	0	38,838,966

FLORIDA DEPARTMENT OF TRANSPORTATION
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MPO ROLLFORWARD REPORT
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TRANSIT
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FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
MISCELLANEOUS
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OCALA-MARION TPO

ITEM NUMBER:436474 5 PROJECT DESCRIPTION:LEGACY ELEMENTARY SCHOOL SIDEWALKS TYPE OF WORK:SIDEWALK *NON-SIS*
 DISTRICT:05 COUNTY:MARION LANS EXIST/IMPROVED/ADDED: 0/ 0/ 0
 ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	260,159	44,424	0	0	0	0	0	304,583
SL	28,181	0	0	0	0	0	0	28,181
TALT	7,819	0	0	0	0	0	0	7,819
TOTAL 436474 5	296,159	44,424	0	0	0	0	0	340,583
TOTAL PROJECT:	700,754	63,244	0	0	0	0	0	763,998

ITEM NUMBER:439310 1 PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET TYPE OF WORK:BIKE PATH/TRAIL *NON-SIS*
 DISTRICT:05 COUNTY:MARION LANS EXIST/IMPROVED/ADDED: 0/ 0/ 0
 ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
LF	194,476	0	0	0	0	0	0	194,476
TALL	650,316	0	0	0	0	0	0	650,316
TALT	245,472	0	0	0	0	0	0	245,472
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	101	0	0	0	0	0	101
TALT	11,217	0	0	0	0	0	0	11,217
TOTAL 439310 1	1,101,481	101	0	0	0	0	0	1,101,582
TOTAL PROJECT:	1,101,481	101	0	0	0	0	0	1,101,582
TOTAL DIST: 05	3,133,452	216,995	3,665,439	0	0	0	0	7,015,886
TOTAL MISCELLANEOUS	3,133,452	216,995	3,665,439	0	0	0	0	7,015,886

GRAND TOTAL 292,620,556 **37,222,430** 32,653,427 5,103,802 5,103,802 5,103,802 0 377,807,819



TO: Board Members

FROM: Rob Balmes, Director

RE: TPO Staff Position Reclassification

Summary

As the Director, my focus is to recruit and retain a professional with a skillset requiring the ability to manage the Transportation Improvement Program (TIP), conduct database and Geographic Information Management System (GIS) analysis, coordinate with TPO committees and the Board, and support planning studies. Due to the upcoming 2050 Long Range Transportation Plan (LRTP), I am seeking a professional with the ability to also manage this major TPO-led project.

The additional responsibility of managing the LRTP has prompted coordination with Marion County Human Resources to reclassify the vacant Senior Transportation Planner position to a Principal Transportation Planner. The reclassification will also help the TPO be competitive with other peer organizations in Florida with similar positions. The salary ranges for the positions are as follows:

(current) Senior Transportation Planner –\$65,126.21 to \$101,001.42

(proposed) Principal Transportation Planner –\$74,630.40 to \$115,668.80

Included with this memo are a position description and summary budget chart displaying the projected financial impacts to the reclassification.

Attachment(s)

- Position Description
- Position Classification Chart

Action Requested

Review and approval of the reclassification of the TPO Senior Transportation Planner (Marion County Pay Grade 114) to TPO Principal Transportation Planner position (Marion County Pay Grade 116).

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

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

Marion County Board of County Commissioners

POSITION DESCRIPTION



To perform this job successfully, an individual must be able to perform the essential job functions satisfactorily. Reasonable accommodations may be made to enable individuals with disabilities to perform the primary job functions herein described. Since every duty associated with this position may not be described herein, employees may be required to perform duties not specifically spelled out in the job description, but which may be reasonably considered to be incidental in the performing of their duties just as though they were actually written out in this job description.

TPO PRINCIPAL TRANSPORTATION PLANNER

Department: Transportation Planning Organization (TPO)
Pay Grade: 116
FLSA Status: Exempt
Job Class: 2067
Risk Code: 8810

JOB SUMMARY

This is a professional planning position at the Ocala/Marion County Transportation Planning Organization (TPO). This position involves support and oversight of TPO transportation programs and processes, transportation planning studies and technical analysis. Work is performed under the general supervision of the TPO Director.

ESSENTIAL JOB FUNCTIONS

- Provides oversight for the Transportation Improvement Program (TIP). This includes the annual major update and all amendments; serving as project manager; involvement with steering committees and the public review process.
- Provides oversight for the Long-Range Transportation Plan (LRTP). This includes serving as Project Manager, involvement with steering committees, partner agencies and the public participation process.
- Serves the TPO's Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC). This includes preparing agendas, coordination with committee chairs and making presentations.
- Develops the TPO's online interactive Geographic Information Management System (GIS) maps and annual summary reports involving safety and traffic count data.
- Serves as a point of contact for regional and local multimodal transportation studies. This includes serving on advisory committees or technical groups.
- Provides support to TPO Planning studies.
- Develops publications and graphics for the TPO's core planning documents.
- Participates in TPO board meetings, including delivering presentations.
- Delivers presentations to the general public and stakeholder groups related to the TIP, planning studies, development trends, statutory or rule requirements and status of projects.

- Interacts with the public and stakeholders, including providing information and technical assistance.
- Represents the TPO at meetings, conferences and seminars.
- Provides technical and advisory support to the TPO Director.
- Serves as an alternate to the TPO Director at the Florida Metropolitan Planning Organization Advisory Council (MPOAC) and Central Florida MPO Alliance.
- Provides excellent customer service to members of the general public and other County employees. Personal contact occurs with other employees of the unit, employees of other departments in the County, citizens, and customers of the department. Service is provided in person or by phone contact.
- Implements the organization's guiding principles and core values.
- Performs other related job duties as assigned.

SUPERVISION

Occasionally functions as a lead worker for a small group of employees (one to four) in the absence of the TPO Director. May review the work product of others. Provides guidance, advice, and assistance to others on work assignments. Provides direction to staff that support or assist with assignments or planning studies.

QUALIFICATIONS

Education and Experience:

Bachelor's Degree in Urban Planning, Civil Engineering or a related field (Master's degree is preferred). Must have four or more years of experience in transportation planning or an equivalent combination of training, education and experience.

Licenses or Certifications:

- Possession of a valid, State of Florida driver's license to operate a motor vehicle. Requirement exists at the time of hire and as a condition of continued employment.
- American Institute of Certified Planners (AICP) is preferred.

Knowledge, Skills, and Abilities:

- Ability to read, analyze, and interpret highly complex documents.
- Ability to respond effectively to the sensitive inquiries or complaints.
- Ability to develop presentations and write articles using original or innovative techniques or style.
- Ability to proofread copy and correct drafts for grammar, punctuation, and spelling in order to produce error-free work.
- Ability to make effective presentations on sometimes complex topics to management, public groups, committees and/or boards.
- Mathematical Skills

- Ability to calculate figures and amounts such as discounts, interest, commissions, proportions, percentages, area, circumference, and volume.
- Ability to apply concepts such as fractions, percentages, ratios, and proportions.
- Problem Solving Abilities
- Ability to apply principles of logical or scientific thinking to a wide range of intellectual and practical problems.
- Ability to solve practical problems and deal with a variety of concrete variables in situations where only limited standardization exists.
- Ability to interpret a variety of instructions furnished in written, oral, diagram, or schedule form.
- Ability to interpret complex and detailed technical data.
- Ability to develop policies, programs, plans, or procedures.
- Study manual work process to determine most effective methods for essential tasks.
- Specialized Skills and Abilities
- Knowledge of the theory, principles and practices of transportation planning, including the mission, roles and responsibilities of a TPO/MPO.
- Ability to communicate courteously, tactfully, and effectively with government officials, employees and members of the public. Ability to speak effectively and clearly in public.
- Knowledge and expert level understanding of Microsoft Office programs, including presentations, documents and spreadsheets.
- Knowledge and expert level ability to analyze data and information through the use of Geographic Information Systems (GIS).
- Ability to plan and organize work. Strong organizational skills, ability to prioritize tasks, analyze data, and meet multiple deadlines.
- Ability to work independently on time sensitive complex issues. Ability to manage tasks and projects in an effective manner to meet deadlines.
- Knowledge of research techniques, methods and practices. Ability to conduct research, analyzes and interprets findings, and prepares clear and concise reports.
- Ability to remain calm in stressful situations.
- Ability to take a teamwork approach to the job by cooperating with others, offering to help others when needed, and considering larger organization or team goals rather than individual concerns. Includes the ability to build a constructive team spirit where team members are committed to the goals and objectives of the team.

PHYSICAL DEMANDS

While performing the duties of this job, the employee will occasionally be required to use hands to finger, handle or feel, reach with hands and arms, and lift up to twenty-five pounds; will regularly be required to stand, walk, and sit; and will frequently be required to talk and hear. Special vision requirements include close vision and the ability to adjust focus to bring an object into sharp focus.

WORK ENVIRONMENT

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. The noise level for this environment is moderate. Majority of all work is performed inside an office. Job functions are performed during the regular working day; however, may require night or weekend meetings or in-state travel.

Marion County has the right to revise this job description at any time. This description does not represent in any way a contract of employment.

Employee Signature

Date

Supervisor (or HR) Signature

Date

E.O.E. Marion County does not discriminate on the basis of race, color, national origin, sex, religion, age, disability or military service in employment or the provision of services.

New/Reclass	Dept#	Current Job Class	Vacant/Filled	Position	Current Pay Grade	Current Title	Current Unloaded Salary	Current Loaded Salary	Proposed Job Class	Proposed Pay Grade	Proposed Title	Proposed Unloaded Salary	Loaded Salary	Difference Loaded
Reclass	BR407549	2067	Vacant	11625	114	TPO Senior Transportation Planner	\$65,187	\$90,840	2067	116	TPO Principal Transportation Planner	\$74,631	\$102,206	\$11,366
												Budget Impact	\$11,366	



TO: Board Members

FROM: Rob Balmes, Director

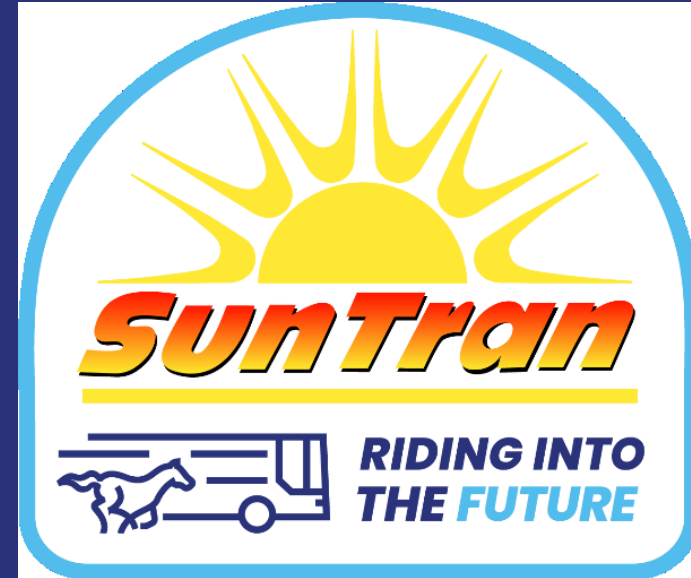
RE: SunTran Transit Development Plan (TDP) Update

Summary

SunTran is in process of conducting a major update to the 10-year Transit Development Plan (TDP) for Ocala/Marion County. As part of this update process, the project team is developing and reviewing various alternatives to improve service, along with identifying the design of rider-oriented service such as Microtransit.

Mr. Steven Neal, Transportation Manager for the City of Ocala, will provide a presentation on the TDP, including current status and timeline for adoption.

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



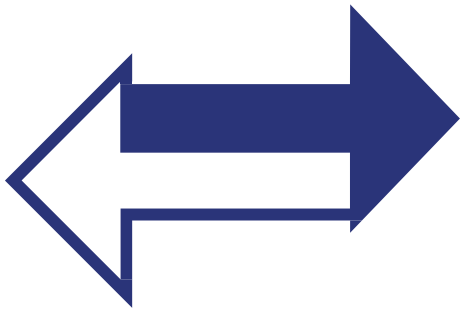
Ocala Marion County Transportation Planning Organization (TPO) Board Meeting

August 23, 2022

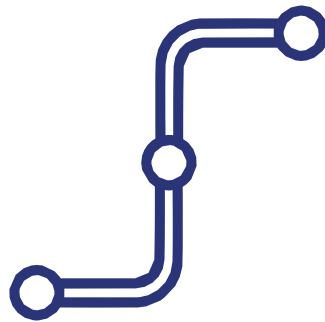
Principles



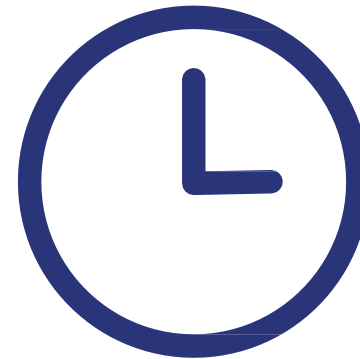
These guiding principles, and the goals on the following slide, were used to create the improvements that will promote an easy to use, rider-oriented service.



Bidirectional service



Strong anchors



Regular frequencies



Coordination

Goals



Environment and Equity

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

Accessibility

Expand transit services to maximize access to opportunities.

Usability

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

Efficiency

Maximize the productivity and financial efficiency of transit operations.

Presence

Engage the community to improve service awareness and public support.

Evaluation Criteria

Evaluation Criteria



1. Meets Goals & Objectives – 50%

2. Public Engagement – 12.5%

3. Equity – 12.5%

- Low-income populations
- Minority populations

4. Markets – 12.5%

- Population & Jobs
- Activity Centers

5. Efficiency – 12.5%

- Route streamlining
- Ridership



Proposed Alternatives

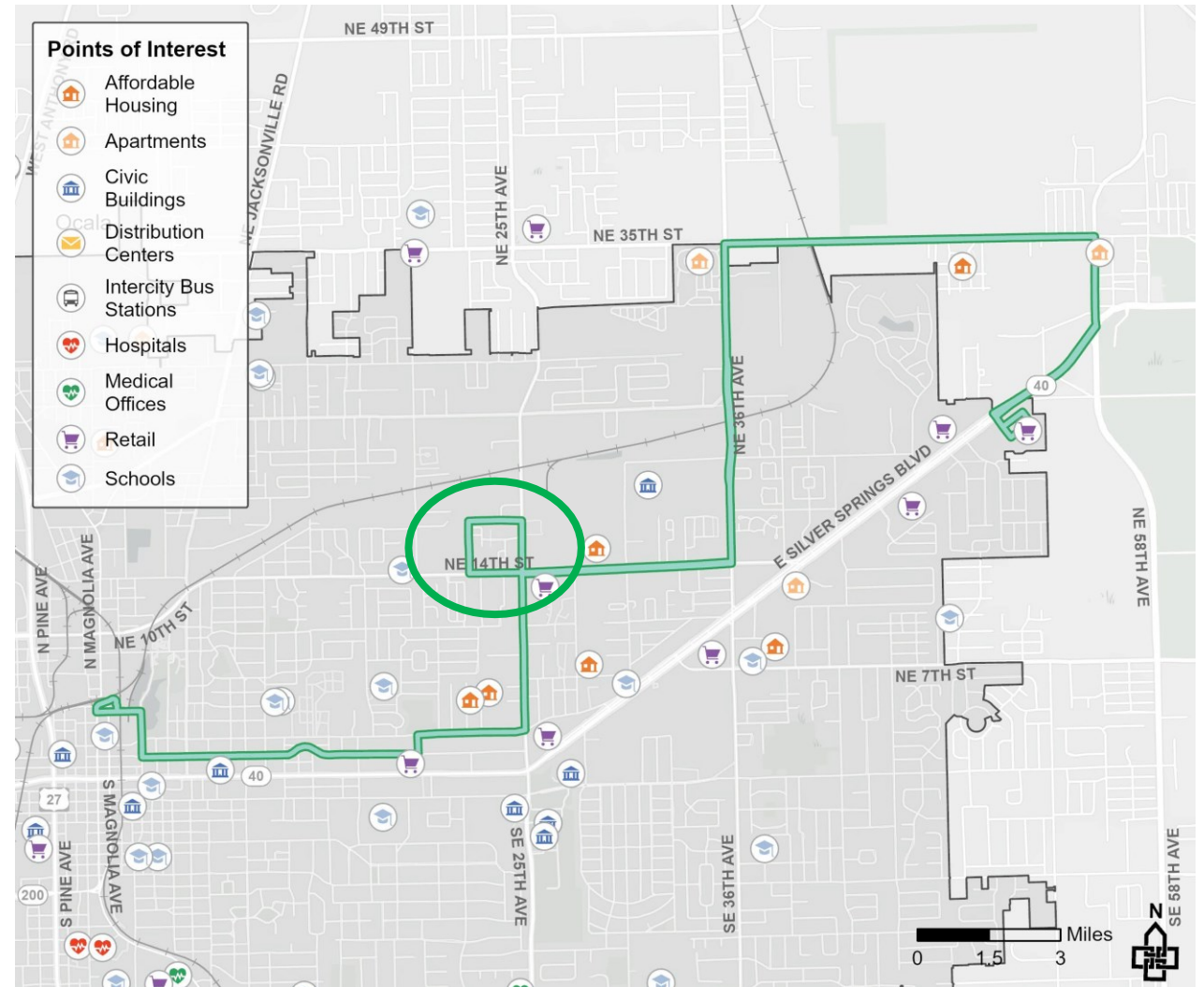
Blue-Green-Orange-Purple



Proposed Improvement

Serve the **Florida Center for the Blind** with the Green Route instead of the existing Yellow Route A.

Increase frequency on Blue-Green-Orange-Purple interline



Silver / Silver Express Routes

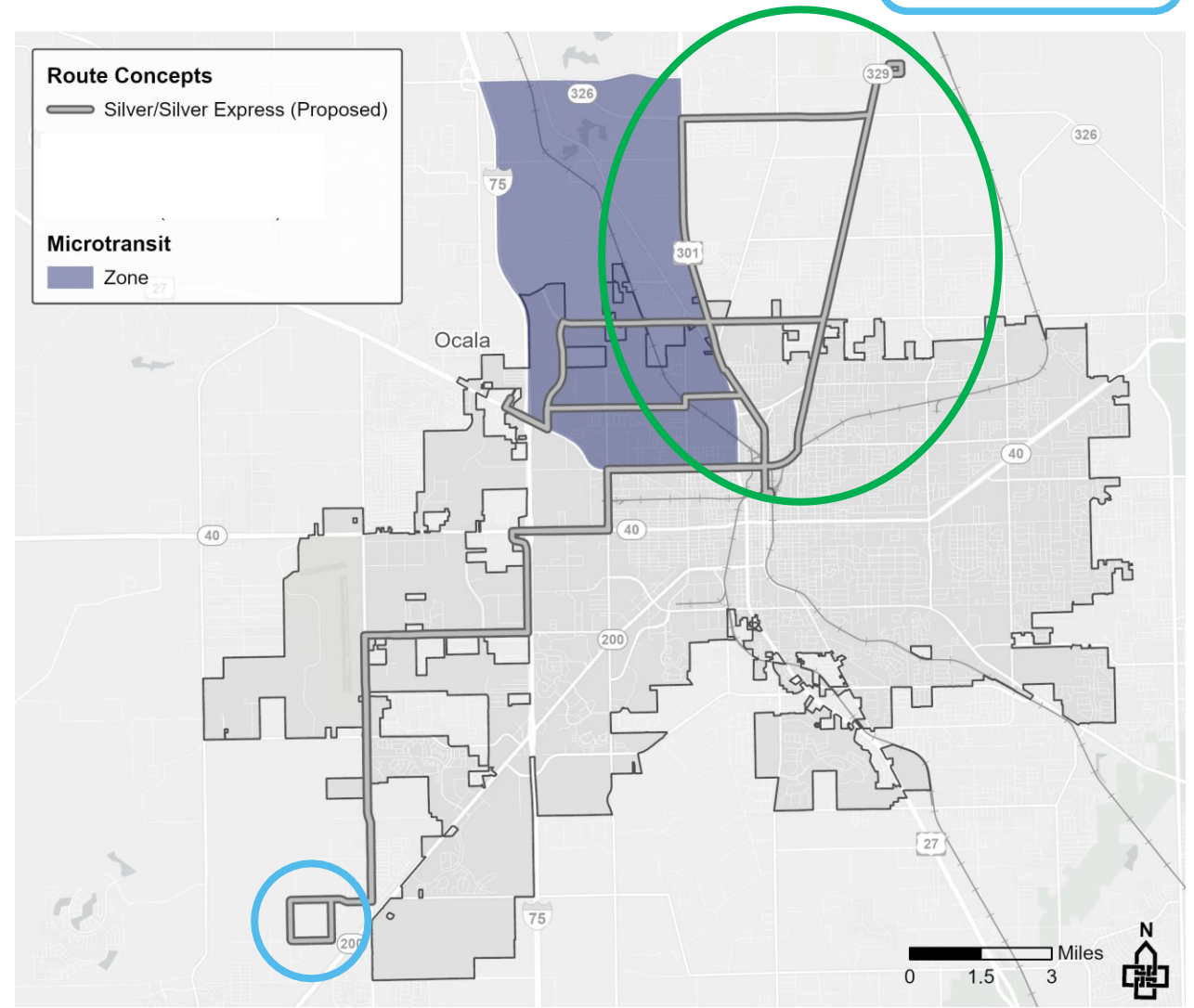


Proposed Improvement

Change the northernmost stops of the Silver Route to serve the **Compassion Food Bank and Landfair Homes on Old US Highway 301 at NE 77th Street.**

