



**TPO Board Meeting**

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

**November 29, 2022**

**4:00 PM**

**(following 2045 LRTP Public Hearing)**

**AGENDA**

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
  - A. TPO Meeting Minutes – August 23, 2022 (Page 3)**
  - B. Director Travel (Page 61)**
- 5. ACTION ITEMS**
  - A. Draft Commitment to Zero Safety Action Plan (Page 121)**  
*A presentation by Chris Keller of Benesch of the draft Action Plan.*
  - B. Chair and Vice Chair Election (Page 375)**  
*Per bylaws, the TPO Board elects a Chair and Vice Chair at the last meeting of the calendar year.*
  - C. Appointments to the Florida Metropolitan Planning Organization Advisory Council (MPOAC) (Page 377)**  
*Action is requested to select a member and alternate for 2023.*
  - D. Appointments to the Central Florida MPO Alliance (Page 379)**  
*Action is requested to select three delegates for 2023.*
  - E. 2023 TPO Board Meeting Schedule (Page 381)**  
*Action is requested to approve the proposed meeting schedule for 2023.*
  - F. TPO Disadvantaged Business Enterprise (DBE) Program (Page 383)**  
*Staff is requesting approval of the TPO's DBE Program document.*
  - G. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment #2 (Page 418)**  
*Staff is requesting approval of a TIP amendment to include two additional projects per state fiscal year 2023 appropriation funding.*

- H. **Continuity of Operations Plan (COOP)** (Page 637)  
*Staff is requesting approval of the TPO's COOP document.*
- I. **Annual Report Document and Template Scope of Services**  
(Page 661)  
*Staff is requesting approval of a Task Order Scope of Services.*
- J. **Fiscal Years 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment** (Page 673)  
*Staff is requesting approval of an amendment to the UPWP.*
- K. **Regional Transportation System Management and Operations (TSM&O) Program** (Page 804)  
*Staff is requesting approval of TPO participation in the regional program.*

**6. COMMENTS BY FDOT**

- A. **Construction Report** (Page 815)

**7. COMMENTS BY TPO STAFF**

- A. **Central Florida MPO Alliance Regional Project Lists**  
(Page 817)

**8. COMMENTS BY TPO MEMBERS**

**9. PUBLIC COMMENT (Limited to 2 minutes)**

**10. 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](mailto:liz.mitchell@marioncountyfl.org) forty-eight (48) hours in advance, so proper accommodations can be made.

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

*The next regular meeting of the Ocala Marion Transportation Planning Organization will be held on January 24, 2023.*





**TPO Board Meeting**

Marion County Commission Auditorium

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

August 23, 2022

4:00 PM

**MINUTES**

**Members Present:**

Councilman Ire Bethea  
Commissioner Craig Curry  
Councilmember Kristen Dryer  
Councilmember James Hilty  
Councilmember Barry Mansfield  
Mayor Bill White

**Members Not Present:**

Commissioner Kathy Bryant  
Commissioner Jeff Gold  
Mayor Kent Guinn  
Commissioner Ronald Livsey  
Commissioner Michelle Stone  
Commissioner Carl Zalak

**Others Present:**

Rob Balmes, TPO  
Shakayla Irby, TPO  
Liz Mitchell, TPO  
Anna Taylor, FDOT  
Mike McCammon, FDOT  
Eric Smith, City of Ocala  
Clayton Murch, Marion Senior Services  
Darren Park, City of Ocala  
Oscar Tovar, City of Ocala  
Sean Lanier  
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 4:00pm and led the board in the Pledge of Allegiance.

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

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

*Mr. Hilty made a motion to move forward with at least five voting members present to constitute a quorum. Mr. Curry seconded, and the motion passed unanimously.*

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

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on August 16, 2022. The meeting was also published to the TPO's Facebook and Twitter pages.

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

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

### **Item 5A. Fiscal Years (FY) 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment**

Mr. Balmes presented and said that 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.

The request was coordinated with the Florida Department of Transportation and approved by the Federal Highway Administration (FHWA). Through the approval process, the TPO was eligible to re-obligate the full \$175,000 of funding to the current UPWP in year one (Fiscal Year 2022/23).

The funding would 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.

Mr. Balmes provided a presentation that showed the breakdown of funding according to ask.

#### **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

**Task 7: Special Projects- \$117,400**

\$5,000 Salaries/Benefits

\$112, 400 Consultants

*Mr. Hilty made a motion to approve the FY 2022/23 to 2023/24 UPWP Amendment.*

*Mr. Curry seconded, and the motion passed unanimously.*

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

Mr. Balmes presented and said TPO staff requested that one project be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) pertaining to the Unified Planning Work Program (UPWP) de-obligation funding.

**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

*Mr. Curry made a motion to approve the FY 2023 to 2027 TIP Amendment. Mr. Hilty seconded, a roll-call vote was called and the motion passed unanimously.*

**Item 5C. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Roll Forward Amendment**

Mr. Balmes presented and said on an annual basis, the TPO worked in coordination with the Florida Department of Transportation (FDOT) to amend the Transportation Improvement Program, (TIP) through a roll-forward process. The process was undertaken because in some cases project phases that were programmed in the previous fiscal year (FY) of the prior TIP were not authorized and encumbered by June 30. The projects must then roll-forward to the new FY in July of the FDOT Work Program and be included in year one (FY 2023) the TPO's recently adopted TIP. Therefore, a TIP amendment was 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 had been 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)

Mayor White inquired about the difference between resurfacing and repaving.

Mr. Balmes said that resurfacing typically involved mill and fill where you can take off layers and resurface with fresh asphalt and could involve more in-depth work.

Mayor White said in Dunnellon there were several repaving asphalt projects that were expensive. Quotes on resurfacing seemed to be lower than repaving quotes.

Mike McCammon, Operations Engineer for FDOT approached the board and said that he would use the terms interchangeably and believed repaving usually would take off bad asphalt and replace it with good asphalt to a solid layer.

Mayor White asked if I-75 was resurfaced would there be areas that were concrete and if it was a different term to use for concrete.

Mr. McCammon said that concrete would not typically be resurfaced it would be removed and replaced however, there was not a lot of concrete pavement in Marion County.

*Mr. Mansfield made a motion to approve the FY 2023 to 2027 TIP Amendment. Mr. Hilty seconded, a roll-call vote was called and the motion passed unanimously.*

#### **Item 5D. TPO Staff Position Reclassification**

Mr. Balmes said that his focus was 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), Mr. Balmes was seeking a professional with the ability to also manage the major TPO-led project.

The additional responsibility of managing the LRTP had prompted coordination with Marion County Human Resources to reclassify the vacant Senior Transportation Planner position to a Principal Transportation Planner. The reclassification would also help the TPO be competitive with other peer organizations in Florida with similar positions. The salary ranges for the positions were as follows:

(current) Senior Transportation Planner –\$65,126.21 to \$101,001.42

(proposed) Principal Transportation Planner –\$74,630.40 to \$115,668.80

Mr. Balmes sought board approval for the reclassification of the TPO Senior Transportation Planner to TPO Principal Transportation Planner.

Mayor White asked if raising the salary of the listed position would create compensation issues with other staff members.

Mr. Balmes said that Marion County had conducted an extensive compensation study and all staff had received adjustments due to the process.

*Mr. Mansfield made a motion to approve the TPO Staff Position Reclassification. Ms. Dreyer seconded, and the motion passed unanimously.*

### **Item 6A. SunTran Draft Transit Development Plan (TDP) Update**

Mr. Steven Neal, Transportation Manager with the City of Ocala gave a presentation to the TPO board regarding the SunTran TDP Update.

Mr. Neal provided information to the board that included: Guiding Principles, Goals, Evaluation Criteria, Proposed Alternatives, Future Microtransit, Short-term Service Concept, Long-term Service Concept, Final Alternative Ranking Results, and the Preliminary 2023-2027 Year Implementation Plan.

Mr. Hilty inquired about the Microtransit and if it could accommodate a wheelchair.

Mr. Neal responded yes, and that Microtransit had a capacity of three people that is ambulatory and one passenger that is in a wheelchair.

Mr. Curry inquired if Microtransit could accommodate a bicycle.

Mr. Neal responded no, however, bicycle racks could be placed on the front or the back of the vehicle though they prefer not to place racks on the backs of the vehicles due to safety issues. If there was a passenger with a bicycle and there was no wheelchair passenger the Federal Transit Administration (FTA) said that the bicycle could be transported inside the vehicle.

Mr. Curry also inquired about the cost of the Microtransit.

Mr. Neal said that he had been working on the cost of the Microtransit.

*The presentation is attached to pages 9-35 of this set of minutes for reference.*

### **Item 6B. Marion Transit Overview**

Mr. Clayton Much, Transportation Director/ Community Transportation Coordinator (CTC) with Marion Senior Services gave a presentation to the TPO board on Marion Transit.

Mr. Murch provided information that included: An explanation of Marion Transit, grant programs that provide funding for Marion Transit, Marion Transit Riders, 2021 trips by funding source, Deviated Fixed Routes, Deviated Route Ridership, and some of the Marion Transit Challenges.

*The presentation is attached to pages 36-58 of this set of minutes for reference.*

Chairman Bethea inquired about the two-hour window and asked Mr. Murch to expound.

Mr. Murch said that Marion Transit would come back within a two-hour window of when the passenger is ready to be picked up.

Mayor White thanked Mr. Murch for the recent visit to Dunnellon to present on the Marion

Transit service and said he would like to continue to work together to increase the knowledge of Marion Transit in the Dunnellon community and expand the ridership.

Mayor White also mentioned having meetings about the Marion Transit service with some of the major trailer parks and larger areas like Rainbow Springs.

Mr. Murch said that he was not opposed to conducting meetings to raise awareness of Marion Transit and had also been in contact with Citrus County to see how to break down the county barrier to make it accessible especially with the mall in Lecanto being closed because there was a need for shopping and other access.

### **Item 6C. TPO Finance Report**

On a quarterly basis Liz Mitchell, Grants Coordinator for the TPO provided updated to the board to ensure they remained informed of the funding status and the financial outlook throughout the year.

The financial report is attached to pages of this set of minutes for reference.

Chairman Bethea inquired about reasons for the total revenue remaining balance of \$455, 700.18 in the budget summary.

Ms. Mitchell said that the remaining balance of funds would be carried forward into the second year of the next two-year contract and the other funds listed would be ongoing.

Mr. Balmes said that the Federal Transit Administration- 5305d balance of \$145,332.50 was incumbered with the Safety Action Plan and the funding would be spent down within the next few months. Also, part of the reason for the extra balance was tied to staff vacancies and a closeout funding balance from several years ago that the FDOT worked with the TPO to close out.

### **7. Comments by FDOT**

Ms. Anna Taylor with the FDOT provided the board with the most current construction report and highlighted two projects:

**CR 484 and I-75 Interchange and Roadway Improvements-** scheduled to go to construction in September 2022 and preconstruction meeting had taken place in August 2022. However, Mr. McCammon with FDOT said that the project had been delayed for a couple of months.

**Resurface US 441 from State Road 35 (SE Baseline Road) to State Road 200-** still working on the job and daytime and nighttime lane closures were still in effect. FDOT was actively working to resolve business access issues with some of the stakeholders along the corridor.

Ms. Taylor also informed the board of the public hearing regarding project plans for a new interchange on Interstate 75 (I-75) at NW 49th Street near Ocala that would take place August 25, 2022 at the Southeastern Livestock Pavilion – North Hall, 2232 NE Jacksonville Road, Ocala, FL 34470 between the times of 5:30 p.m. and 7 p.m. The public hearing could be attended in-person, register online at the FDOT website to access virtual or dial in by phone.

## **8. Discussion Item: Florida Metropolitan Planning Organization Advisory Council (MPOAC) Update**

Mr. Balmes opened the discussion with a brief overview of the MPOAC and said that 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. Representatives for the Ocala Marion TPO included Commissioner Craig Curry as the Governing Board Member, Rob Balmes as the Staff Advisory Committee Member, and Councilmember Kristen Dryer as the alternative Governing Board Member.