Extend the Silver Express Route to the upcoming **planned developments in the area of SR 200 and SW 60th Avenue.**

Replace Silver Route service to the Ocala Greyhound Bus Station with the Northwest Ocala **proposed Microtransit zone.**

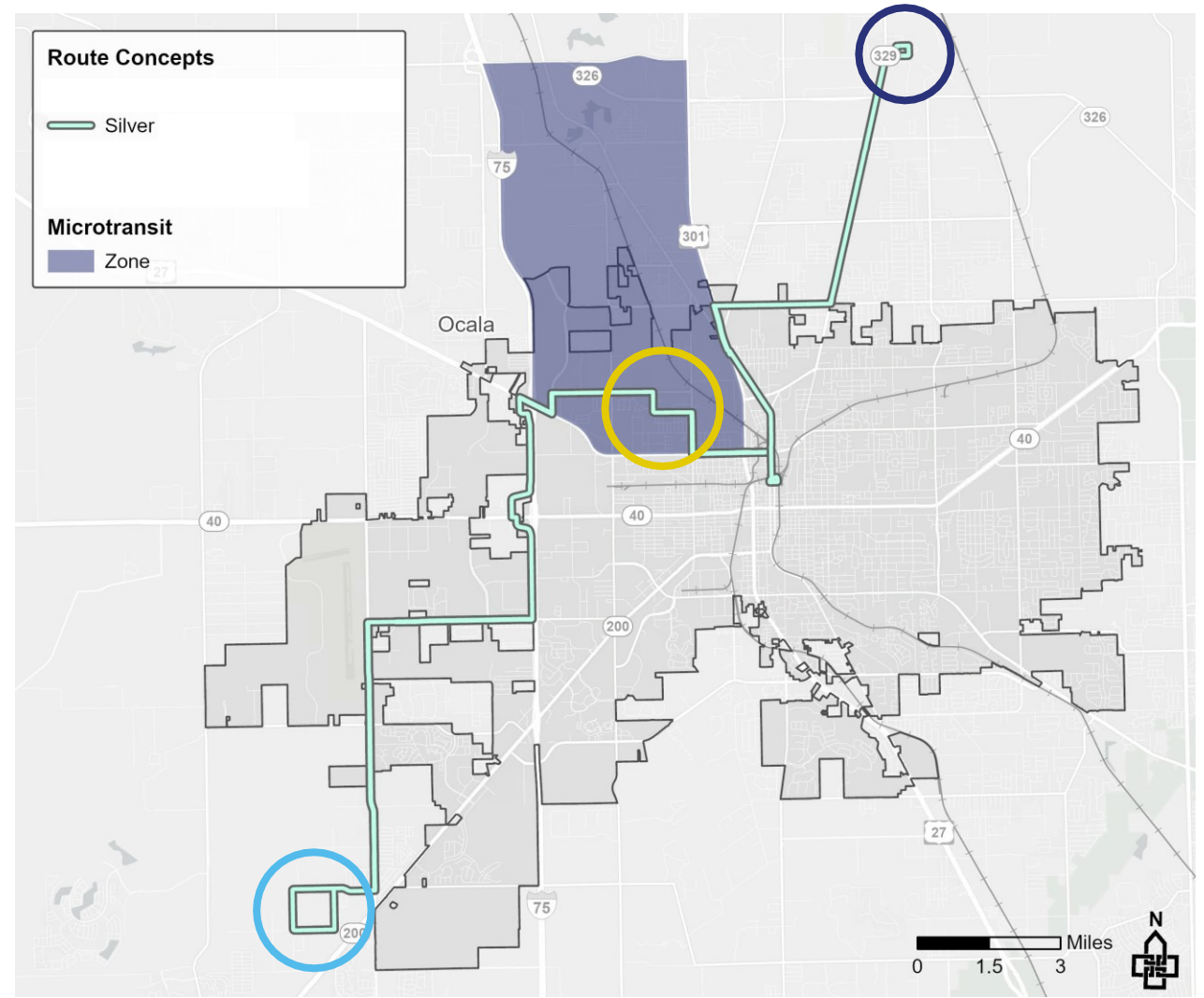


Silver / Silver Express Routes



Proposed Improvement

In the long-term, update and combine the Silver Express and Silver Routes, to serve the upcoming planned developments in the area of **SR 200 and SW 60th Avenue**, the **Mary Sue Rich Community Center**, Downtown Transit Center, and the **Compassion Food bank**. This longer-term plan would be based on the success of Microtransit in Northwest Ocala.



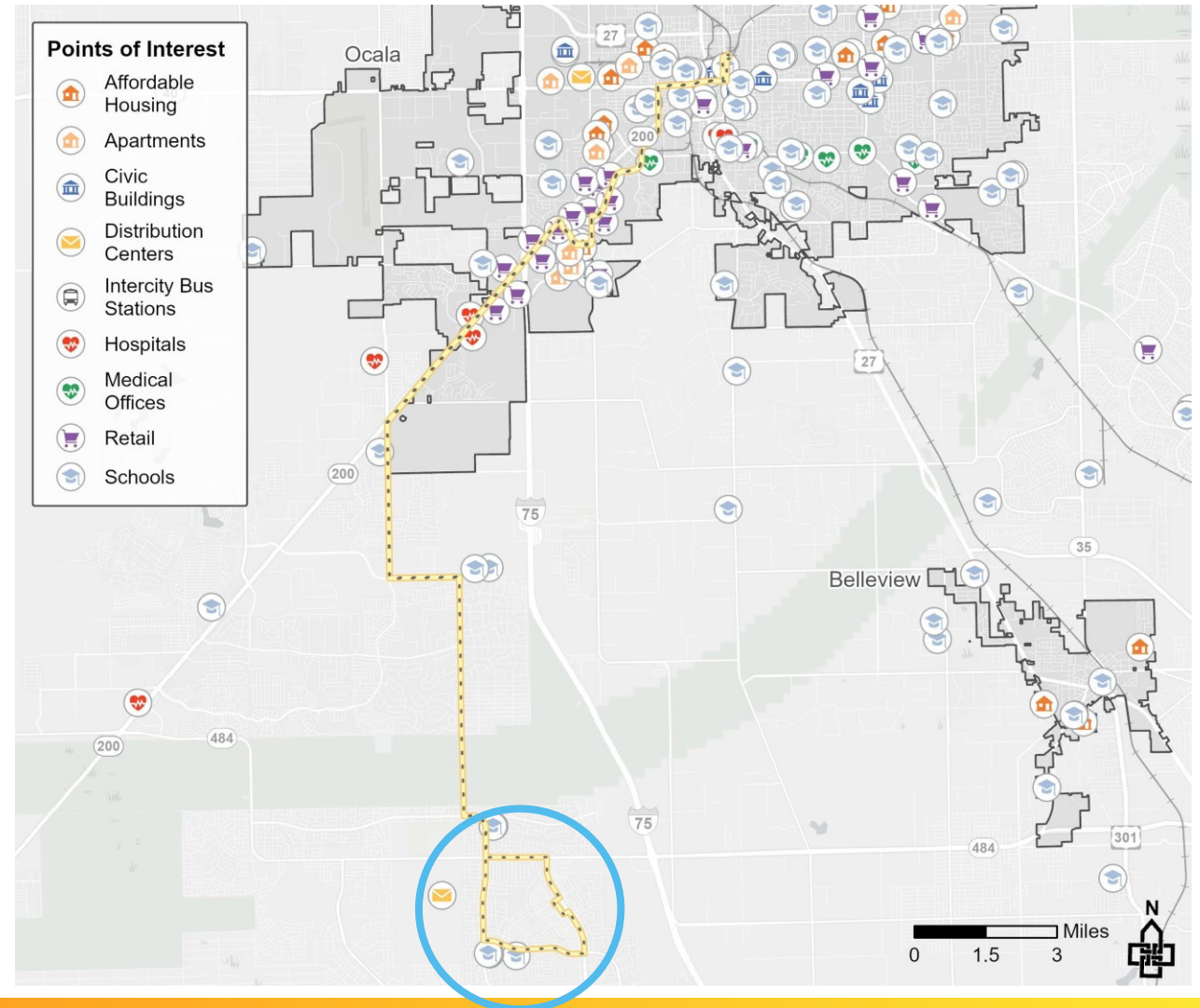
Yellow B / Marion Oaks Route



Proposed Improvement

Extend the Yellow B Route to serve **Marion Oaks**. This improvement would provide residents of Marion Oaks with a connection to Downtown Ocala.

Streamline the Yellow B route to focus more on SR-200



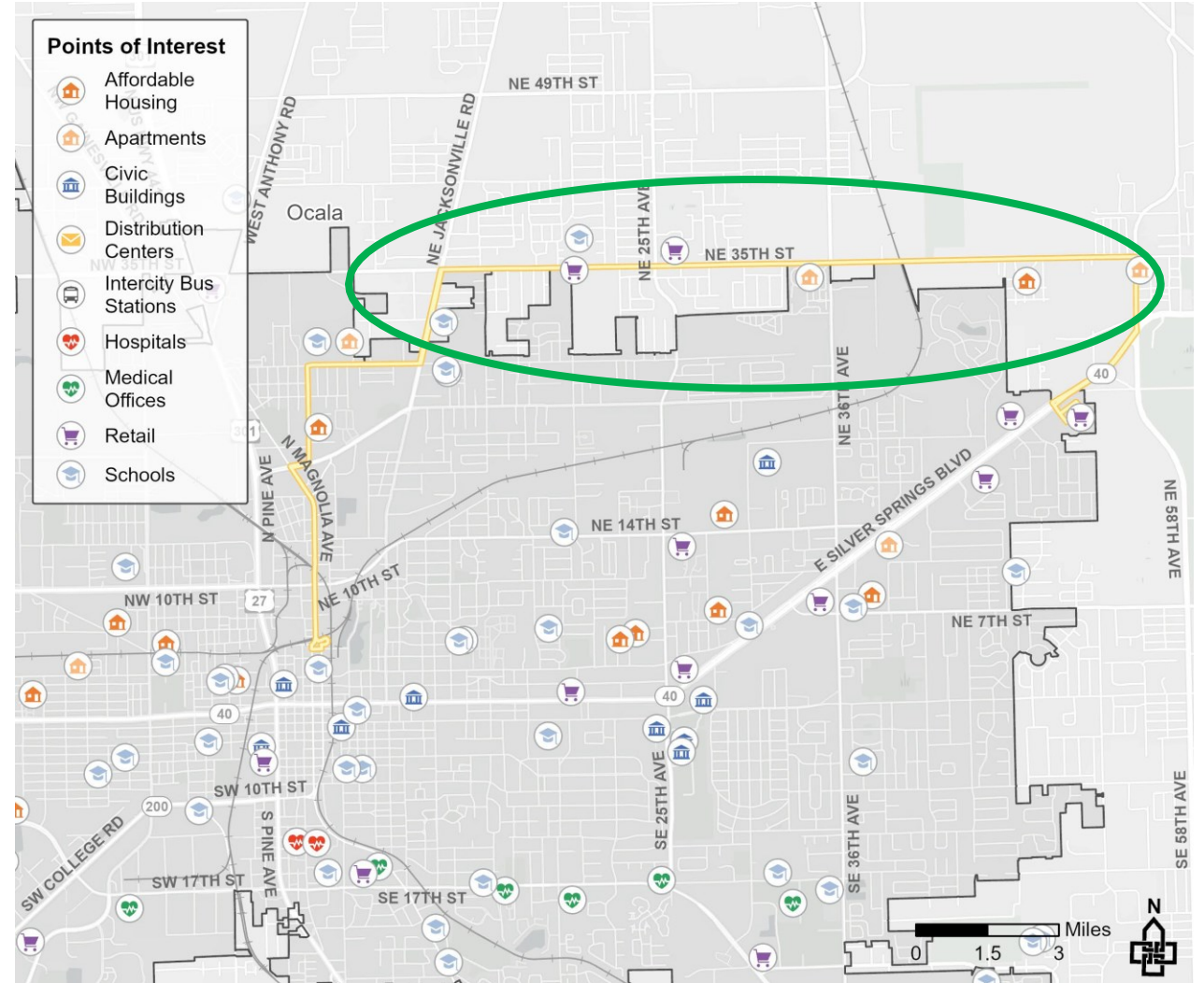
Yellow A Route



Proposed Improvement

Operate Yellow A Route along **NE 35th Street**. Currently the Yellow A Route overlaps with the Green Route on NE 14th Street and the Blue Route on E Silver Springs Boulevard. This change would focus service on the most popular segments of the Yellow A route.

Increase frequency during peak hour

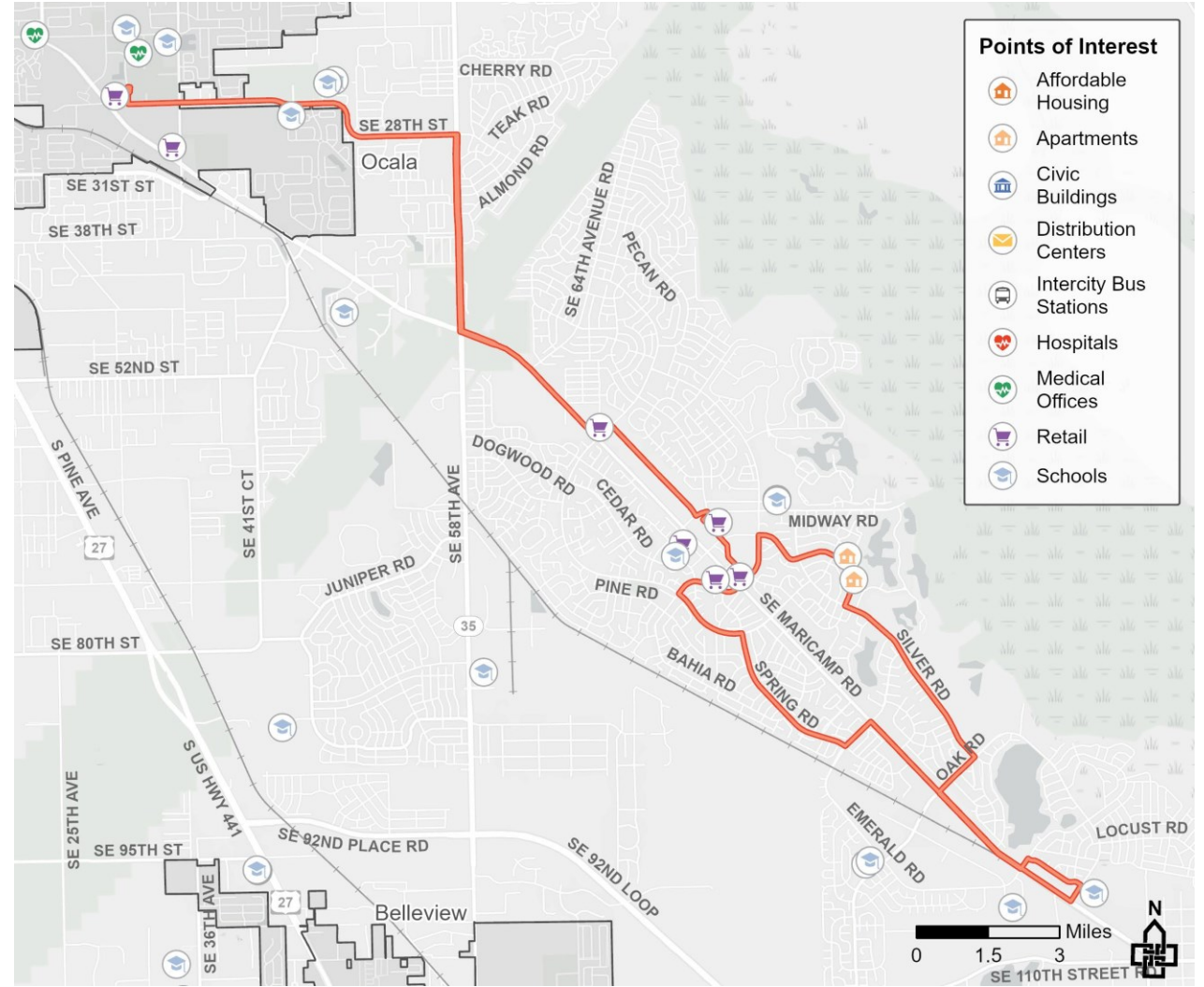


Red Route



Proposed Improvement

Update the Red Route by removing service along SE Maricamp Road between Baseline Road and SE 24th Street. This would make service easier to use and more focused on the most popular segments of the route. Service along SE Maricamp Road would be maintained by the Belleview Route.

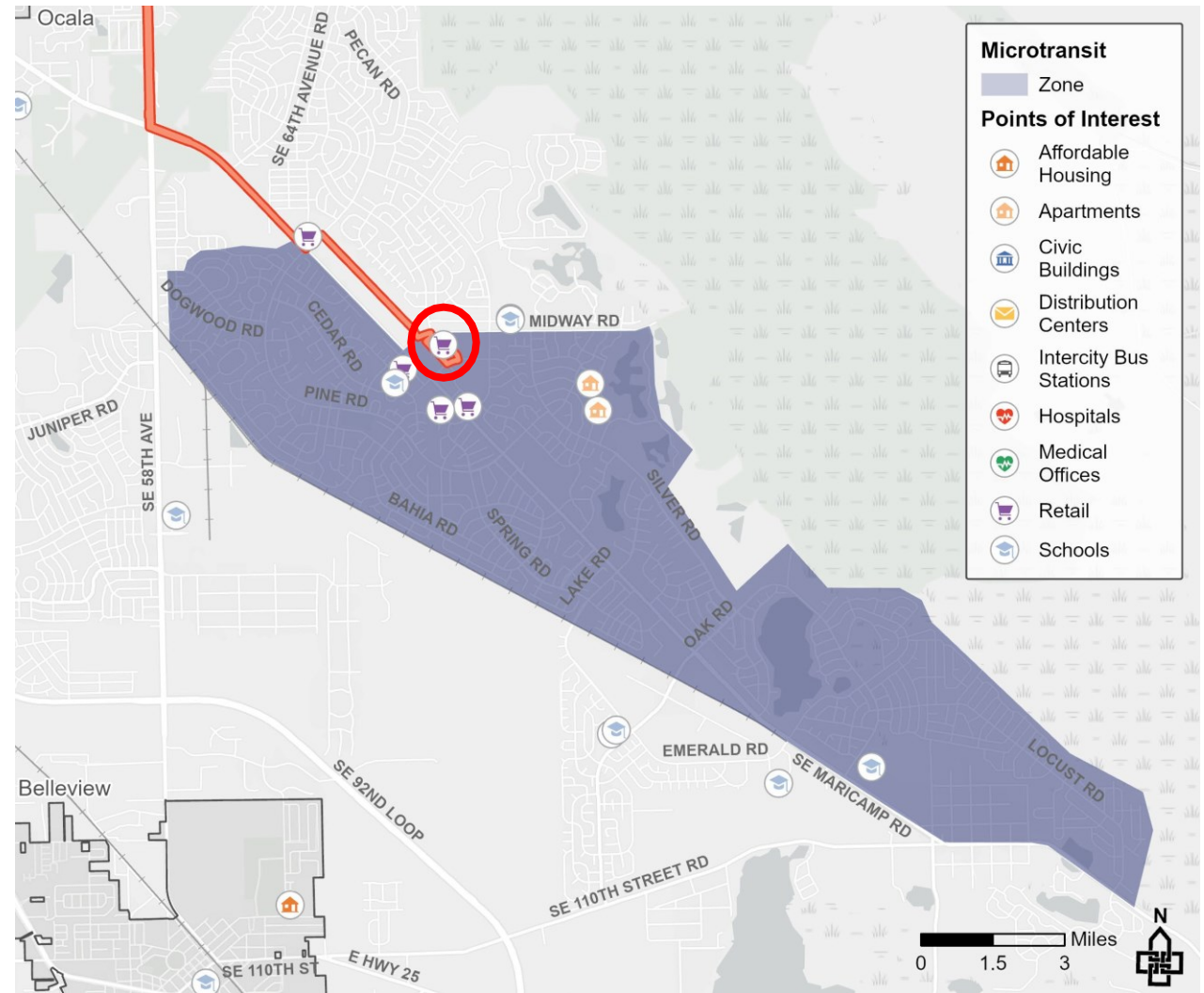


Red Route



Proposed Improvement

End service on the Red Route at the **Silver Springs Shores Walmart**, while serving the rest of the existing route with microtransit service. This microtransit area would cover Silver Springs Shores from the Walmart to SE 110th Street, providing transit options to an area with limited pedestrian infrastructure.