Mr. Curry gave a brief overview of MPOAC meeting and said that they were able to tour the FDOT material site located in Gainesville, FL. One of the goals Mr. Curry shared was that he wanted to ramp up the knowledge of the MPOAC and enthusiasm of the Ocala Marion TPO Board. He shared with the board that the MPOAC is a seat at the table.

Mr. Curry also informed the board that the MPOAC was in the process of updating its Strategic Directions Plan and all members of the MPOAC had been asked to review the Plan and provide comments to the Executive Director, Mark Reichert, prior to the next meeting on October 27, 2022.

Mr. Curry encouraged the board to review the Strategic Directions Plan and share/discuss comments at the September Board meeting. A set of comments from the TPO would then be shared with Mark Reichert.

Mr. Curry mentioned a teleconference that would take place in October 10, 2022 with the Executive Director, Mark Reichert and asked Ms. Dryer to attend that meeting also as the alternative.

Mr. Balmes said that Executive Director, Mark Reichert did have plans to visit every MPO in the state and at some point, he would come to the Ocala Marion TPO to introduce himself.

## **Item 9. Comments by TPO Staff**

Mr. Balmes gave comments on the following:

- Stop on Red Week Community Safety Event: The event took place successfully on August 11, 2002 and special thanks was given to Chairman Bethea and District 5 Office of Safety. There was great partnership and coordination from TPO Staff and first responders.
- Commitment to Zero Safety Action Plan Update: The consultant team had been finalizing a draft Action Plan for public review. The draft Action Plan was expected to be released in August. A formal presentation would be made at the September 27th Board meeting. An important aspect of this project was public and partner involvement. The TPO had been focused on ensuring a minimum 30-day public and partner review period of the draft Action Plan. As a result, the TPO Board would not be requested to adopt the Action Plan until the November 29, 2022 meeting. TPO Board members would receive a

Approved –

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>

- Census Urban Boundary and Functional Classification Update: 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 was 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 would 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.

- 2045 Long Range Transportation Plan (LRTP) Amendment Update: The TPO conducted a 30-day call for 2045 LRTP Amendments on April 18, 2022. The process involved an email notification to all four jurisdictions and Florida Department of Transportation (FDOT).

A 2045 LRTP Amendment Public Hearing had been 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 would be made in advance of the hearing on August 25, 2022 per the adopted TPO Public Participation Plan (PPP).

### **Item 10. Comments by TPO Board Members**

*There were no comments by TPO Board Members.*

### **Item 9. Public Comments**

*There were no public comments.*

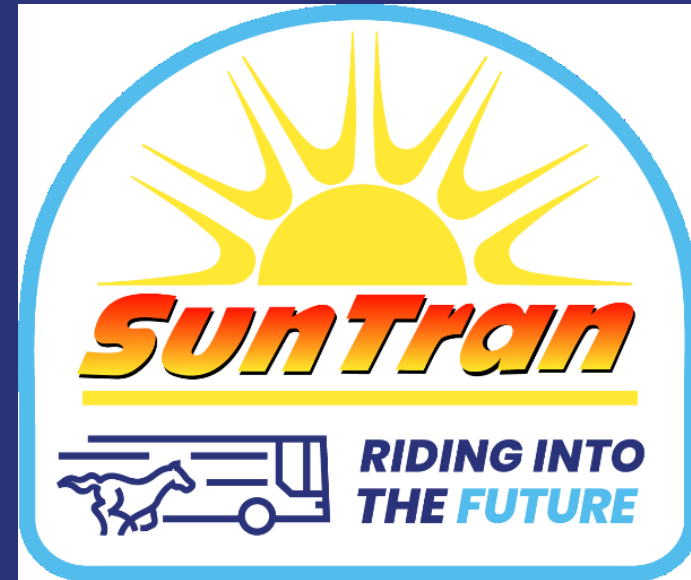
### **Item 10. Adjournment**

The meeting was adjourned by Chairman Bethea at 5:26pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant





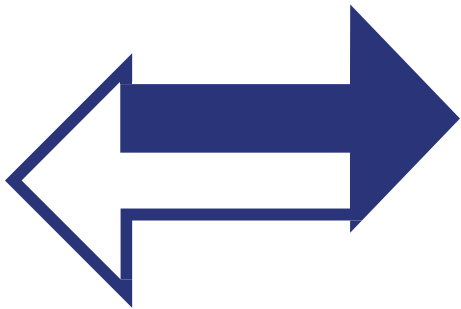
# Ocala Marion County Transportation Planning Organization (TPO) Board Meeting

August 23, 2022

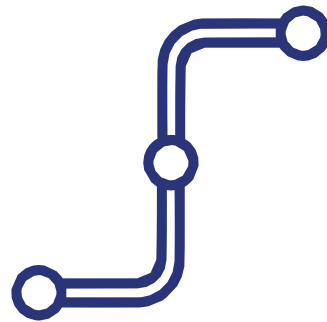
# Principles



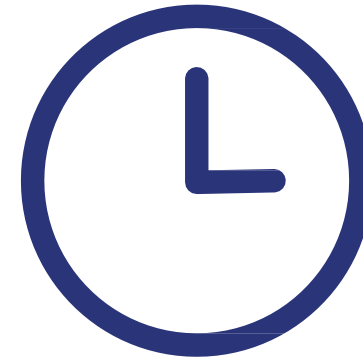
These guiding principles, and the goals on the following slide, were used to create the improvements that will promote an easy to use, rider-oriented service.