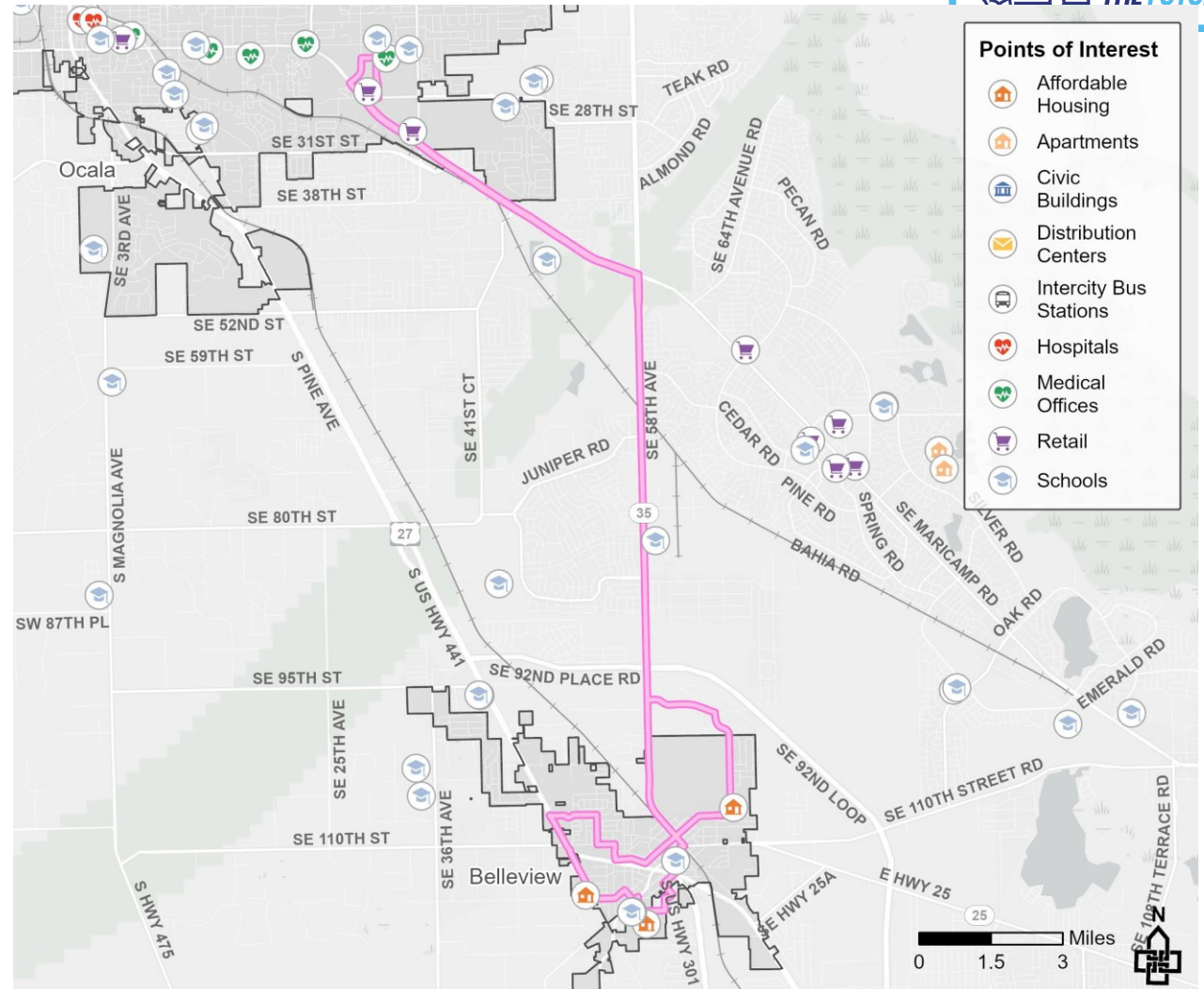


Bellevue Route



Proposed Improvement

Provide service to Bellevue along SE Maricamp Road and SE 58th Avenue, it would connect with the Blue Route at the Health Department Transfer Station. This provides the fast-developing portion of Marion County with access the City of Ocala via transit.



Microtransit



Microtransit is an on-demand transportation service that can be requested by an app and works like Uber or Lyft. Microtransit would provide an option to residents that need transit, but do not have a transit route/stop nearby and helps bring options to areas that are not easily served by the traditional bus routes for various reasons.



Microtransit



Provides service within defined zones and only to/from nearest transit stop.

Microtransit vehicle example:

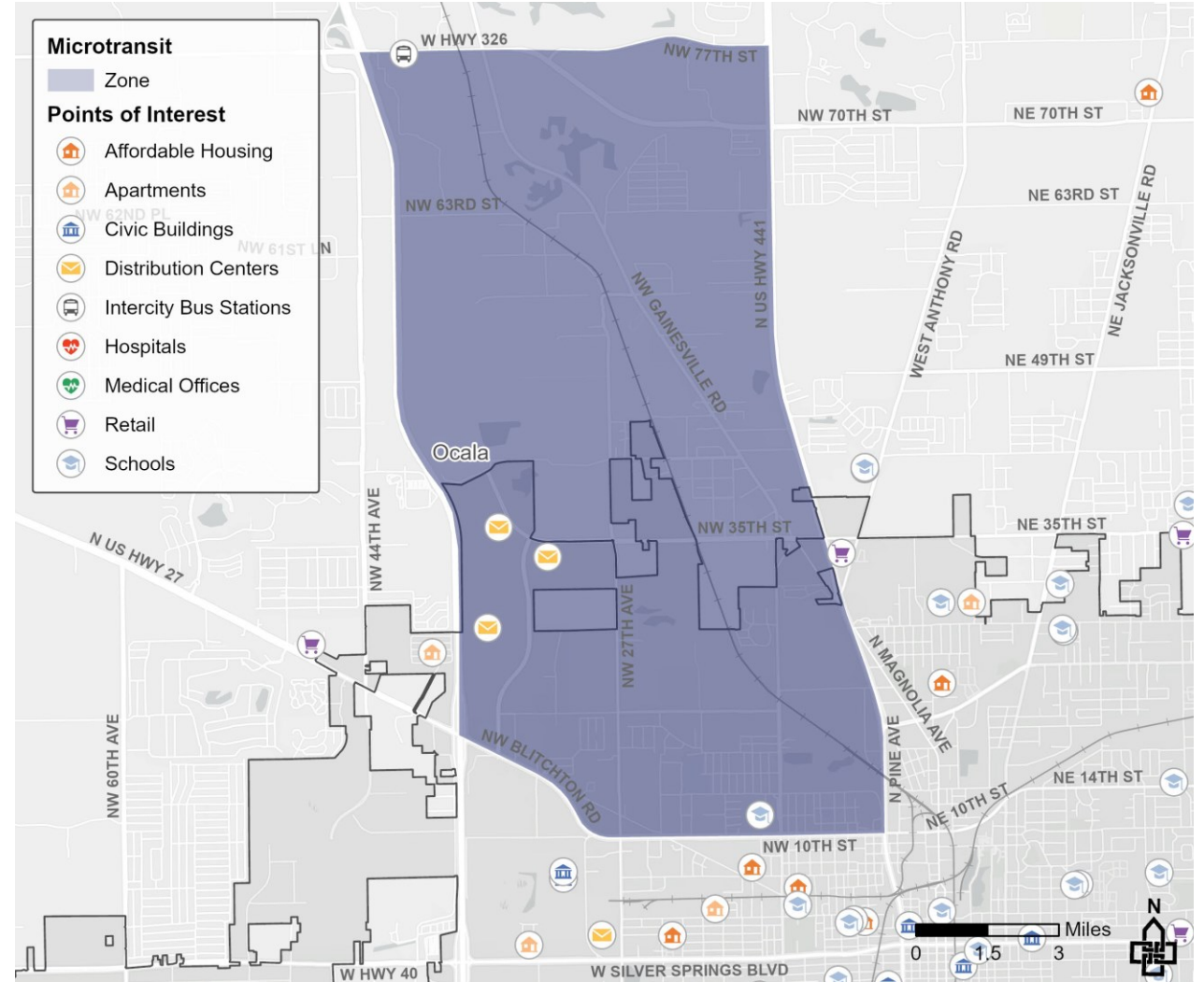


Microtransit



Proposed Improvement

Northwest Ocala Microtransit: Service for area between Highway 326 to the north, I-75 to the west, SR 326 to the south, and US 301/441 to the east. This less-populated microtransit zone would serve to connect residents with jobs at the distribution centers along NW 35th Avenue, as well as with the Ocala Greyhound Bus Station.

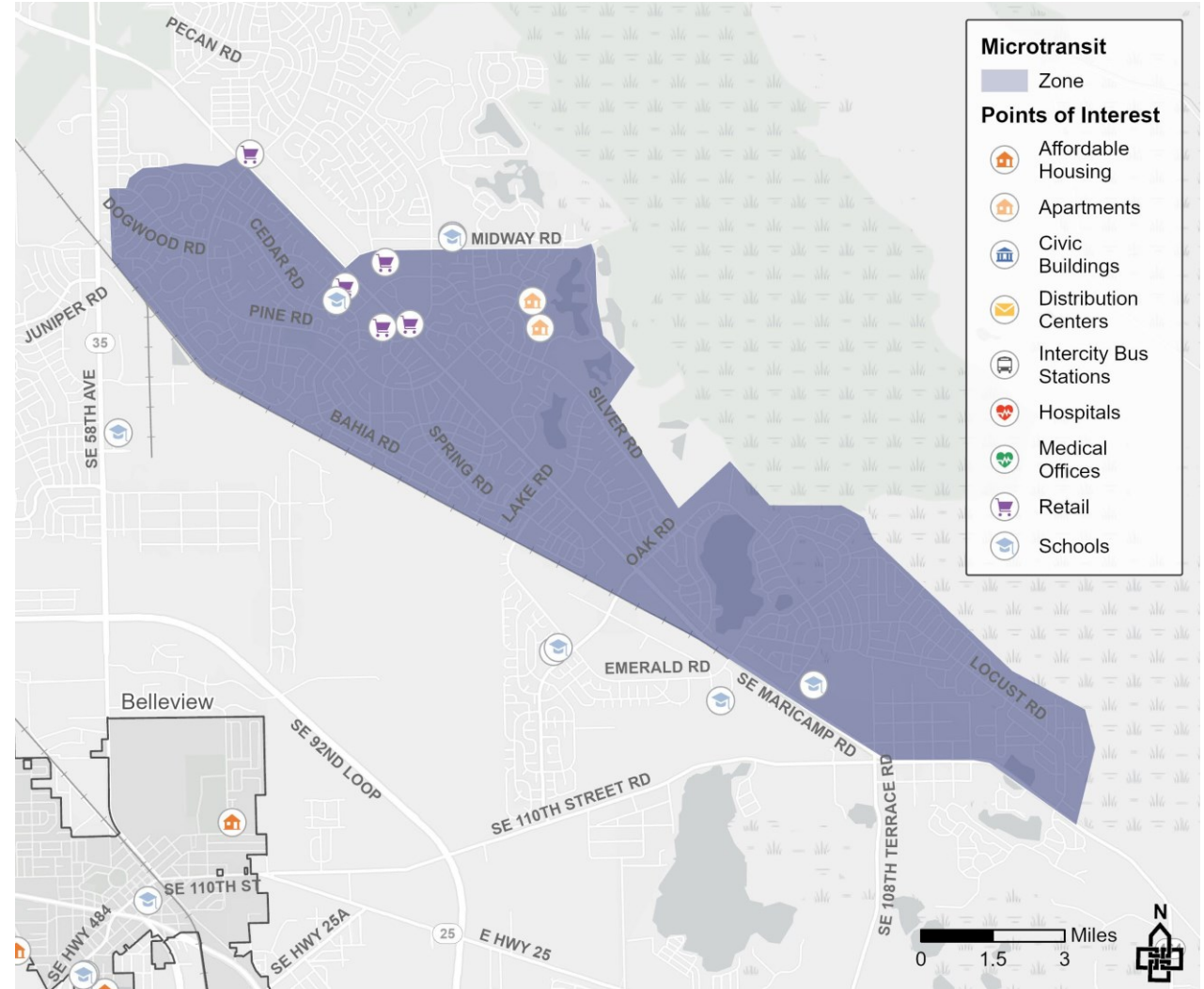


Microtransit



Proposed Improvement

Silver Springs Shores area Microtransit: Service from the Walmart to SE 110th Street, providing transit options to an area with limited pedestrian infrastructure.

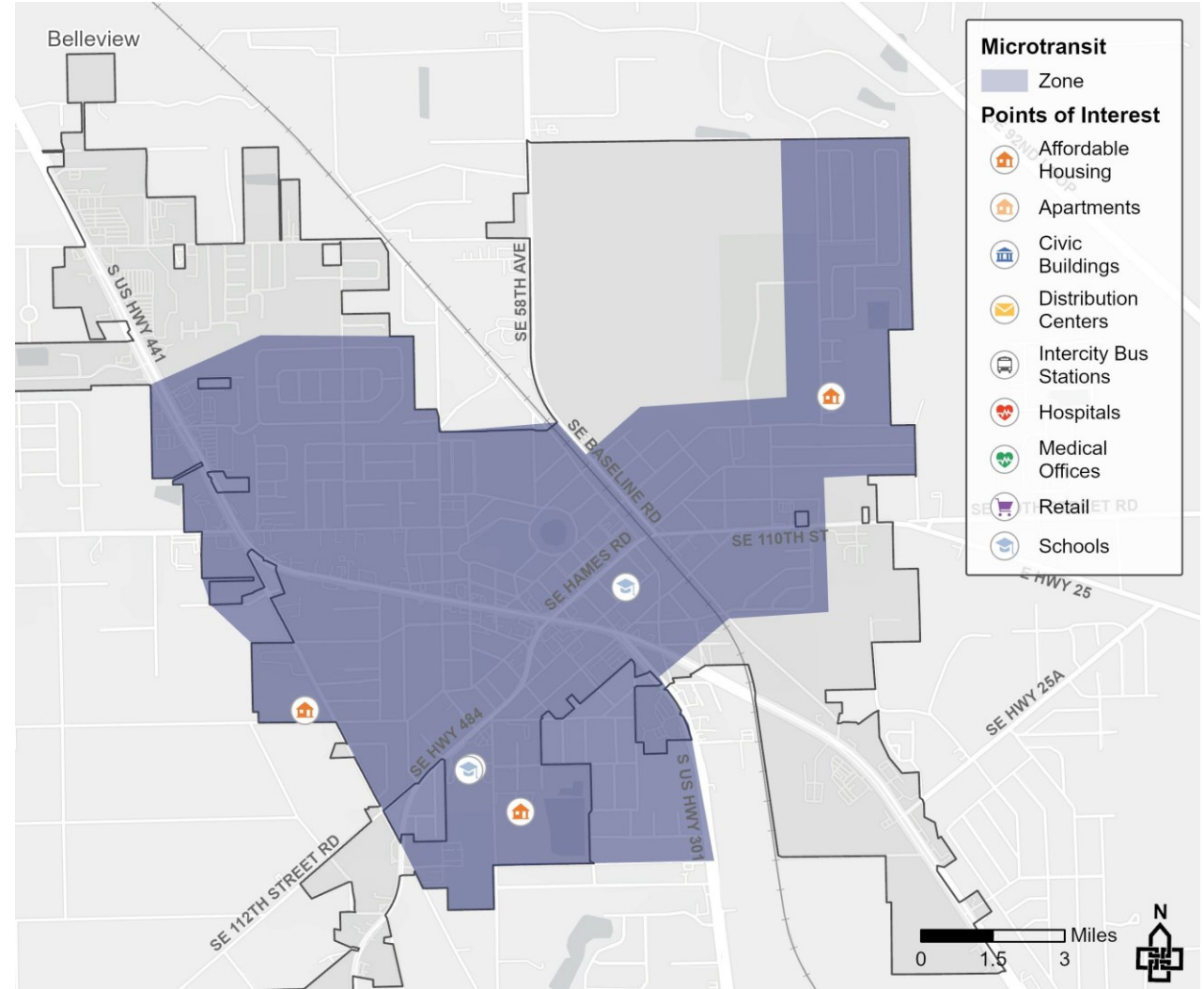


Microtransit



Proposed Improvement

Bellevue area Microtransit: Service for the City of Bellevue, surrounding neighborhoods, and the Bellevue Sports Complex.

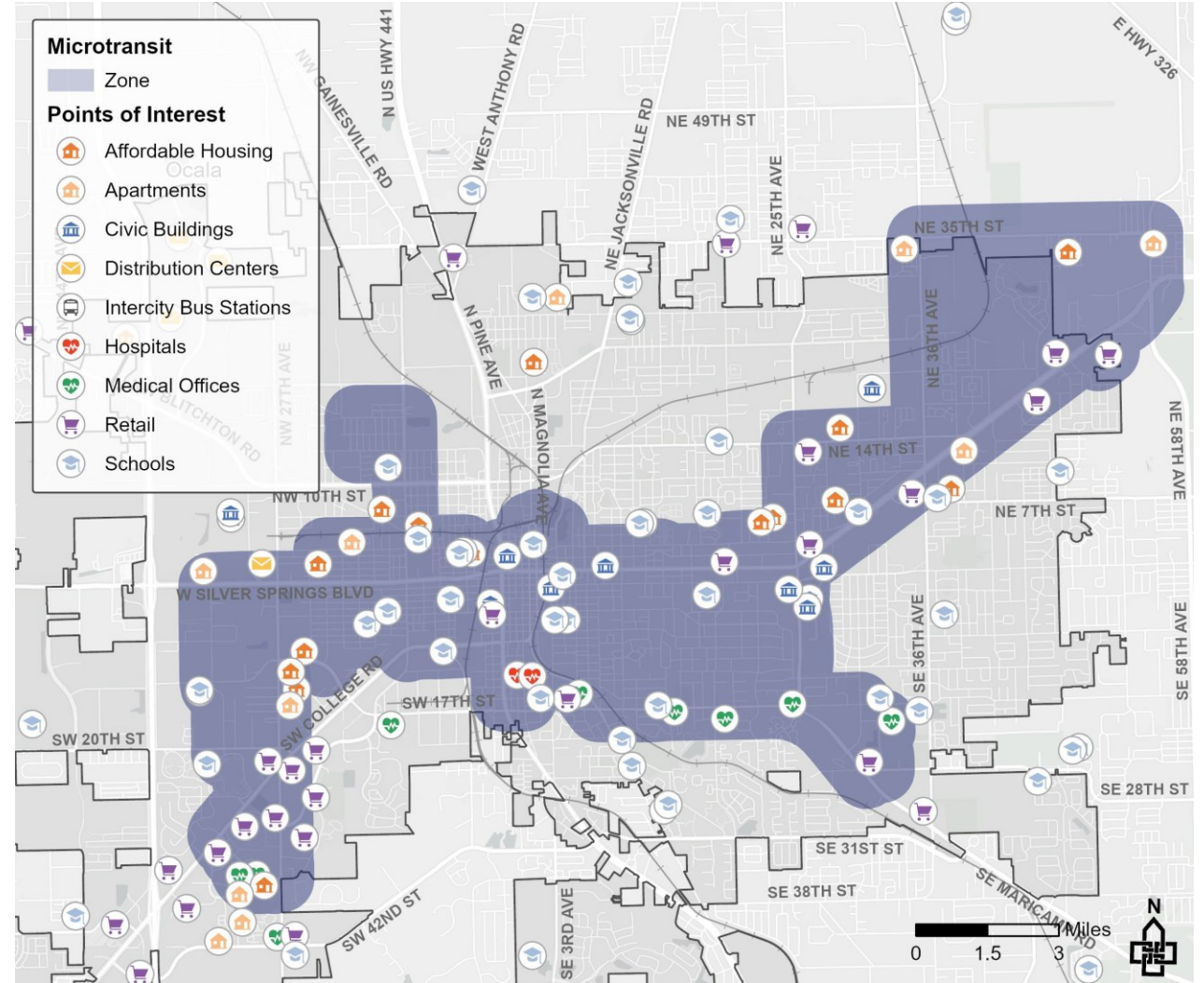


Microtransit



Proposed Improvement

Sunday service Microtransit: Service for the areas served by the Green, Blue, Orange, and Purple routes. This would ensure that SunTran riders along these routes could use transit to meet their transportation needs every day of the week.