**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**

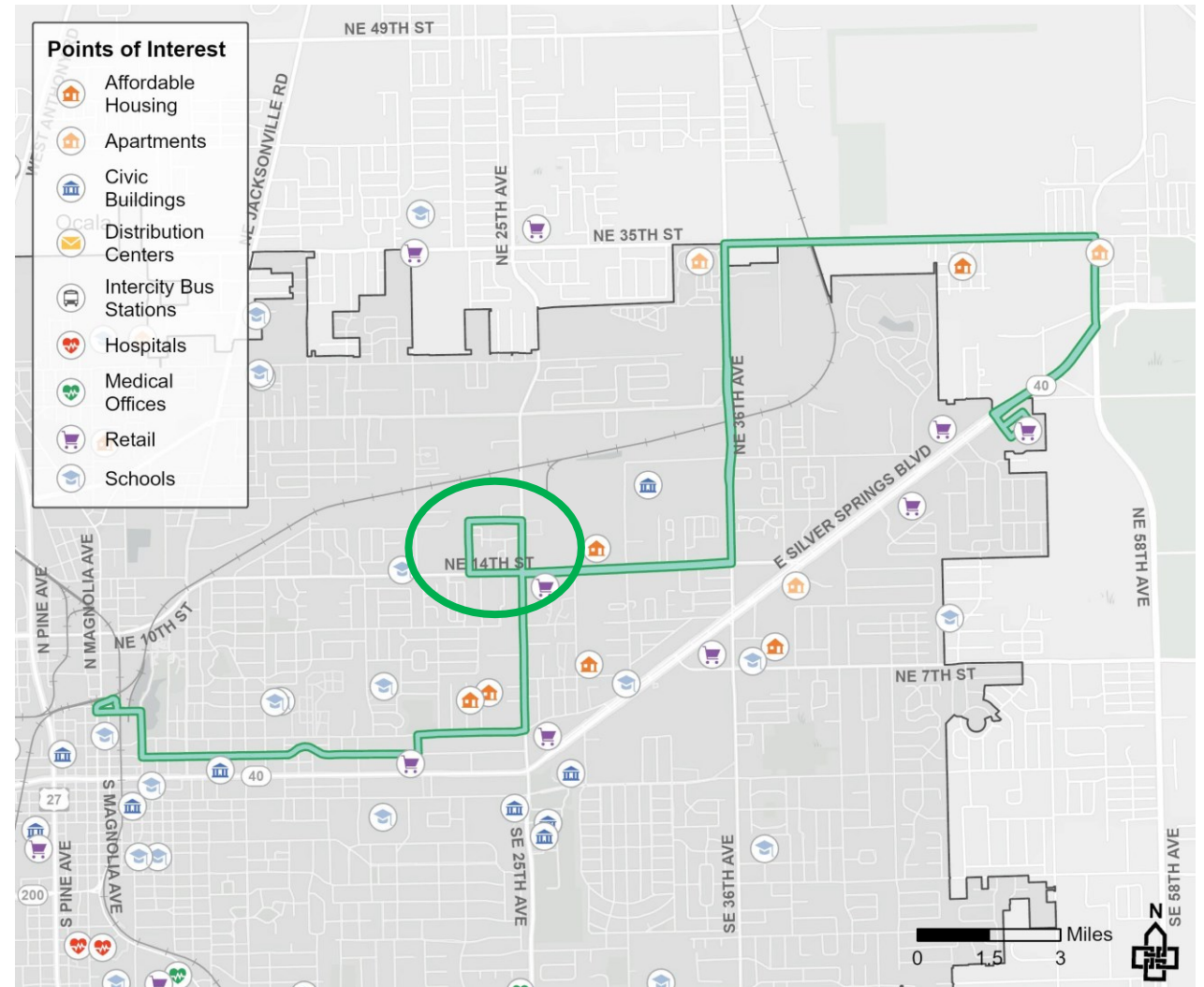
# Blue-Green-Orange-Purple



## 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

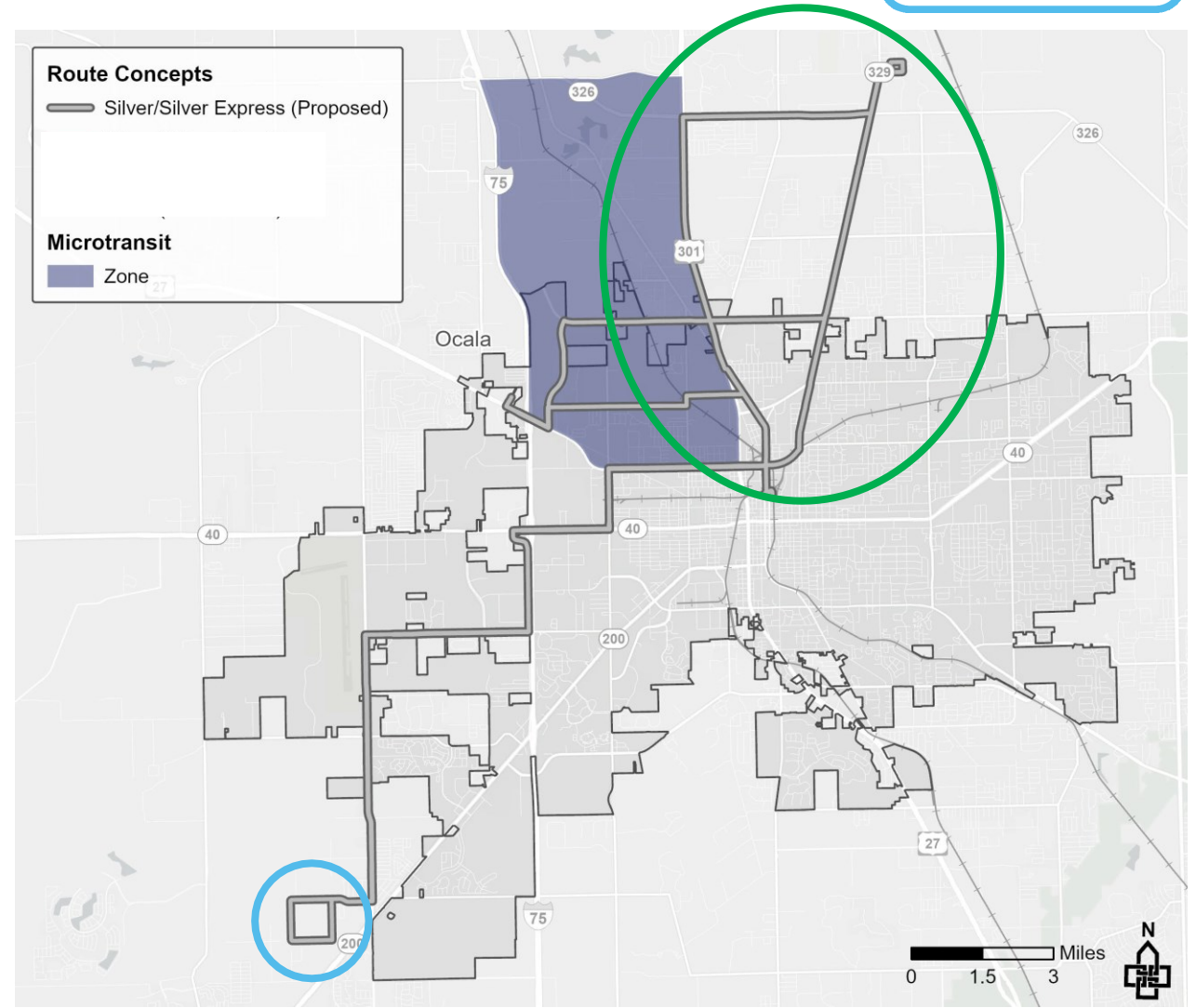