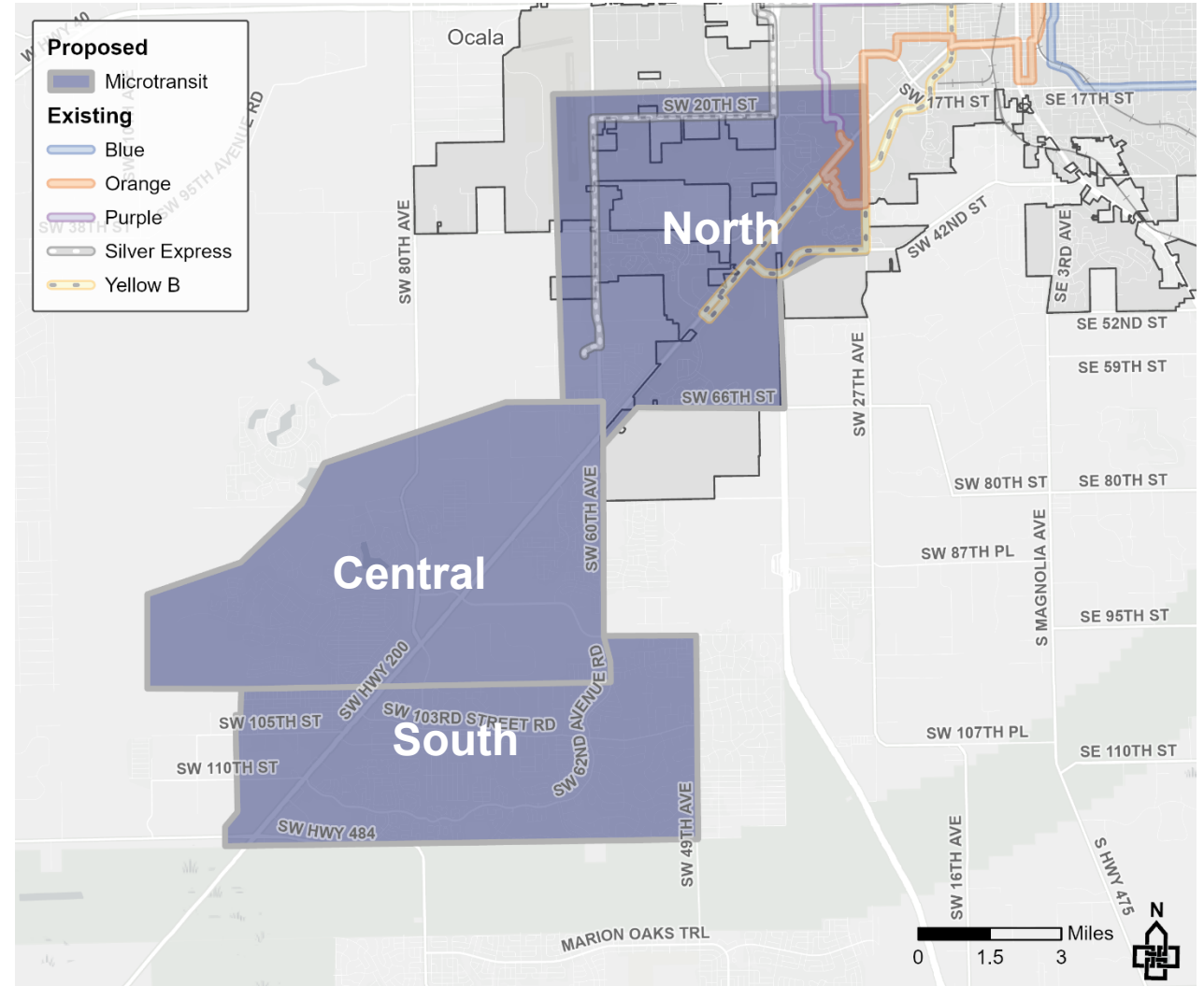


Microtransit

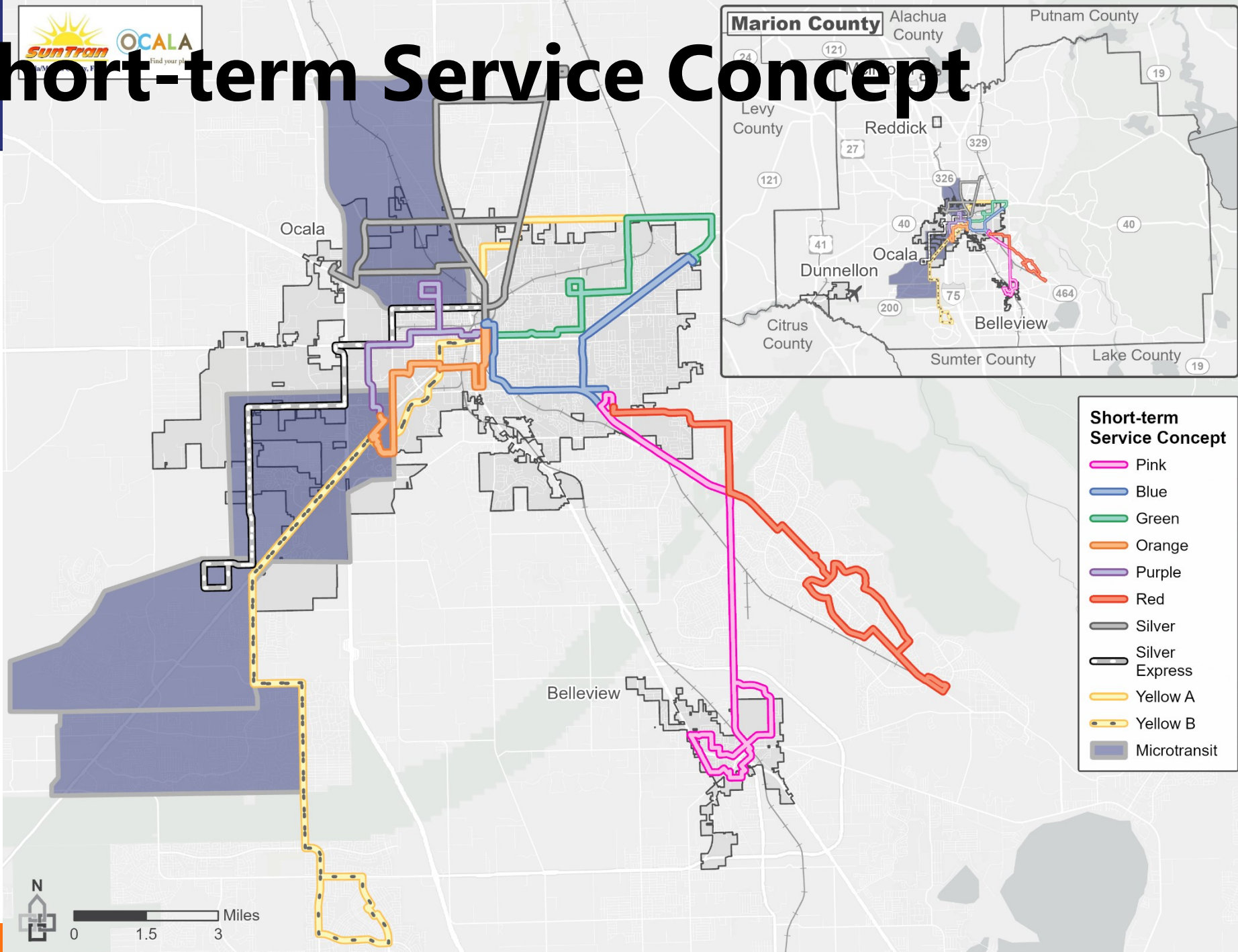


Proposed Improvement

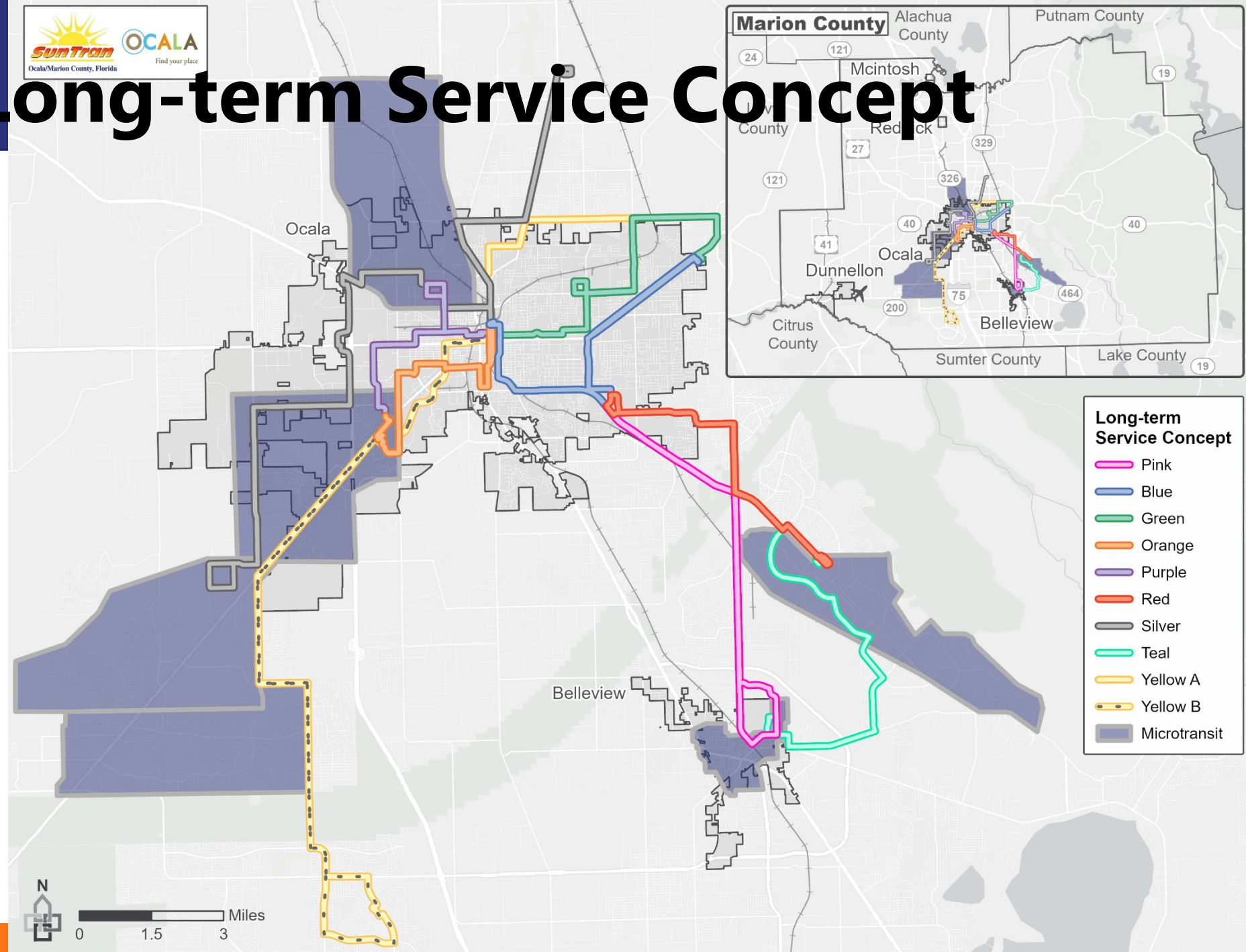
SR-200 Microtransit: Three microtransit services were proposed for areas along the SR 200, namely North, Central, and South. This would ensure that SunTran passengers have access to the larger area along the busiest corridor of Ocala. Also, on top of the world elderly community, which is going to have tremendous developments within the next few years, is served by SR-200 Central Microtransit Area



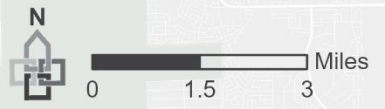
Short-term Service Concept



Long-term Service Concept



- Long-term Service Concept**
- Pink
 - Blue
 - Green
 - Orange
 - Purple
 - Red
 - Silver
 - Teal
 - Yellow A
 - Yellow B
 - Microtransit



Final Alternatives Ranking Results¹



Short Term Alternatives

Alternative	Goals & Obj (50%)	Public Input (12.5%)	Equity (12.5%)	Markets (12.5%)	Efficiency (12.5%)	Final Score
Microtransit – Sunday B	88%	100%	100%	100%	100%	92%
Blue-Green-Orange-Purple Interline frequency Imp	100%	73%	75%	90%	37%	84%
Microtransit – Sunday C	88%	100%	49%	100%	69%	84%
Microtransit – Sunday A	88%	100%	66%	63%	70%	81%
Yellow Route Improvement	88%	83%	68%	75%	19%	74%
Silver Route Revamping w/Microtransit	88%	91%	59%	47%	48%	74%
Red Route Streaming	75%	72%	68%	43%	32%	64%
Microtransit – SR 200 North	63%	N/A	51%	56%	69%	61%
Marion Oaks Service	50%	85%	56%	56%	49%	56%
Microtransit – SR 200 South	50%	N/A	50%	45%	43%	48%
Belleview Service	50%	88%	42%	41%	12%	48%
Microtransit – SR 200 Central	38%	N/A	40%	42%	40%	39%

¹ Percentages are relative to other alternatives

Final Alternatives Ranking Results¹



Long Term Alternatives

Alternative	Goals & Obj (50%)	Public Input (12.5%)	Equity (12.5%)	Markets (12.5%)	Efficiency (12.5%)	Final Score
Silver Route – Consolidate	75%	88%	57%	46%	35%	66%
Red Route Shortening plus Microtransit	75%	89%	69%	38%	27%	65%
Blue-Green-Orange-Purple interline frequency Imp	63%	N/A	75%	90%	24%	63%
Belleview Route Shortening plus Microtransit	63%	87%	43%	42%	67%	61%
Yellow B & Marion Oaks Routes – Consolidate	63%	85%	56%	56%	39%	61%
Southeast Crosstown	75%	N/A	60%	40%	14%	56%
Yellow A Route Improvements	63%	N/A	66%	63%	10%	54%

¹ Percentages are relative to other alternatives

Preliminary 2023 – 2027 Year Implementation Plan



Microtransit – Sunday A
Microtransit – Sunday B

2023

Yellow Route improvements
Blue-Green-Orange-Purple improvements

2025

Marion Oaks service

2027

2024

Microtransit – Sunday C
Silver Route revamp w/ Microtransit

2026

Red Route streamlining
Bellevue service



Thank You!

Todd Hemingson, AICP

Senior Transit Consultant

Todd.Hemingson@hdrinc.com





TO: Board Members

FROM: Rob Balmes, Director

RE: Marion Transit Overview

Summary

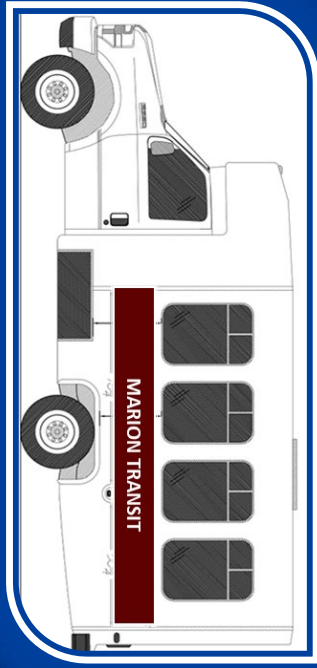
Marion Transit supports the mobility needs of the transportation disadvantaged and rural areas of Ocala/Marion County. The mission of Marion Transit “is to provide public transportation that offers riders a high-quality, safe, reliable, and efficient para-transit experience”.

Mr. Clayton Murch, Transportation Director for Marion Transit, will share an overview presentation of current services in the community. His presentation will highlight both para-transit services, rural services, and some of the major opportunities and challenges.

Attachment(s)

- Marion Transit Overview presentation (PDF)

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



TPO Board Meeting

AUGUST 23, 2022



Who is Marion Transit?



Marion Transit - Serving Marion County, Florida since 1976

Our not-for-profit, paratransit service provides public transportation to all persons in our service area of Marion County, Florida, however, it is designated to maximize usage by “transportation disadvantaged” persons in general.

Fast Facts:

1982 - Designated as the Marion County Community Transportation Coordinator (CTC) by Florida Commission for the Transportation Disadvantaged. Marion Senior Services, Inc. dba **Marion Transit has been the CTC since the program inception.** In June 2020, we were again designated by the Florida TD Commission to serve as Marion County’s CTC for another 5-year term.

Service Area - All of Marion County Florida, 1663 square miles (larger than the state of Rhode Island).

Average number of one-way trips per day: 350-450 (Pre-COVID19)

Number of paratransit buses on the road per day: 25-35





Grant programs that provide funding for *MARION TRANSIT*

5311 – Rural Transportation (Requires 50% Local Match)

Grant is awarded by FDOT

Funds are utilized for operating expenses

5310 – Enhanced Mobility of Seniors & Individuals with Disabilities (Requires 10% Local Match)

Capital Funds to purchase buses

Grant is awarded by FDOT

Transportation Disadvantaged Trip & Equipment Grant Program (TD Grant – Requires 10% Local Match)

Grant is awarded by CTD

TDLCB approves equipment purchases. TRIP Rates are reviewed by board.

Funds are "formula" based throughout the 67 Counties.

"Other" Grants are applied for as needed.

Shirley Conroy Rural Assistance Grant

5339 for Buses & Bus Facilities, etc.

Local match funds required for these grants come primarily via budget requests made to the Marion County Board of County Commissioners, fare revenue & donations.