## Proposed Improvement

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.**



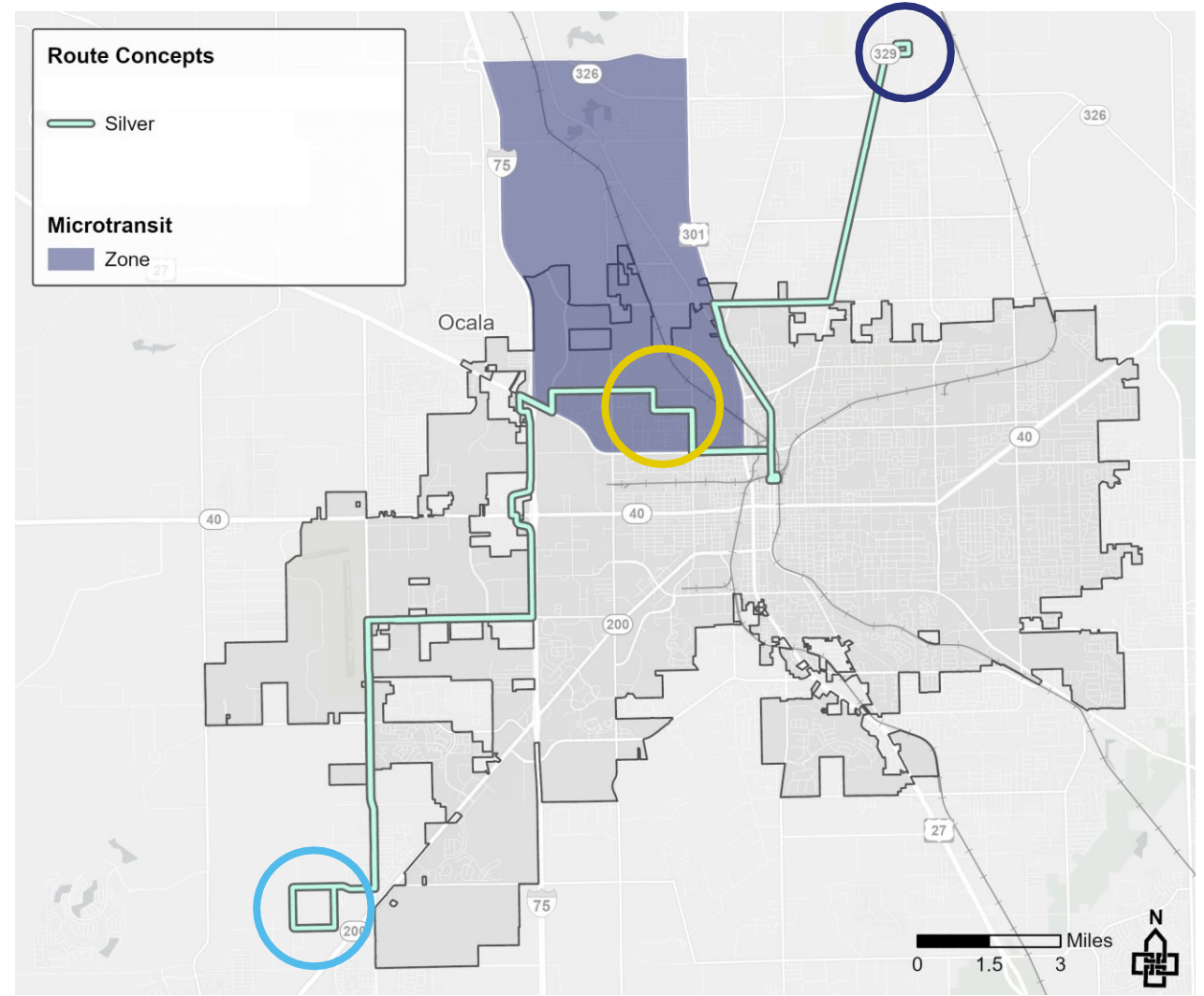


# Silver / Silver Express Routes



## 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.