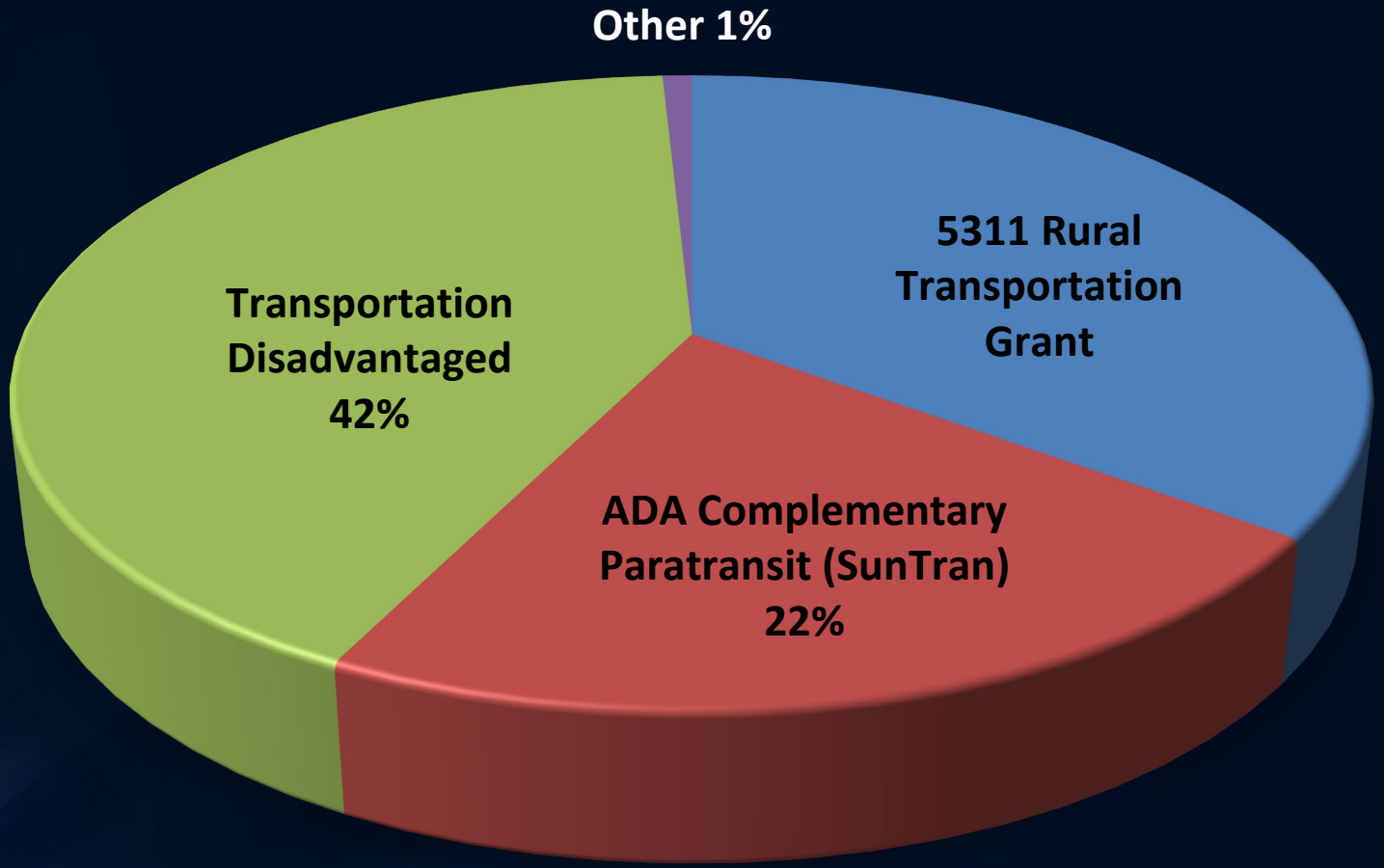


MARION TRANSIT Riders



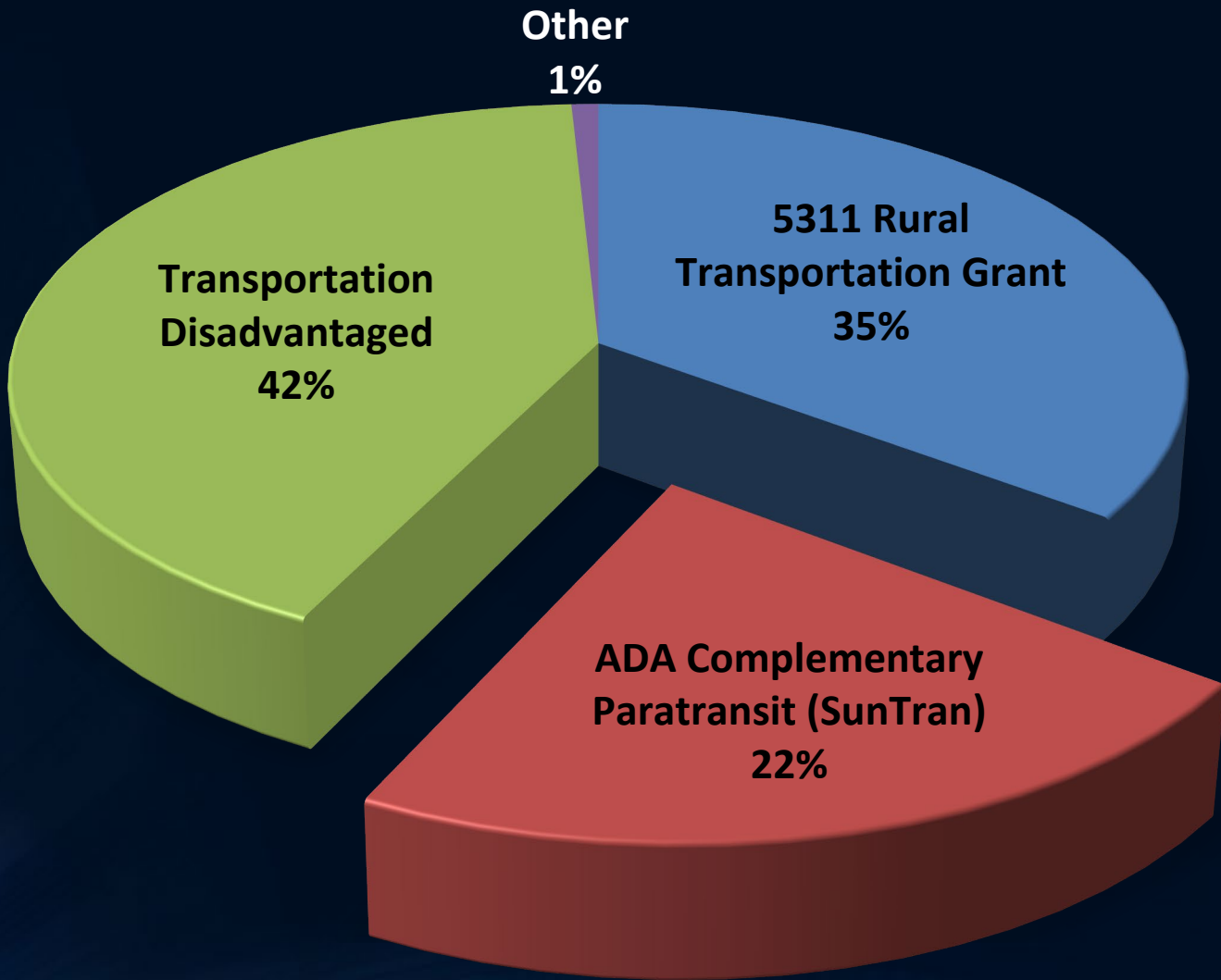


2021 Trips by Funding Source





Americans with Disabilities Act (ADA)





AMERICANS WITH DISABILITIES ACT (ADA) –

The City of Ocala is the administrative agency for SunTran and has contracted with RATP Dev to perform day-to-day operations and management of the fixed route system.

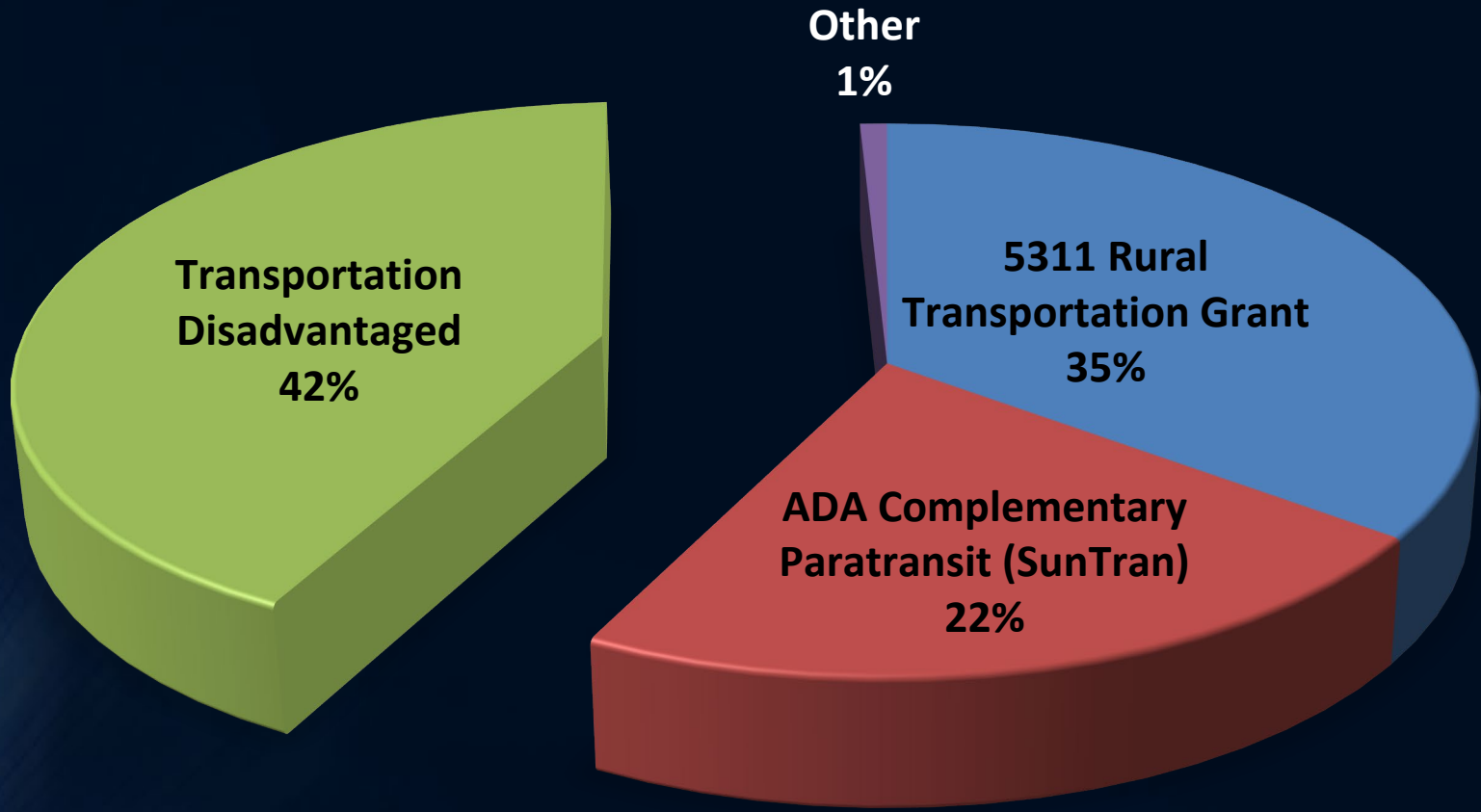
Fixed route systems are required to provide ADA complementary paratransit service to riders who live within $\frac{3}{4}$ of a mile of the fixed route system and cannot walk to a bus stop.

Marion Transit has the agreement with RATP to provide that service for them. Note: *Center for Independent Living is the designated agency who qualifies riders for MT.*





Transportation Disadvantaged (TD)





TRANSPORTATION DISADVANTAGED (TD) –

Rider eligibility is determined locally based upon Chapter 427, Florida Statutes and TD Commission Guidelines.

Currently:

No other funding available

No other means of transportation is available

Cannot utilize public transit

Physical or mental disability

Age (60+ or under 16)

Income status is a specified percent of the poverty level (150% below)

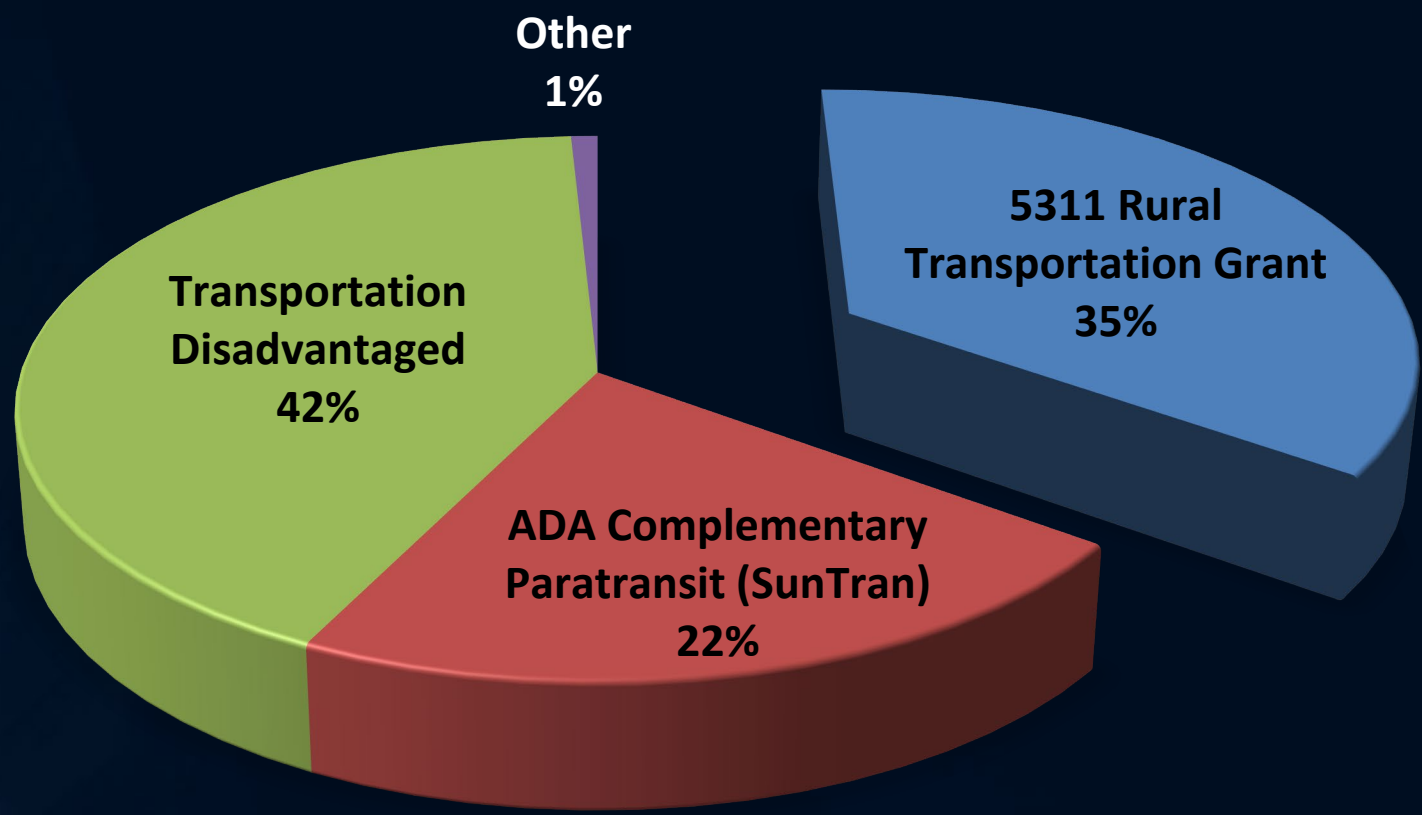
No self-declarations allowed (must show proof or provide affidavit)

Ability to pay (we offer a fare waiver for fares)





Rural Transportation (5311)





RURAL OPERATING (5311) –

Marion Transit is committed to providing “public transportation” services to all persons in our rural service area.

The service is designed to maximize usage by transportation disadvantaged persons, in general, but is open to the public during all operating hours.

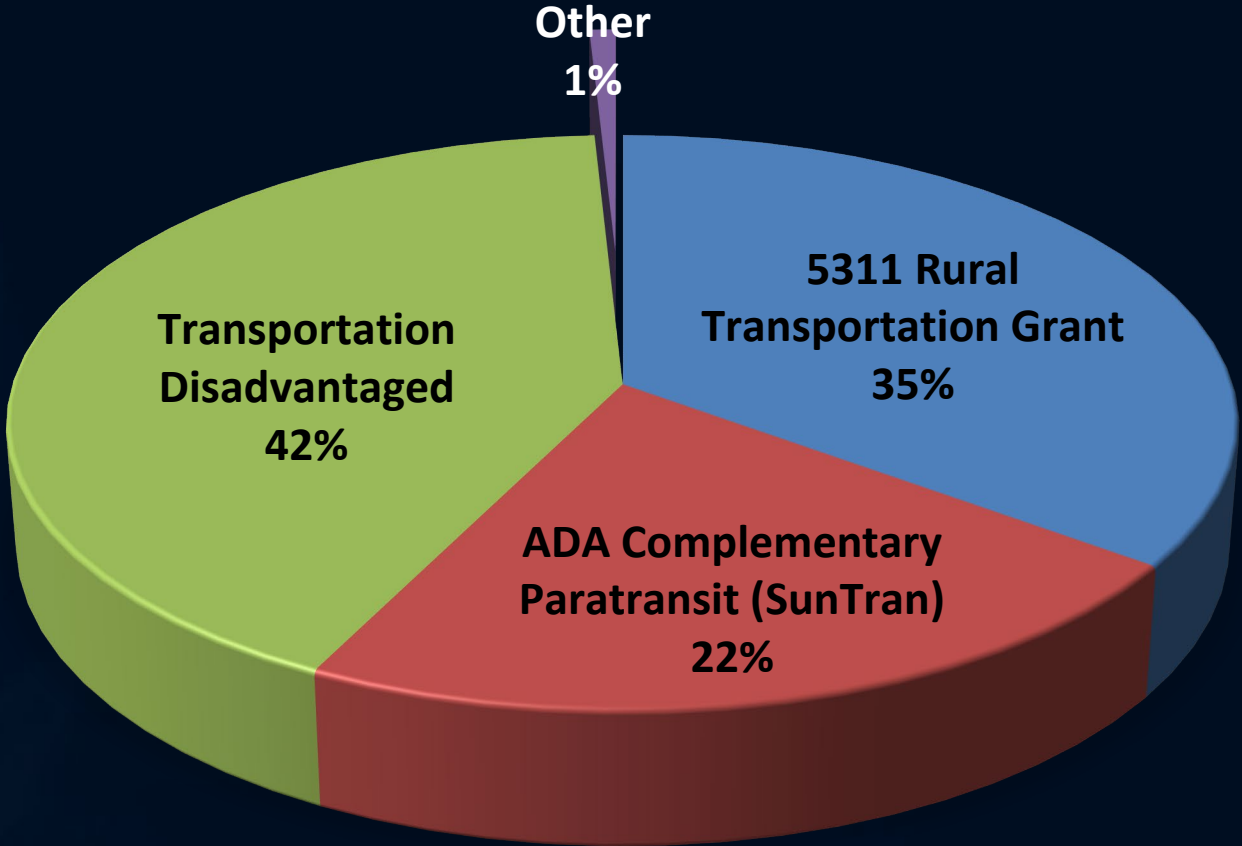
Since we are not a fixed route system, rural riders need to call for an appointment following our RSVP guidelines.

Exception – Blue & Gold Lines





Other Riders





OTHER RIDERS –

These are agreements with MT to provide transportation for eligible riders.

In 2020 we signed an agreement with the Marion County School Board to provide homeless children rides to school until they could be scheduled on normal bus routes.

Prior agreements were with Medicaid brokers (i.e., MTM, Access2Care, etc.) providing trips such as pediatric babies to their daycares.





MARION TRANSIT Deviated Fixed Routes

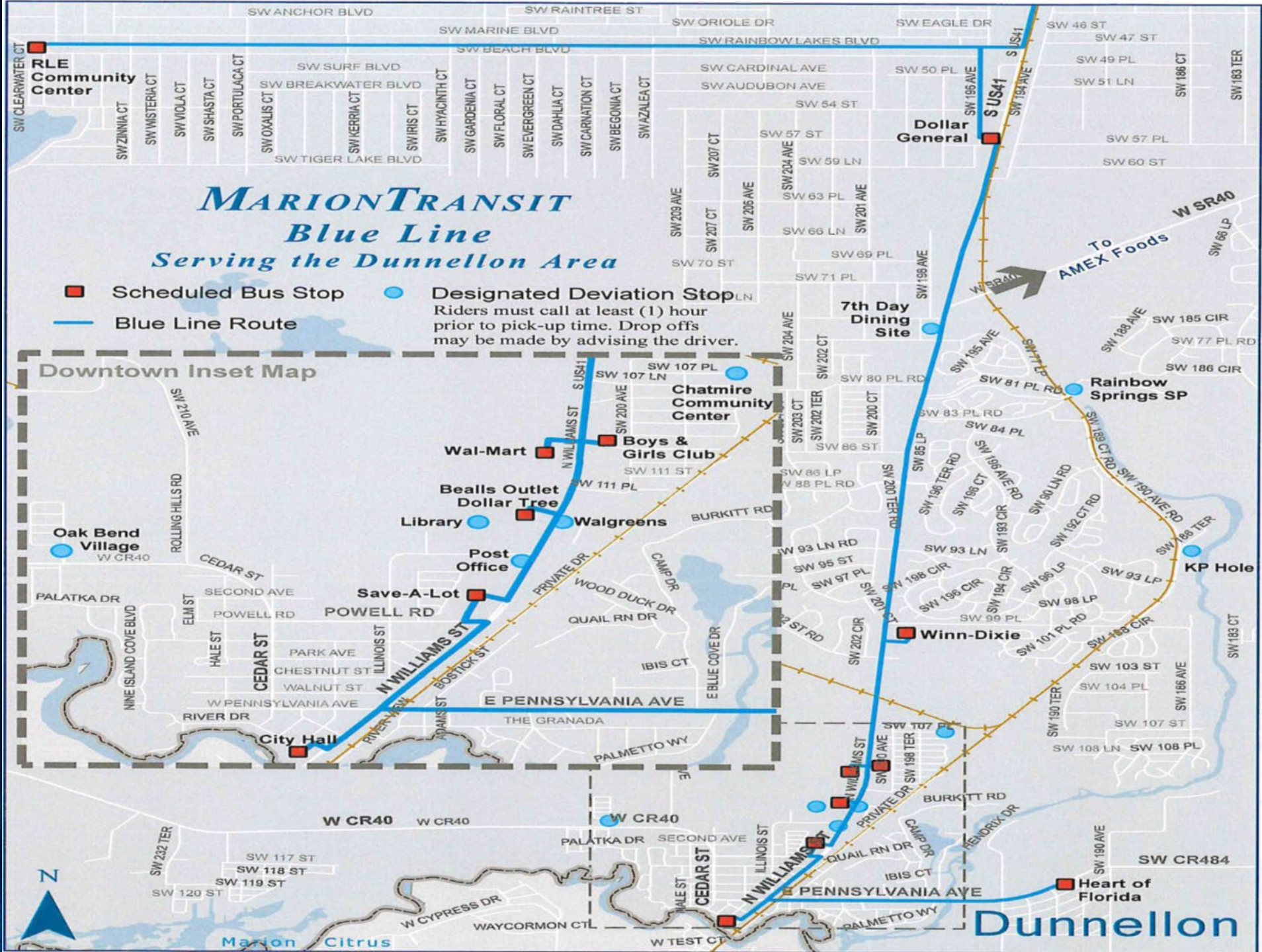


BLUE LINE



MARION TRANSIT Blue Line Serving the Dunnellon Area

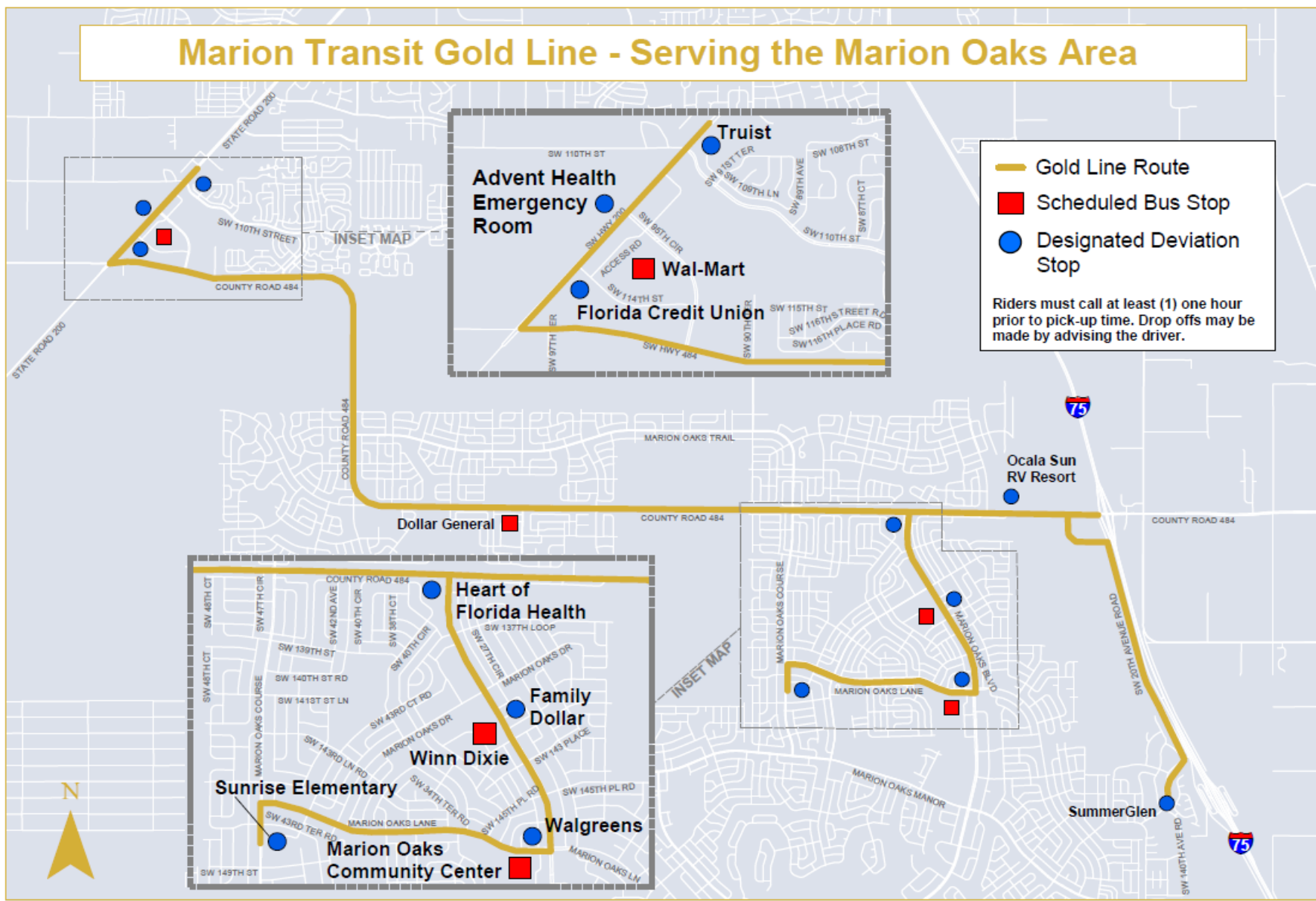
- Scheduled Bus Stop
- Designated Deviation Stop
Riders must call at least (1) hour prior to pick-up time. Drop offs may be made by advising the driver.
- Blue Line Route