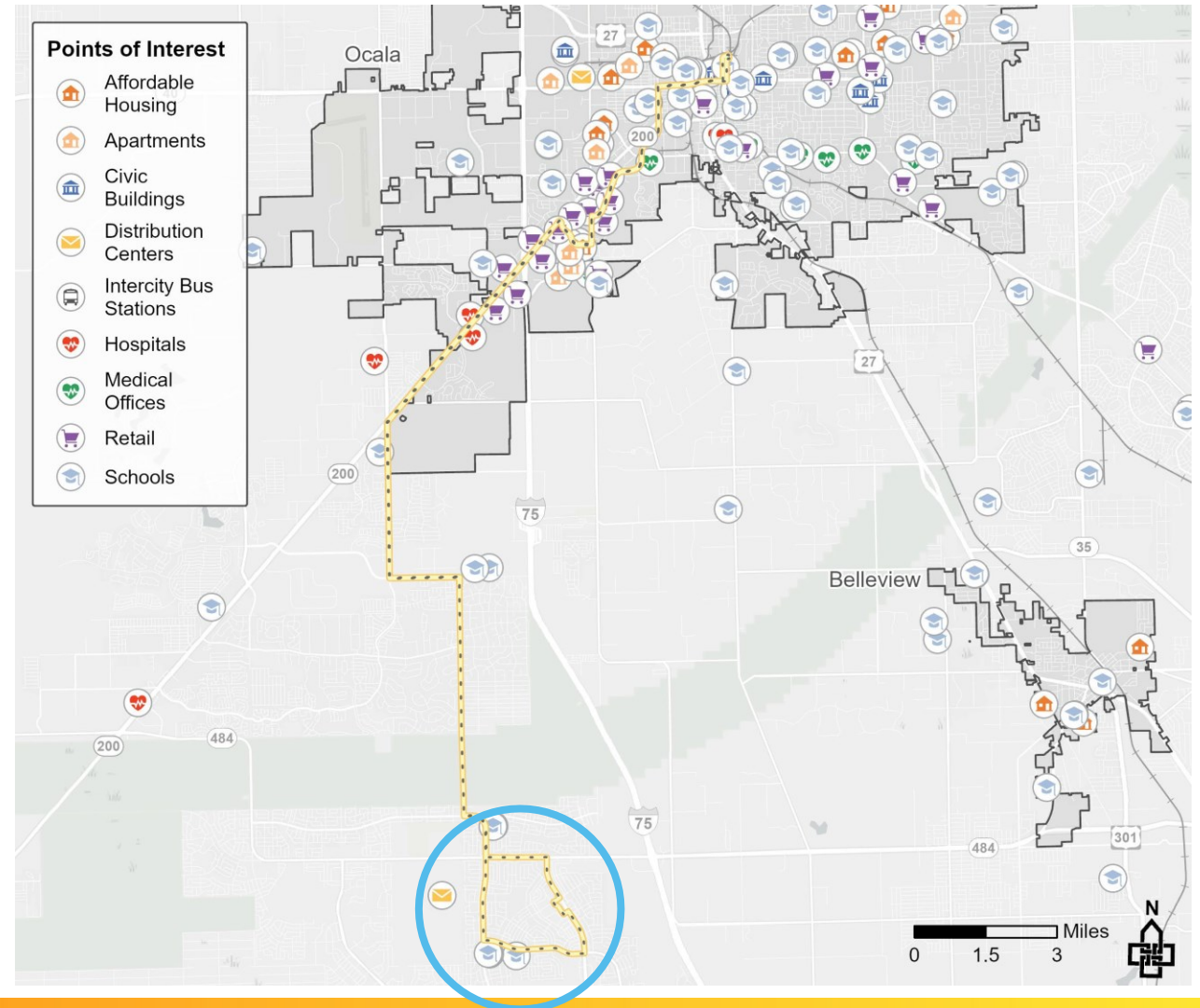
# Yellow B / Marion Oaks Route



## 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



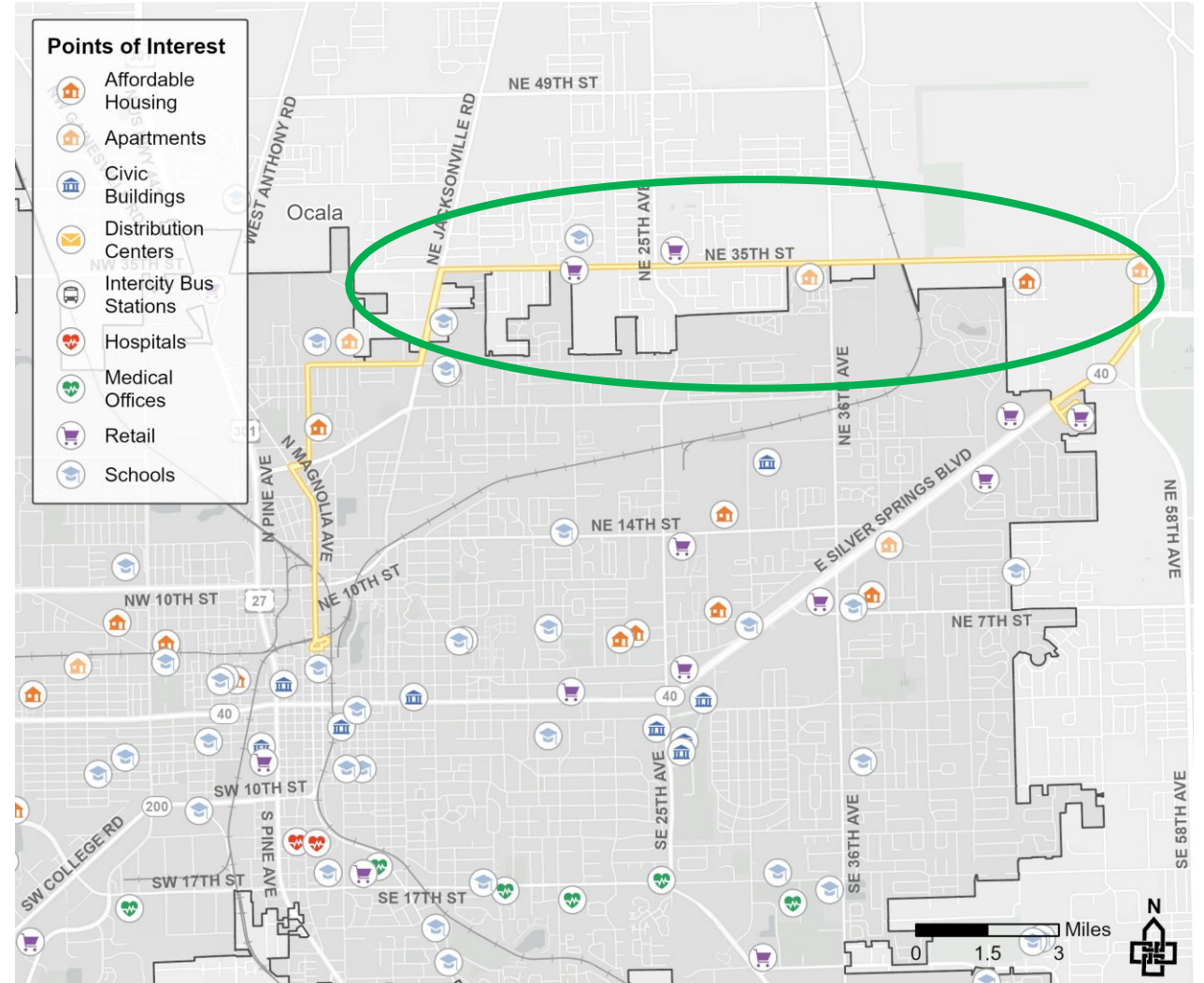