GOLD LINE

Marion Transit Gold Line - Serving the Marion Oaks Area



Our Mission

"Is to provide Public Transportation that offers riders a high-quality, safe, reliable, and efficient paratransit experience"

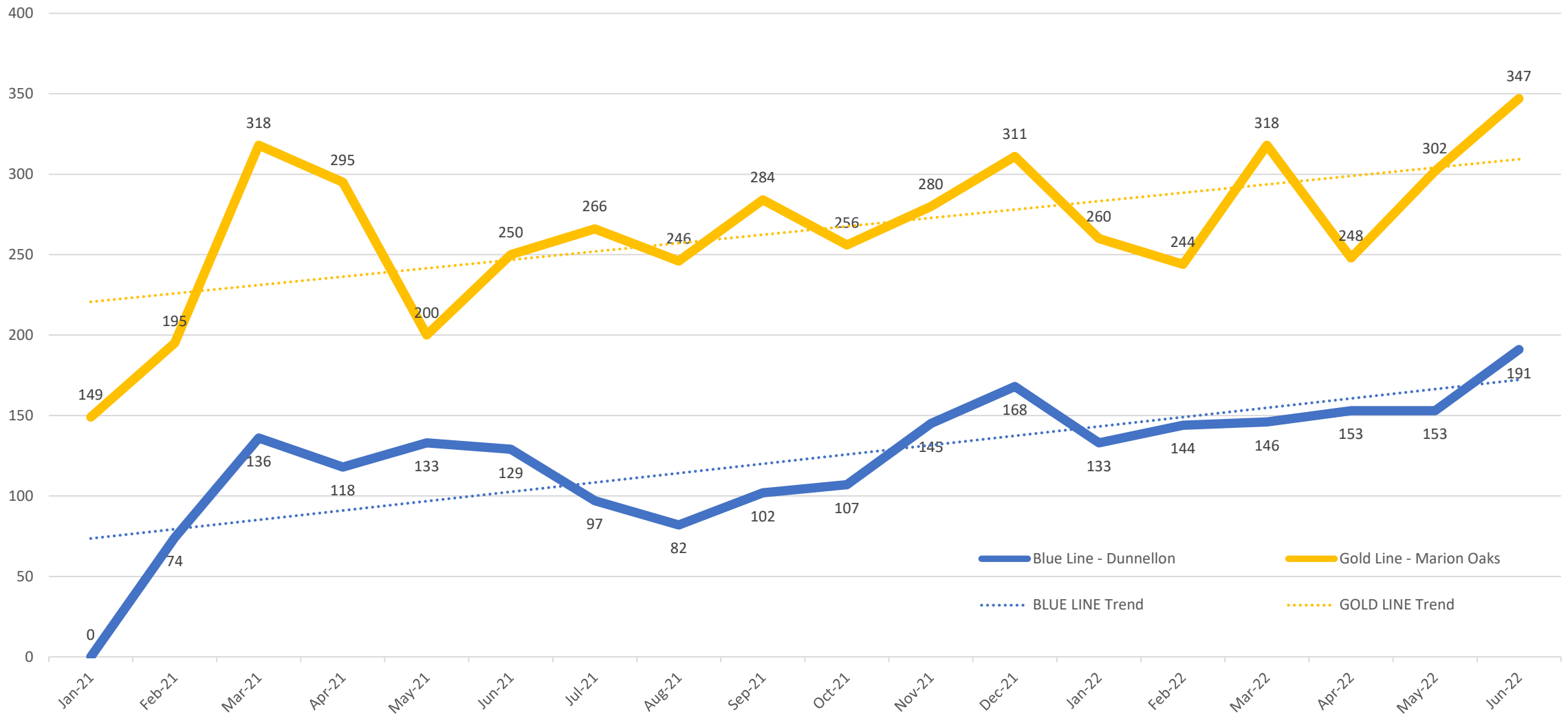
Reservations and Information:

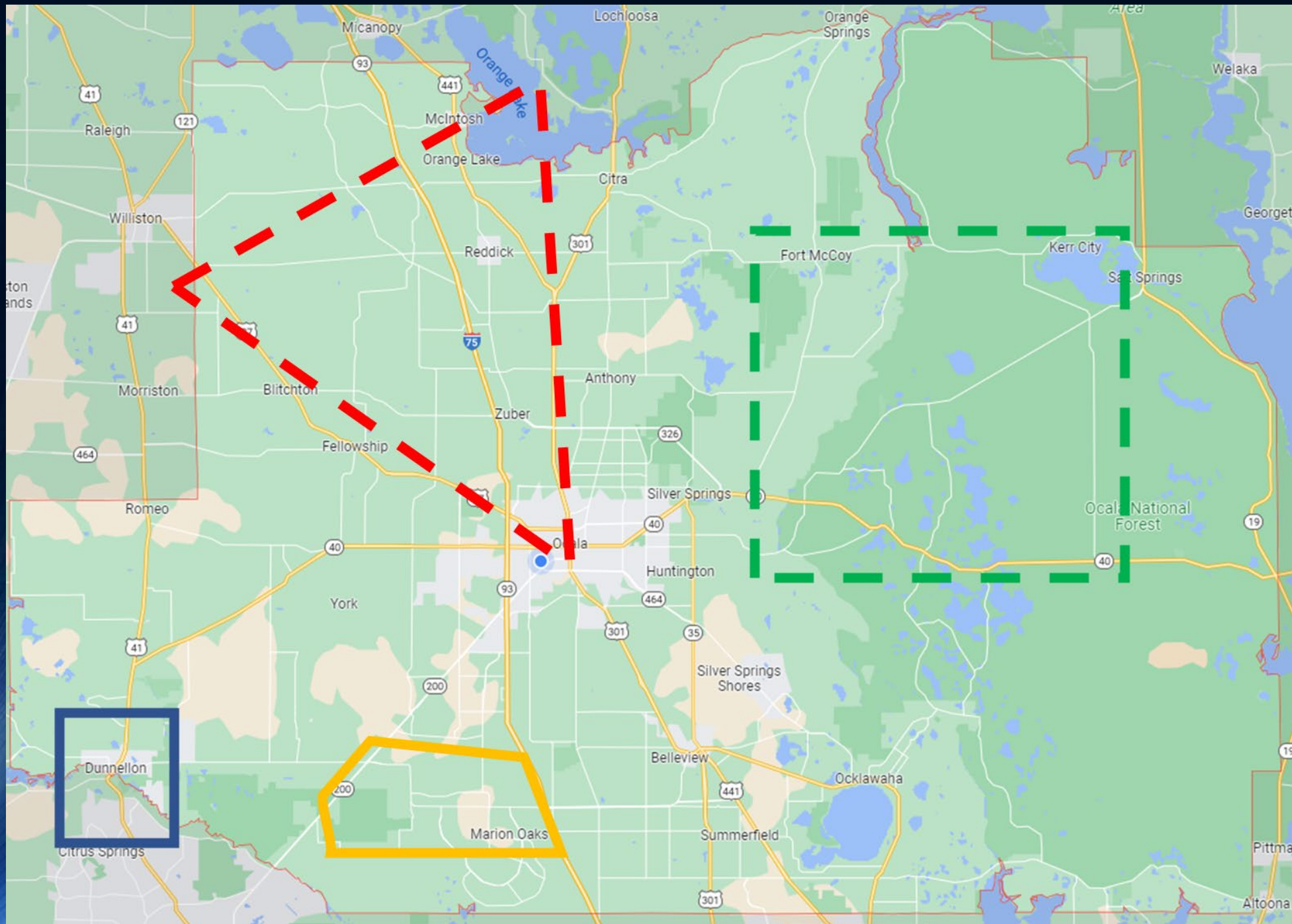
352-620-3071





Deviated Route Ridership







MARION TRANSIT Challenges





Biggest Challenges for Marion Transit?

Staffing

- Compensation in a not-for-profit environment
 - Pay has been increased from \$13.00 to \$15.00 per hour as of August 1, 2022
 - Cannot increase at this rate annually given current grant funding methodologies
 - Dependent upon funding that is awarded based on prior year(s) performance (financial & operational)
- Availability of drivers
 - Workforce has historically been comprised of retirees – now people are staying in their careers longer
 - Many other jobs available in Ocala & surrounding areas
 - Pay versus other positions in Ocala
 - Drug testing requirements versus other available positions
- Stress of the job
 - Health of clients (advanced ages - health issues = fall risks, passing away, etc.)
 - Lack of appropriate staffing levels = longer hours
 - Appointment times (2 hours +/-; 1 hour +/- for ADA)
 - Increased traffic in Ocala
 - Potential increase in exposure to viruses (COVID, Monkeypox, Flu, etc.)
 - Difficult clients
 - Parts availability contributing to assigned buses not being available





Biggest Challenges for Marion Transit?

Funding – current funding for some programs does not fully cover the cost of the programs

- Transportation Disadvantaged Grant – fixed amount allocation based on formula
 - 5% population
 - 5% centerline miles of public roads
 - 30% performance in delivering TD services (last year's performance)
 - 60% of last year's grant allocation
- Underfunding causes us to prioritize trips which in turn leads to reduced revenue (grants are paid by the trip)
- 2020 census data is expected to realign some 5311 trips to be TD trips (**GOLD** line) creating a further drain on the "fixed" TD funding – most likely outcome will be to rationalize trips

Rising costs

- Wages (to remain competitive)
- Fuel
- Buses and bus parts
- Medical & Vehicle Insurance
- Etc.





Biggest Challenges for Marion Transit?

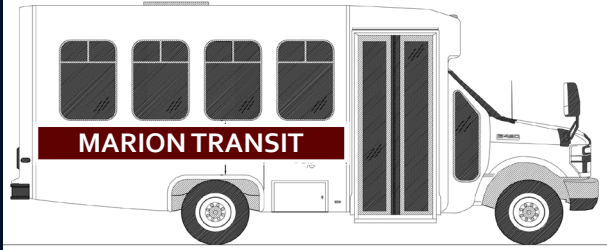
Historical Methodology vs. Current Demands

- Currently utilize a 72-hour in advance appointment requirement – society is moving to a more on-demand model.
 - Uber, Lyft, & Microtransit technology (phone apps)
 - Many of our clients are not tech-savvy
 - Many do not have smart phones
 - Need to identify opportunities to decrease the reservation time requirement
 - Phone apps will not provide a complete solution
 - ADA clients currently call the day before
 - The 72-hour notice for other clients does not create a major benefit for MT as we are dependent upon the ADA clients to complete our scheduling anyway
- Currently utilize a 2-hour window for appointment & pickup times (1-hour for ADA)
 - Need to identify opportunities to decrease the pickup/drop off time window
 - Phone apps will not provide a complete solution
 - Feasibility of having multiple “wait stations” in strategic areas is being researched
 - Medical facilities do not schedule appointments to support transit capabilities
 - i.e. client lives 1-mile away from a facility in the Shores, but appointment is made for Ocala





Thank You





TO: Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: Funding Update for Fiscal Two-Year 20-22

Summary

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

Attachment(s)

Budget Report for fiscal two year-end will be presented

Committee Recommendation(s)

None - contents informative

Action Requested

No action requested

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

TPO FINANCIAL SNAPSHOT

2-YEAR BUDGET

July 1, 2020 to June 30, 2022

Grant(s)	Funds Available	Funds Expended from July 1, 2020 thru June 30, 2022	Funds Remaining	Percent Remaining
Fed. Hwy. Admin - PL 112*	\$1,111,332.00	\$803,398.32	\$307,933.68	28%
Fed. Transit Admin - 5305d	\$380,383.00	\$235,050.50	\$145,332.50	38%
Fed. Transport. Disadvantaged	\$54,261.00	\$54,261.00	\$0.00	0%
Non-Eligible Funds**	\$3,500.00	\$1,066.00	\$2,434.00	70%
TOTALS	\$1,549,476.00	\$1,093,775.82	\$455,700.18	29%

**PL Funds are allocated to the TPO in four installments over the 2-year UPWP period (July 1, 2020 to June 30, 2022).*

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

EXPENDED FUNDS BREAKDOWN

Salaries & Benefits	\$640,956.90
Insurance Premiums	\$3,642.62
Travel	\$3,400.14
Training & Education	\$2,644.01
Copier Rental	\$4,687.76
Advertising	\$3,625.29
Printing & Binding	\$720.46
Office Supplies	\$4,151.64
Postage	\$42.32
Computer Software	\$17,902.26
Website	\$9,270.00
Machinery & Equipmt.	\$3,578.74
County Cost Allocation	\$99,914.27
Other Services**	\$360.00
Professional Services*	\$298,879.41
Total	\$1,093,775.82

**Prof. Services for the Long-Range Trans. Plan, Congestion Mgmt. Plan, Safety Plan, & Others*

***Other Services for the Sheriff's Security at Board meetings.*

BUDGET SUMMARY

Total Revenue	\$1,549,476.00
Funds Expended thru June 30, 2022	\$1,093,775.82
Total Revenue Remaining	\$455,700.18



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Ocala/Marion County Project Status Update as of July 31, 2022

The following is a brief status update on major FDOT road construction projects in Marion County as of the July cutoff. The next cutoff date is August 31, 2022. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

S.R. 40 Intersection Improvements (FDOT Financial Information Numbers 433661-1 & 445800-1)

- Contract: T5747
- Contractor: CW Roberts Contracting, Inc.
- Estimated Start: August 2022
- Estimated Completion: TBD
- Waiting to receive a preconstruction conference invite.

C.R. 484 and I-75 Interchange and Roadway Improvements (FDOT Financial Information Numbers 443170-1 & 433651-1)

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: September 2022
- Estimated Completion: Fall 2023
- Preconstruction conference is August 9, 2022, at 11:00 am via Microsoft Teams.
- Outreach will begin the week of August 1, 2022

Current 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: Fall 2022
- Project Cost: \$15.4 million
- Update: Motorists should expect northbound and southbound inside and outside lane closures on U.S. 441 from northwest 20th Street (NW Gainesville Road) to the US 301/US

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

441 Interchange in Sparr for median work and Intersection signal improvements at CR 326 & 35th Ave.

- The COC received several inquiries as to when project will be completed so stakeholders will be able to make southbound turns while milling and resurfacing operations are going on.

439238-1 Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Start: January 2021
- Estimated Completion: Late 2022
- Cost: \$15.7 million
- Update: Daytime and nighttime lane closures continue for widening, milling, and paving operations which continue at various locations throughout the project.
- The COC had two stakeholders that own gas station who did not want the mid-block medians in front of their gas stations. I met with the store owners and had the engineer meet with us to resolve the concerns the stakeholders had.

Bridge Rehabilitation SR 200 and SR 40 (FDOT Financial Information Number 447137-1)

- Contract: E58A8
- Contractor: M&J Construction Company
- Estimated Start: July 2022
- Estimated Completion: Fall 2022
- Update: This is a maintenance project that includes bridge epoxy overlay and joint rehabilitation for SR 200, Bridges 360059 & 360044 and SR 40, Bridge 360055. The COC will be updating CFLRoads.com with the lane closure information.



TO: Board Members

FROM: Rob Balmes, Director

**RE: Metropolitan Planning Organization Advisory Council
(MPOAC) Update**

Summary

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) was created by state statute to serve and support the 27 metropolitan planning organizations (MPO) of Florida. The MPOAC consists of a 27-member Governing Board of local elected officials from each of the MPO's in the state, along with a Staff Directors' Advisory Committee.

The MPOAC is in the process of updating its Strategic Directions Plan. All members of the MPOAC have been asked to review the Plan and provide comments to the Executive Director, Mark Reichert, prior to the next meeting on October 27, 2022.

TPO Board Member and current MPOAC representative Commissioner Craig Curry, has asked for our review of the Strategic Directions Plan. TPO Board Members are encouraged to review the Plan and share/discuss comments at the September Board meeting. A set of comments from the TPO will be then shared with Mark Reichert.

Current TPO Representation on the MPOAC:

Marion County Commissioner Craig Curry, Governing Board Member
City of Ocala Councilmember Kristen Dreyer, Governing Board Alternate
Director Rob Balmes, Staff Advisory Committee

Attachment(s)

- MPOAC Background
- 2021-2022 MPOAC Annual Report
- MPOAC Directions Strategic Plan (2016)
- MPOAC 2022 Legislative Priorities

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

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

339.175(11) METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL.—

(a) A Metropolitan Planning Organization Advisory Council is created to augment, and not supplant, the role of the individual M.P.O.'s in the cooperative transportation planning process described in this section.

(b) The council shall consist of one representative from each M.P.O. and shall elect a chairperson annually from its number. Each M.P.O. shall also elect an alternate representative from each M.P.O. to vote in the absence of the representative. Members of the council do not receive any compensation for their services, but may be reimbursed from funds made available to council members for travel and per diem expenses incurred in the performance of their council duties as provided in s. 112.061.

(c) The powers and duties of the Metropolitan Planning Organization Advisory Council are to:

1. Enter into contracts with individuals, private corporations, and public agencies.
2. Acquire, own, operate, maintain, sell, or lease personal property essential for the conduct of business.
3. Accept funds, grants, assistance, gifts, or bequests from private, local, state, or federal sources.
4. Establish bylaws by action of its governing board providing procedural rules to guide its proceedings and consideration of matters before the council, or, alternatively, adopt rules pursuant to ss. 120.536(1) and 120.54 to implement provisions of law conferring powers or duties upon it.
5. Assist M.P.O.'s in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law.
6. Serve as a clearinghouse for review and comment by M.P.O.'s on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized area transportation and systematic planning processes instituted pursuant to s. 339.155.
7. Employ an executive director and such other staff as necessary to perform adequately the functions of the council, within budgetary limitations. The executive director and staff are exempt from part II of chapter 110 and serve at the direction and control of the council. The council is assigned to the Office of the Secretary of the Department of Transportation for fiscal and accountability purposes, but it shall otherwise function independently of the control and direction of the department.
8. Adopt an agency strategic plan that prioritizes steps the agency will take to carry out its mission within the context of the state comprehensive plan and any other statutory mandates and directives.

20.23(2)(a)1. The Florida Transportation Commission is hereby created and shall consist of nine members appointed by the Governor subject to confirmation by the Senate. Members of the commission shall serve terms of 4 years each.

2. Members shall be appointed in such a manner as to equitably represent all geographic areas of the state. Each member must be a registered voter and a citizen of the state. Each member of the commission must also possess business managerial experience in the private sector.

3. A member of the commission shall represent the transportation needs of the state as a whole and may not subordinate the needs of the state to those of any particular area of the state.

4. The commission is assigned to the Office of the Secretary of the Department of Transportation for administrative and fiscal accountability purposes, but it shall otherwise function independently of the control and direction of the department.



2021-2022

MPOAC

**ANNUAL
REPORT**

Florida Metropolitan Planning Organization Advisory Council (MPOAC)

605 Suwannee Street, MS 28B

Tallahassee, FL 32399-0450

www.mpoac.org

850-414-4037

MESSAGE FROM THE CHAIR

“The past fiscal year, as was true for all of us, was a complex year for the MPOAC. Not only did we have to be creative to work through the issues presented by the global pandemic, we saw a complete turnover in staff. But we continued to represent the needs and interests of Florida’s 27 metropolitan planning organizations (MPOs) and are thrilled to have a new and dynamic staff led by Mark Reichert as MPOAC Executive Director. This Annual Report summarizes some of the key activities of the MPOAC in the past fiscal year. But these are just the tip of the iceberg. Every day, in every way, the MPOAC works to improve the lives of Florida’s communities through improved mobility and access across and between our metropolitan regions. Through policy initiatives, research projects, and advocacy, the MPOAC truly is the state’s preeminent forum for transportation planning.”



Commissioner Nick Maddox
Governing Board Chair, MPOAC

ABOUT THE MPOAC

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida’s 27 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process. The organization is made up of a 27 member Governing Board consisting of local elected officials from each of the MPOs and a Staff Directors’ Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC works with national organizations and other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.



MPOAC MISSION STATEMENT

The MPOAC improves transportation planning and education by engaging and equipping its members to deliver results through shared innovations, best practices, enhanced coordination, communication and advocacy.

NATIONAL POLICY DEVELOPMENT AND EDUCATION

Fiscal Year 2021/2022 was a big year for policy development and education on the national stage. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law in November 2021. The law reauthorizes the federal transportation program, including sections pertaining to MPOs, and provides over \$350 billion for new transportation investments nationwide over the five-year life of the law. The MPOAC worked closely with its national partners, the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC), to ensure the best result for MPOs across Florida and the nation. Since approval, the MPOAC has remained engaged in the regulatory process, tracking guidance documents as they are released and notifying the MPOAC membership of opportunities and issues as they arise.



STATE POLICY DEVELOPMENT AND EDUCATION

The MPOAC remained engaged in the policy development and education process at the state level during Fiscal Year 2021/2022. A summary of legislation signed into law following the 2021 Florida legislative session was developed and made available to MPOAC members and partners. The MPOAC Governing Board approved the MPOAC Legislative Priorities and Policy Positions for 2022 and sent them to members of the Florida Legislature, the Governor, and partners across the state. The MPOAC Executive Director tracked legislation during the 2022 legislative session and sent a weekly update on legislative activities to inform the membership.



RESEARCH

The MPOAC undertook a variety of activities to support Florida's MPOs through research. MPOAC staff developed a summary of federal transportation performance measurement targets in Florida, tracked changes in the US Census Urban Area criteria, and conducted research on statewide associations of MPOs and their use of Unified Planning Work Programs (UPWPs). MPOAC staff secured funding from the FDOT Research Center to conduct a research project identifying the various practices and methodologies used by Florida's 27 MPOs to develop their List of Project Priorities (LOPP).



MEMBER SERVICES

The MPOAC supported its members in a variety of ways, including through direct engagement. In fact, the MPOAC Executive Director spent much of his time attending meetings of MPO alliances like the Sun Coast Transportation Planning Alliance (SCTPA), the Central Florida MPO Alliance (CFMPOA), and the Coordinated Urban Transportation Studies (CUTS) in Southwest Florida.

MPOAC staff also attended federal certification reviews for the Sarasota/Manatee MPO, the Lee County MPO and the Space Coast TPO. The MPOAC developed a resiliency contact list so that MPO staff members with resiliency responsibilities can easily connect with each other on this important subject area.

OPERATIONS

Fiscal Year 2021/2022 was a topsy-turvy year for the MPOAC. The MPOAC hired a new Executive Director and Executive Assistant. We were very fortunate to bring aboard two experienced professionals in Mark Reichert and Lisa Stone and the future looks bright with these two on board. The MPOAC also unveiled a new website with a modern design and improved functionality. The MPOAC adopted a new Unified Planning Work Program (UPWP) for Fiscal Year 2022/2023, began an update of the agency's Bylaws, and put the pieces in place to begin an update of the Strategic Directions Plan during the next fiscal year. The Freight Committee expanded its mission to include Rail (becoming the Freight and Rail Committee) and the Noteworthy Practices Working Group regrouped after a pandemic hiatus and will move forward with renewed energy.

During the time the MPOAC was without staff, the Office of Policy Planning within FDOT was assisting with the daily operations of the MPOAC. During this time, FDOT Credit Union account bank statements were discovered in the name of the MPOAC. Account activity occurred during the time when no MPOAC staff were employed thus raising the suspicion of the department. The Office of Inspector General (OIG) was notified of the issue resulting in an investigation. Fortunately, no wrongdoing was discovered. The OIG determined the funds directed to or from the FDOT Credit Union account were business related. However, several internal control concerns were identified by the OIG. As a result, the MPOAC is working to revise its internal control structure to ensure full transparency to the Governing Board and Staff Directors Advisory Committee. This includes revising its Bylaws and the development of a Policy and Procedures Manual. Both of which will be adopted in Fiscal Year 2022/2023.



STATEWIDE PLANNING

It was a busy year for statewide planning. The MPOAC participated in updates of the Strategic Intermodal System (SIS) plan, the Florida Transportation Plan (FTP), and the State Passenger and Freight Rail Plan. The MPOAC also worked with the FDOT on a variety of statewide policy planning efforts including the update of the MPO Long-Range Transportation Plan (LRTP) financial guidelines, the implementation of a Consolidated Planning Grant (CPG) program in Florida, and the advancement of transportation safety through its participation on the Safe Mobility for Life Coalition. The MPOAC managed to secure funding for several freight projects around the state using the Freight Priorities Program (FPP) Project List developed by the MPOAC Freight and Rail Committee. The MPOAC also worked with the Federal Highway Administration to coordinate the delivery of the Florida Advancing Transportation Performance Management and Decision-Making Seminar, an important training program focusing on transportation performance management (TPM).

PARTNER ENGAGEMENT

The MPOAC engaged with its planning partners to advance the state of transportation in Florida and the nation. The MPOAC Executive Director is an ex officio member of the Florida Public Transit Association (FPTA) and has a standing presentation slot on their policy board agenda. The Executive Director met with national colleagues to discuss issues related to metropolitan planning at AMPO and NARC annual meetings. The MPOAC became a member of the Mileage-Based User Fee Alliance (MBUFA) to work with colleagues at the national level to advocate for a sustainable funding source for transportation infrastructure. The Executive Director presented at the Miami Road User Charging (RUC) Conference. At the state level, the MPOAC Executive Director attended the Florida Metropolitan Planning Partnership meetings, FDOT/FHWA/FTA/MPOAC Quarterly meetings, and presented at the Florida League of Cities Annual Conference.





FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Mark Reichert

MPOAC Executive Director

GOVERNING BOARD

Commissioner Nick Maddox, Chair
Capital Region TPA

Commissioner Vanessa Baugh, Vice-Chair
Sarasota/Manatee MPO

Commissioner William Dozier
Bay County TPO

Commissioner Jeff Kinnard
Hernando/Citrus MPO

Commissioner Craig Curry
Ocala/Marion County TPO

Commissioner Sandy Johnson
Broward MPO

Commissioner Harry Cohen
Hillsborough TPO

Mayor Dick Ryneanson
Okaloosa-Walton TPO

Commissioner James W. Herston
Charlotte County-Punta Gorda MPO

Commissioner Susan Adams
Indian River County MPO

Councilmember Lance Smith
Pasco County MPO

Commissioner William McDaniel Jr.
Collier MPO

Commissioner Dan Robuck
Lake-Sumter MPO

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Palm Beach TPA

Commissioner Robert Bender
Florida-Alabama TPO

Councilmember Fred Forbes
Lee County MPO

Mayor Pro-Tem Nat Birdsong
Polk TPO

Commissioner David Eggers
Forward Pinellas

Commissioner Troy McDonald
Martin MPO

Commissioner Chris Cloudman
River to Sea TPO

Commissioner Harvey Ward
Gainesville MTPO

Commissioner Mayra Uribe
MetroPlan Orlando

Councilmember Andrea Young
Space Coast TPO

Commissioner Terry Burroughs
Heartland Regional TP

Commissioner Oliver G. Gilbert III
Miami-Dade TPO

Councilmember Stephanie Morgan
St. Lucie TPO

Commissioner Wayne Bolla
North Florida TPO

STAFF DIRECTORS' ADVISORY COMMITTEE

Don Scott, Chair
Lee County MPO

David Hutchinson, Vice-Chair
Sarasota/Manatee MPO

Mary Beth Washnock
Bay County TPO

Patricia Steed
Heartland Regional TPO

Rob Balmes
Ocala/Marion County TPO

Greg Stuart
Broward MPO

Robert Esposito
Hernando/Citrus MPO

Dawn Schwartz
Okaloosa-Walton TPO

Greg Slay
Capital Region TPA

Beth Alden
Hillsborough TPO

Valerie Neilson
Palm Beach TPA

D'Juan Harris
Charlotte County-Punta Gorda MPO

Brian Freeman
Indian River County MPO

Carl Mikyska
Pasco County MPO

Anne McLaughlin
Collier MPO

Michael Woods
Lake-Sumter MPO

Parag Agrawal
Polk TPO

Austin Mount
Florida-Alabama TPO

Beth Beltran
Martin MPO

Colleen Nicoulin
River to Sea TPO

Whit Blanton
Forward Pinellas

Gary Huttman
MetroPlan Orlando

Georganna Gillette
Space Coast TPO

Scott Koons
Gainesville MTPO

Aileen Bouclé
Miami-Dade TPO

Peter Buchwald
St. Lucie TPO

Jeff Sheffield
North Florida TPO



2016

Adopted April 28, 2016

MPOAC Strategic Directions Plan



MPOAC Mission Statement

The MPOAC improves transportation planning and education by engaging and equipping its members to deliver results through shared innovations, best practices, enhanced coordination, communication and advocacy.*

Guiding Principles in Developing the MPOAC Strategic Plan

- *Maximize the role of the MPOAC in transportation policy, planning and education.*
- *Serve as a state transportation leader and agent of positive change.*
- *Empower and enable individual M/TPOs to do their jobs better.*
- *Provide opportunities for MPOAC members (MPO elected officials and staff) to participate in committee and workgroup efforts to enhance the organization's mission and impact.*
- *Evaluate MPOAC's organizational effectiveness in implementing the strategic goals, objectives & actions.*

GOAL A. The MPOAC will support the sharing of best practices, and help coordinate and communicate with members and other organizations.

Objective 1:

The MPOAC will convene working groups to determine how best to share information on best practices and innovations with members and other interested parties.

Implementation Actions

- a) **Establish an MPOAC best practice working group** to develop a process for:
- Identifying MPOAC best practices & successes. Vetting and establishing a repository of best practices and successful strategies, and consider branding a set of MPOAC best practices and successful strategies.
 - Implementation of new MPOAC operational and topical best practices workshops. The working group will recommend the design, funding/budget, administration and marketing of an MPOAC best practices workshop. These should include:
 - Operational, e.g. Federal certification reviews, member orientation process best practices, budgeting/funding, business and strategic planning, benefit procurement, etc.; and
 - Topical, e.g. automated/connected vehicles, technology/data management, public participation, sunshine/ethics, etc., that can be presented in workshops.
 - Recognition of Innovation. Consider the creation of a recognition or awards program as part of the best practices workshops.

- b) **Establish an MPOAC Bike and Pedestrian working group** to share information and best practices in coordination with the State, including complete streets.

Objective 2:

The MPOAC will implement effective internal and external communication and coordination strategies with members and other organizations.

Implementation Actions

- a) **Create an MPOAC Communications Workgroup** to assess the current internal and external communications strategies and recommend how to improve and provide additional opportunities for communicating among members, serving as a clearinghouse of information and communicating with other organizations. The Workgroup should consider the use of tools such as: an email blast; share point website; quarterly newsletters; and improving/upgrading the MPOAC website as a more interactive site.
- b) **MPOAC Quarterly Meeting Format.** The Workgroup should review the MPOAC quarterly meeting format and consider whether it might be adjusted to better serve as a vehicle for communication and sharing of best practices (e.g. opportunity for video streaming, etc.).
- c) **Opportunity for Member Participation.** The Workgroup should review ways to enhance the opportunity for member participation in and communication about the existing MPOAC committees and workgroups.

GOAL B. The MPOAC will expand leadership training and education to engage members and build competence.

Objective 1:

The MPOAC will increase participation in the MPOAC Institute as the core leadership and educational program.

Implementation Actions

- a) **Continue to support the delivery and update of the MPOAC Institute.** Support the historic funding and support of the MPOAC Institute.
- b) **Expand participation in the MPOAC Institute.** Develop recommendations regarding the cost/benefits of expanding participation in the MPOAC Institute and in developing an advanced MPOAC Institute for graduates of the MPOAC Institute.
 - Require members of the MPOAC Governing Board to participate in an MPOAC Institute program.
 - Recommend members strongly encourage their chairs to participate in the MPOAC Institute as a requirement for serving.
- c) **Exporting MPOAC Institute components.** Explore how to feature and expand components of the Institute in other organizational settings (e.g. best practices workshop, a la FAC certification program, MPOAC quarterly meetings, MPO advisory committees, etc.)

Objective 2:

Develop an MPOAC sponsored training program.

Implementation Actions

- a) **Establish an MPOAC Training Workgroup** to develop recommendations regarding member and staff training and education strategies and topics, the funding and development, and the sharing of member standardized training materials.
- b) **National Training Opportunities.** Explore opportunities, in coordination with FDOT, AMPO and NARC to bring member and staff training programs by national organizations to Florida.
- c) **Online Training.** Explore the applicability and cost effectiveness of delivery vehicles such as online digital web-based distance learning.
- d) **Train the Trainers Approach.** Explore the development of a “train the trainers” workshop to enable member staff to offer training to their staff.

GOAL C. The MPOAC will advocate and collaboratively lead effective local, regional and statewide transportation policy and planning.

Objective 1:

The MPOAC will take steps to develop a stronger relationship with the Florida Transportation Commission

Implementation Actions

- a) **MPOAC Representative on the FTC.** Make it an MPOAC legislative priority to include a MPOAC representative as a member of the FTC.
- b) **MPOAC Presentations to the FTC.** MPOAC should make regular update presentations at each FTC meeting.
- c) **Strengthen MPOAC & FTC Coordination.** Strengthen the coordination between the FTC and MPOAC including offering expertise and advice on matters related to effective local and regional transportation policy and planning.

Objective 2:

Optimize the MPOAC relationship with the FDOT Central Office and the Districts to advance shared goals and member missions and programs.

Implementation Actions

- a) **Document FDOT/MPOAC Relationship.** Document the existing Central office staff relationship in terms of information flow, roles and responsibilities.
- b) **Regular Briefings/Update with FDOT.** Establish regular briefing and update meetings with the MPOAC Executive Director and the FDOT Secretary and the Office of Policy and Planning staff to

provide regular communication on issues impacting the MPOAC and its members and strengthen the relationship.

- c) **Update FDOT/MPOAC Procedures.** Work with FDOT to establish a formal endorsement procedure with the MPOAC for all documents that pertain to the administration of MPOs.
- d) **Enhance the relationship of MPOAC and Districts** on local and regional transportation policy and projects by encouraging the participation of District representatives and liaisons in MPOAC meetings, best practice workshops and other MPOAC activities.

Objective 3:

Strengthen the MPOAC relationship and coordination with USDOT to advance member missions and programs.

Implementation Actions

- a) **Enhance the MPOAC & FHWA Relationship.** Work with USDOT to strengthen FHWA relationship with the MPOAC and members beyond the Four Year Reviews, by participating in the FHWA annual audit process and communicating on a more regular basis to clarify issues and review areas of emphasis.

Objective 4:

Enhance coordination on advocacy for transportation policy and planning with partners and other organizations.

Implementation Actions

- a) **Coordinate Advocacy.** Enhance coordination on advocacy with the Florida League of Cities, Florida Association of Counties, Florida Regional Councils Association as well as other transportation associations through regular meetings with the Executive Director.
- b) **MPOAC/FAC Partnership on Certification.** Continue to provide an MPOAC Institute module for the FAC Certification process.

- c) **FLC/FAC Education Opportunities.** Explore with the FLC and FAC opportunities for the MPOAC to provide education and information on MPOs.
- d) **MPOAC Involvement in AMPO and NARC Committees.** The MPOAC Executive Director should serve on appropriate NARC and AMPO committees where there is not currently Florida representation.

2022

LEGISLATIVE PRIORITIES AND POLICY POSITIONS

The MPOAC supports State Legislation that:

- Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.
- Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.
- Adds provisions to Florida's Sunshine Law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.
- Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.
- Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).
- Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.
- Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.



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The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 27 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process. The organization is made up of a 27 member Governing Board consisting of local elected officials from each of the MPOs and a Staff Directors' Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC annually prepares legislative policy positions and develops initiatives to be advanced during Florida's legislative session. The MPOAC actively participates in the activities of the national Association of MPOs (AMPO) and the National Association of Regional Councils (NARC) in Washington DC and works with other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.

THE MPOAC SUPPORTS STATE LEGISLATION THAT:

1. **Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.**

Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles, such as an electric vehicle registration fee.
- No reduction in local option transportation revenue sources.
- Use the existing MPO and local planning processes to select individual transportation projects rather than legislative appropriations (commonly referred to as earmarks). Ensure that all legislative appropriations that are passed come from non-transportation funding sources (i.e. general revenue funds).
- Fund the Transportation Regional Incentive Program (TRIP) at a predictable level of a minimum of \$250 Million per year.

2. **Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.**

The 2018 Florida legislature enacted the "Wireless Communications While Driving" law that makes texting while driving a primary offense. One of the expressed concerns of opponents of this law is the potential for racial profiling during enforcement. This legislative proposal would increase roadway safety by prohibiting the handheld use of electronic wireless devices for any purpose, making enforcement easier and reducing the potential for racial profiling.

3. **Adds provisions to Florida's Sunshine Law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.**

The ability to hold virtual meetings during the COVID-19 pandemic, resulting from Executive Orders issued by the Governor, has been a significant benefit to government agencies and the people of Florida. This proposal would permit units of government to meet virtually, so long as there is an opportunity for the public to participate, upon the declaration of an emergency by the Governor of Florida or the federal government. Recognizing that some declared emergencies can take extended periods of time to recover, this legislative proposal would also include an additional 90 days for governments to repair damaged facilities used to hold meetings or to hold meetings that have already been advertised as being virtual.

4. **Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.**

Current state law does not permit SIS funds to be spent on roads, transit, or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. Additionally, the newly created Federal Transportation Performance Measures (TPM) apply to a larger network than just the Strategic Intermodal System. Therefore, it is appropriate to direct SIS funding to transit and roadway projects that relieve the SIS.

5. **Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).**

Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida's metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

Additionally, state law should be changed to:

- Make FDOT and Transportation Disadvantaged Trust Fund (TDTF) grants more flexible:
 - Extend TDTF grants for each county to the next year,
 - Allow TDTF funds to be used for meal, grocery, and prescription deliveries, and
 - Allow other FDOT grants to be used on transit improvement and operating funds.

6. **Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.**

The United States Department of Transportation (USDOT) provides funding to Metropolitan Planning Organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

7. **Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.**

Transportation technologies have undergone a revolutionary leap forward over the past several years. A variety of transportation technologies are under development including autonomous vehicles and the hyperloop. It is the responsibility of the Florida legislature to ensure that state laws and funding mechanisms support the development and implementation of these technological advances in the way people and freight will move in and between our metropolitan areas. At the same time, it is incumbent upon the Florida legislature to ensure that the health and welfare of Florida's citizens and visitors are protected from possible harm presented by these new technologies, including the malicious and intentional interference of the proper functioning of transportation vehicles and systems. This proposal supports legislative efforts to implement innovative mobility solutions and policies while protecting the health and welfare of Florida's citizens and visitors.

Florida Metropolitan Planning Organization Advisory Council

MPOAC

GOVERNING BOARD

Commissioner Nick Maddox, Chair
Capital Region TPA

Mayor Robert Weinroth, Vice-Chair
Palm Beach TPA

Commissioner William Dozier
Bay County TPO

Commissioner Jeff Kinnard
Hernando/Citrus MPO

Commissioner Craig Curry
Ocala/Marion County TPO

Councilmember Sandy Johnson
Broward MPO

Commissioner Harry Cohen
Hillsborough County MPO

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River to Sea TPO

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Jeff Kramer, Interim MPOAC Executive Director



TO: Board Members

FROM: Rob Balmes, Director

RE: Commitment to Zero Safety Action Plan Update

Summary

As you are aware, the TPO has been undertaking the development of a safety action plan, titled Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. Our Consultant team has been finalizing a draft Action Plan for public review. The draft Action Plan is expected to be released in August. A formal presentation will be made at the September 27th Board meeting.