# Yellow A Route



## 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





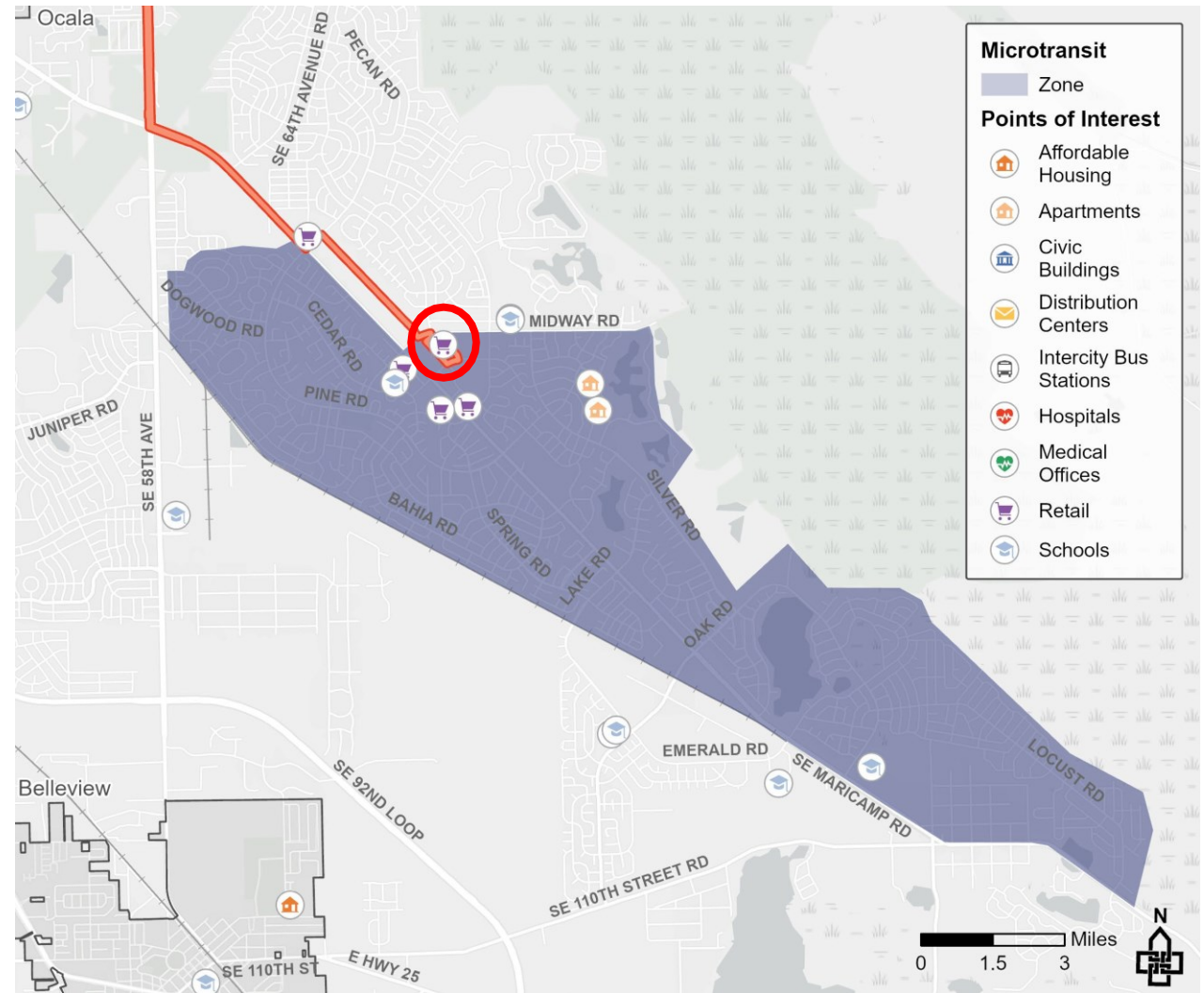


# Red Route



## Proposed Improvement

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.