An important aspect of this project is public and partner involvement. The TPO is focused on ensuring a minimum 30-day public and partner review period of the draft Action Plan. As a result, the TPO Board will not be requested to adopt the Action Plan until the November 29, 2022 meeting.

TPO Board members will receive a notification when the draft Action Plan is made available. The Action Plan may also be accessed at the project website:

<https://ocalamariontpo.org/safety-plan>

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



TO: Board Members

FROM: Rob Balmes, Director

**RE: Urban Boundary and Functional Classification Process,
Florida Department of Transportation (FDOT)**

Summary

Every 10 years following the Census, the Florida Department of Transportation (FDOT) coordinates with Federal Highway Administration (FHWA) and local governments to conduct an update to the Census-designated Urban Boundary and Functional Classification of roadways. Part of this process will involve adjustments, as deemed necessary, prior to being finalized and approved by FHWA.

At the TPO committee meetings on August 9, the FDOT District 5 team, led by Alice Giuliani, delivered an overview presentation on the Urban Boundary and Functional Classification process tied to the 2020 Census. Included with this memo is the presentation.

The entire process is anticipated to take place from 2022 to 2025. However, some important upcoming dates for the TPO are as follows:

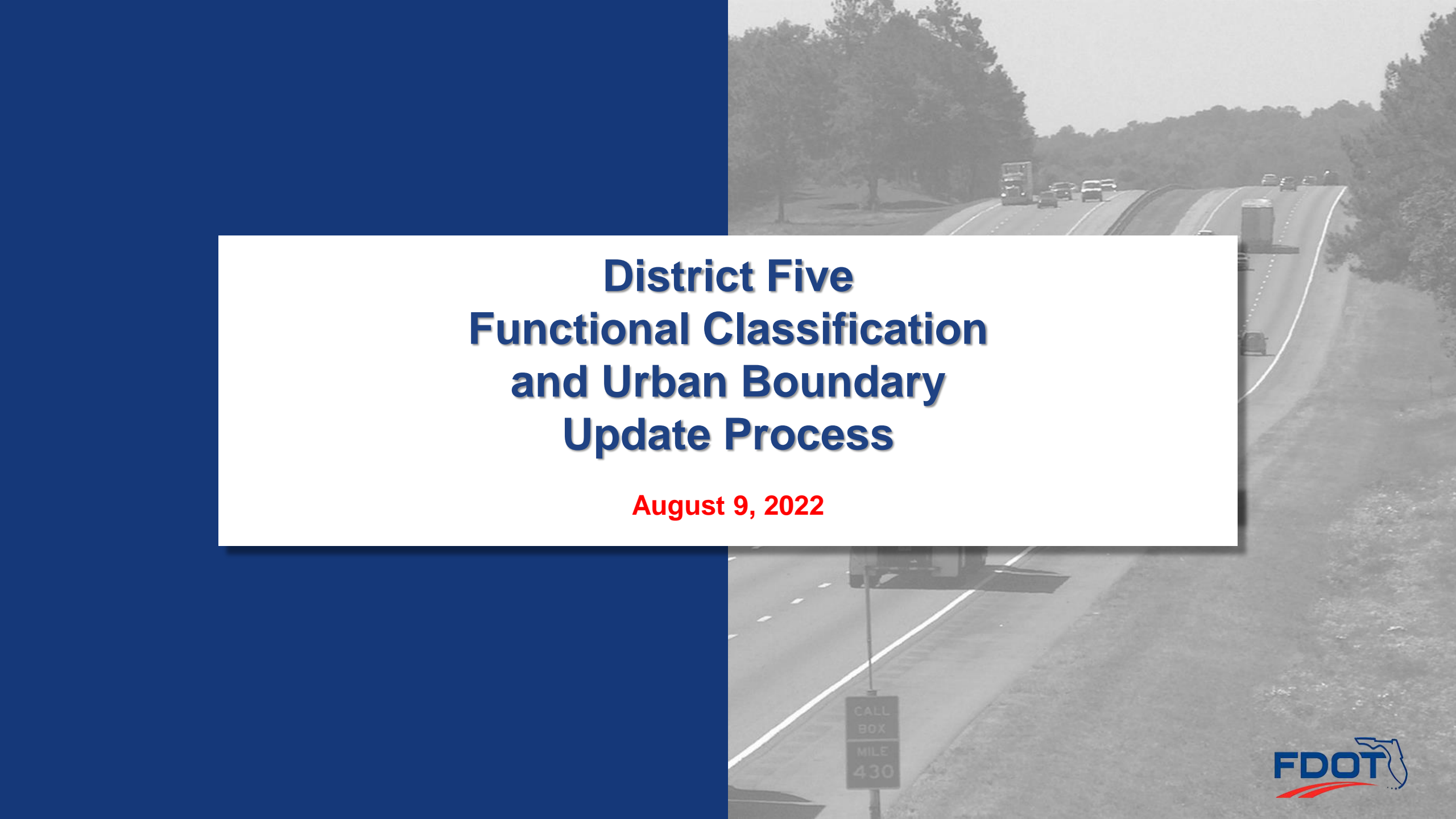
- **Winter/End of Calendar 2022:** Census Bureau release of 2020 Urbanized Areas
- **Winter/Spring of Calendar 2023:** USDOT designation of Transportation Management Areas (TMAs)

The TPO Board will remain fully updated on all activities related to the Census, TMA status and Functional Classification so appropriate actions, as needed, may be taken with the US Department of Transportation and the State of Florida.

Attachment(s)

- District Five Functional Classification and Urban Boundary Process (PDF)

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



District Five Functional Classification and Urban Boundary Update Process

August 9, 2022

Why this presentation?

- Provide initial information about upcoming process for updating:
 - ✓ Functional Classifications
 - ✓ Urban Boundaries
- Initiate multi-year coordination effort between D5 and MPOs



Presentation At-a-Glance

Background

- Census Update
- Functional Classification
- Urban Boundary

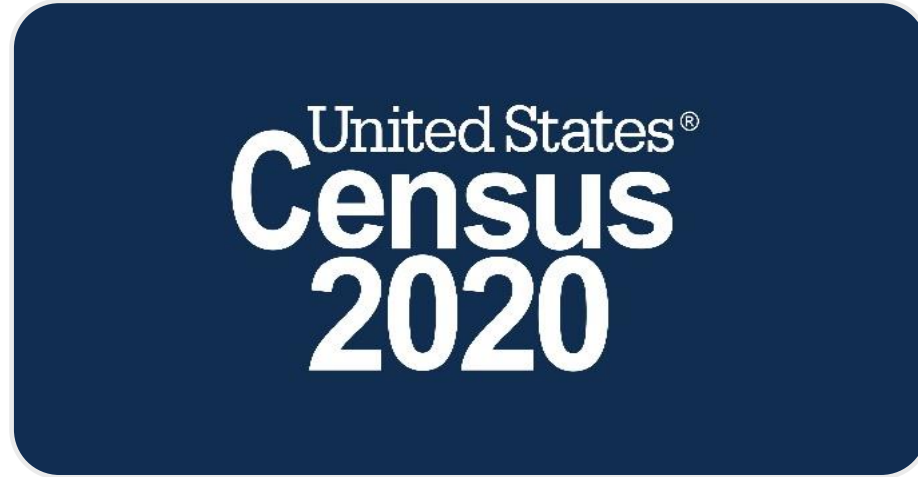
General Schedule

- Key Timeframes
- Current Status

Update Process

- Key Players
- MPO Point of Contact
- Key Considerations





- **Urban Areas** are revised every 10 years based on population counts from decennial census
- **Functional Classifications** are reviewed and updated during the same timeframe as urban boundary adjustments
- **Urban Boundaries** are adjusted by Census Bureau and can be refined further if desired by FHWA and FDOT

Functional Classification

- **Method** to assign public roadways into classifications according to the character of service they provide in relation to the total roadway network

- **Hierarchy** of classifications

*Roadway purpose can range from **neighborhood streets** serving local trips to **interstates** that support long-distance movement of people and goods*

- **Access and Mobility** are central considerations

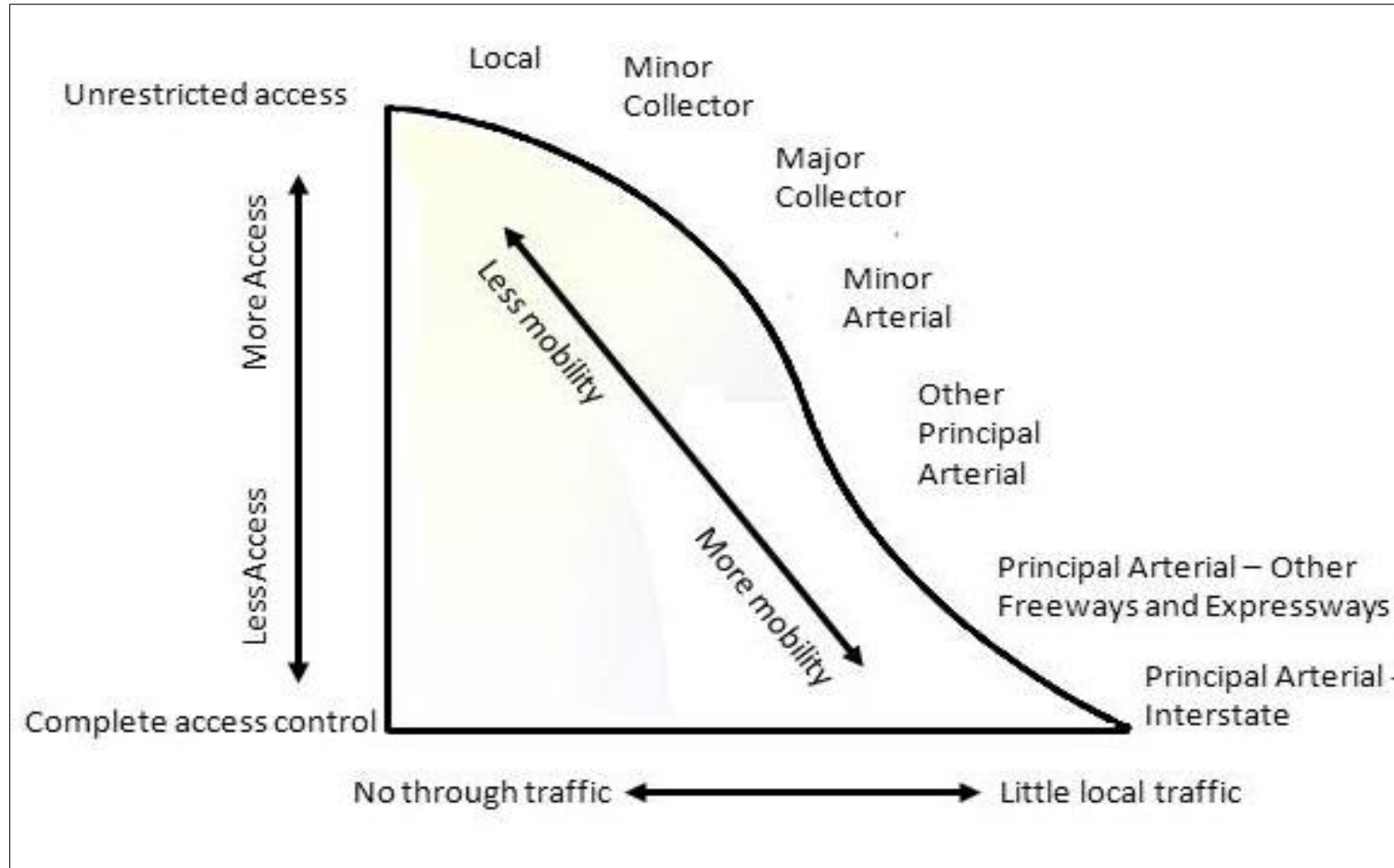


Functional Classification Categories

URBAN OR RURAL	EXAMPLES
Principal Arterial - Interstate	I-75
Principal Arterial - Other Freeways & Expressways	FL Turnpike
Principal Arterial – Other	Silver Springs Blvd., SW College Rd.
Minor Arterial	SW 17 th St., SE 31 st St.
Major Collector	E Ft. King St., NE 35 th St.
Minor Collector	N Magnolia Ave., SE 24 th St.
Local	SE 5 th St, SW 23 rd Ave.



Functional Classification: Mobility vs. Accessibility



Source: FHWA

Application of Functional Classification (FC)

- FC can be considered in **prioritization**
- FC can be considered in **roadway design** along with other considerations like context classification
- FC defines data collected for **performance management**
- FC determines **funding eligibility** from certain sources
 - Example – FEMA emergency response funding

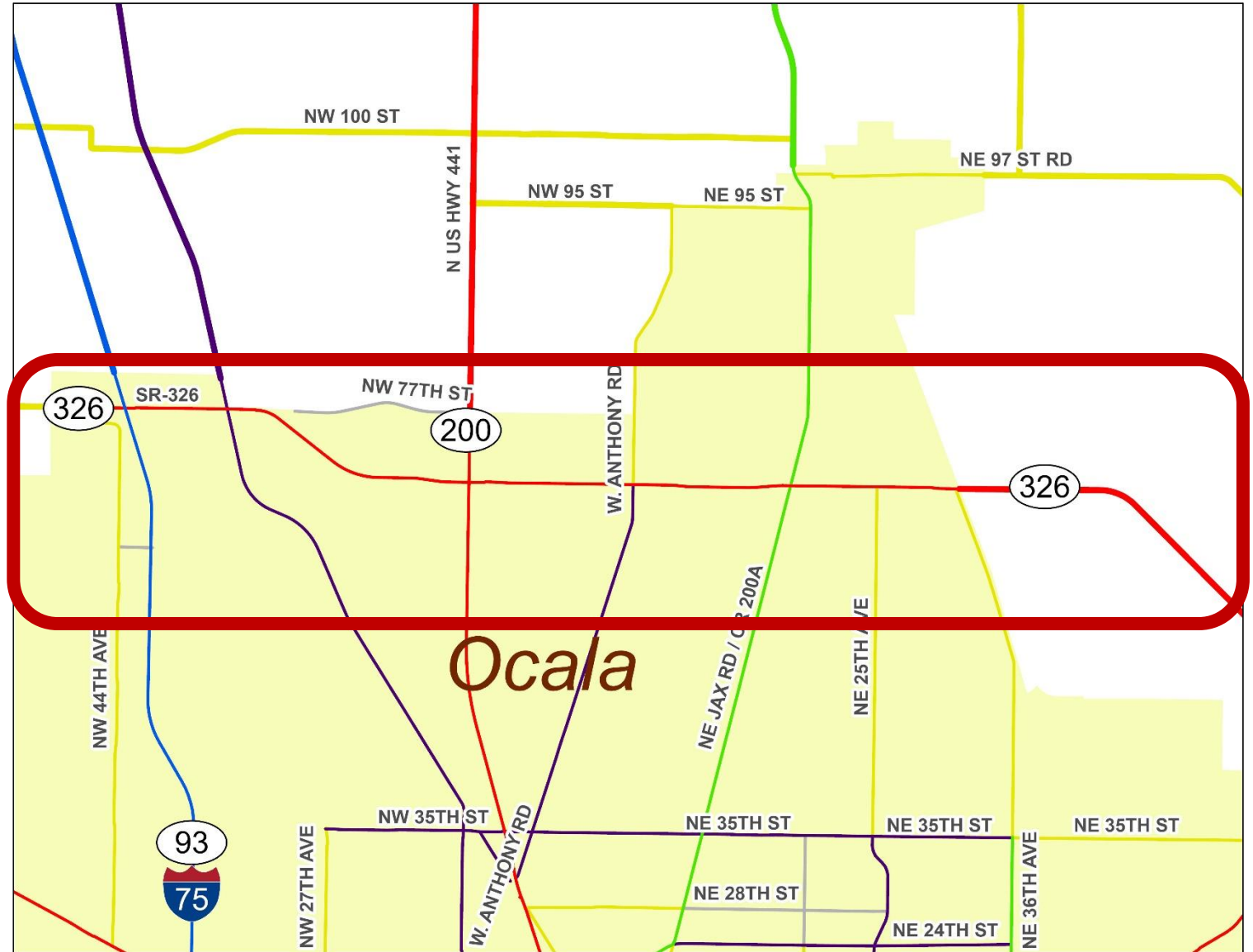
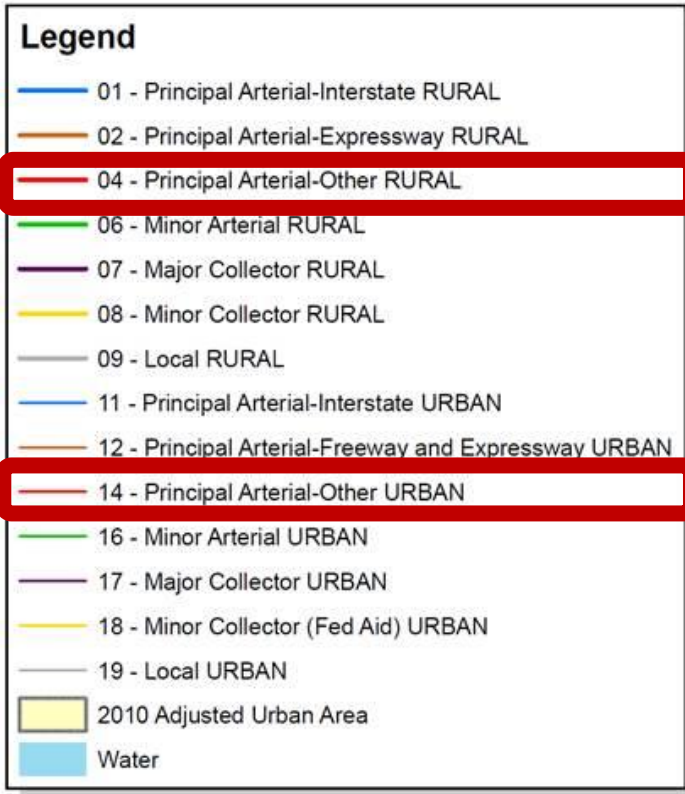
Urban Boundaries

- The line distinguishing defined urban areas from rural areas
- Approach is evolving with new 2020 Census Bureau criteria

Moving from census tract and block population density to housing unit and development density

Urban Boundaries and Functional Classification

BACKGROUND



Urban Boundaries

Federal-Aid Highway System Funding

Functional Class System	Urban	Rural
1 - Interstate	Yes	Yes
2 - Principal Arterial - Other Freeways and Expressways	Yes	Yes
3 - Principal Arterial - Other	Yes	Yes
4 - Minor Arterial	Yes	Yes
5 - Major Collector	Yes	Yes
6 - Minor Collector	Yes	No
7 - Local	No	No

2022-2025: Coordinate D5 Functional Classification review and 2020 Urban Boundary adjustments

Winter 2022: US Census Bureau releases finalized 2020 Urban Areas

Winter 2022/Spring 2023: USDOT designates Transportation Management Area (TMAs)



2022-2025: Coordinate D5 Functional Classification review and 2020 Urban Boundary adjustments

- Functional Classification Update
 - MPO/TPO Presentations
 - Outreach to Local Governments
 - MPO/TPO Presentations for Board Approval

- Urban Boundary Update
 - MPO/TPO Outreach
 - MPO/TPO Presentations for Board Approval

Current Activities

- Initial Presentations to MPO Committees

Ocala Marion TPO	August 9
Lake~Sumter MPO	August 10
River to Sea TPO	August 16
MetroPlan Orlando	August 24, 26, September 8
Space Coast TPO	September 6

- Quality Control (QC) review of Functional Classification data
 - New roadways
 - Modifications
 - Other changes



Key Players in Approval Process

- FHWA
 - Signatory
- FDOT Transportation Data and Analytics (TDA) Office
 - Coordinate between districts and FHWA
- FDOT D5
 - Signatory
- MPOs/TPOs
 - Signatory



FDOT D5 Contact

- Alice Giuliani, Planning Project Manager
386-943-5247
Alice.Giuliani@dot.state.fl.us

MPO Contact

- Rob Balmes, Director
352-438-2630
Rob.Balmes@marionfl.org



Final Considerations

- This is the initial outreach
- These are important processes
- Your participation will be important



Questions



TO: Board Members

FROM: Rob Balmes, Director

RE: 2045 Long Range Transportation Plan (LRTP) Amendment Update

Summary

The adopted 2045 Long Range Transportation Plan (LRTP) may be amended during the five-year cycle in order to add, remove or modify projects in the Cost Feasible and Needs Plan elements. An amendment is a formal revision that requires public review and comment. All changes to the LRTP must also demonstrate fiscal constraint (23 CFR 450.104).

The TPO conducted a 30-day call for 2045 LRTP Amendments on April 18, 2022. This process involved an email notification to all four jurisdictions and Florida Department of Transportation (FDOT).

A 2045 LRTP Amendment Public Hearing is planned to take place at the TPO Board meeting on September 27, 2022, to include projects added to the Cost Feasible Element and Unfunded Needs Element. A minimum 30-day public notification will be made in advance of the hearing on August 25, 2022 per the adopted TPO Public Participation Plan (PPP).

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