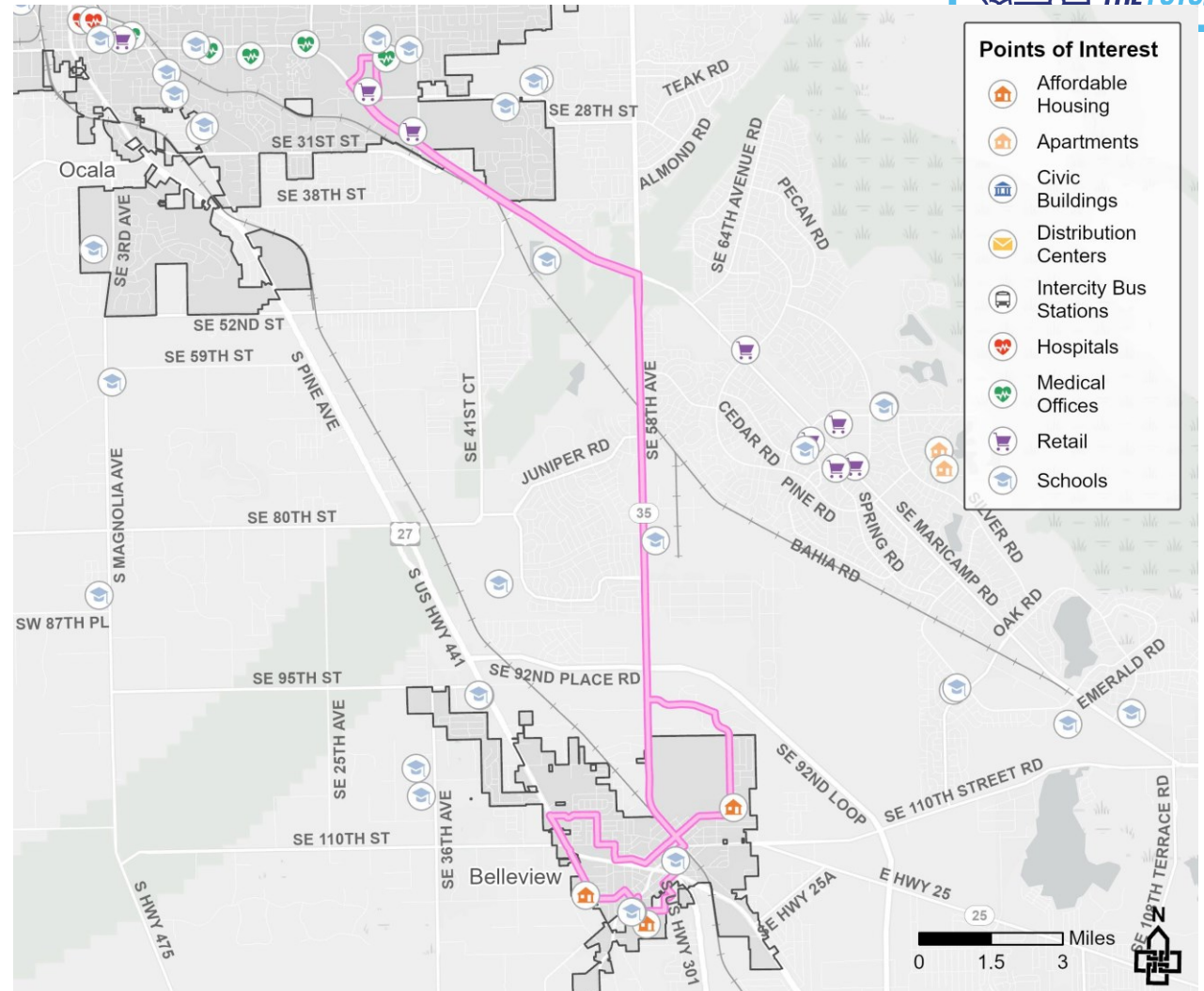


# Bellevue Route



## 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:





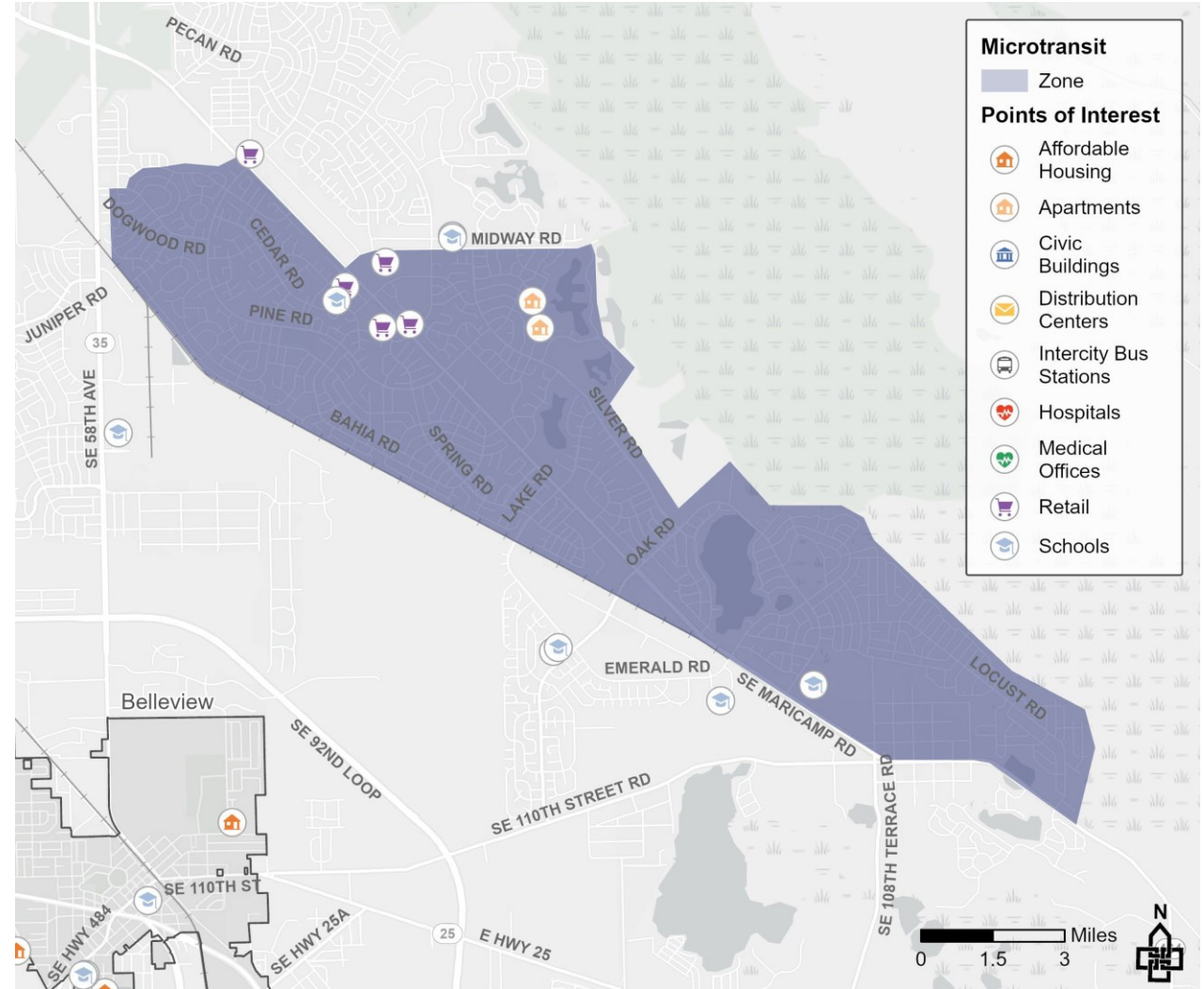


# Microtransit



## Proposed Improvement

Silver Springs Shores area Microtransit: Service from the Walmart to SE 110th Street, providing transit options to an area with limited pedestrian infrastructure.

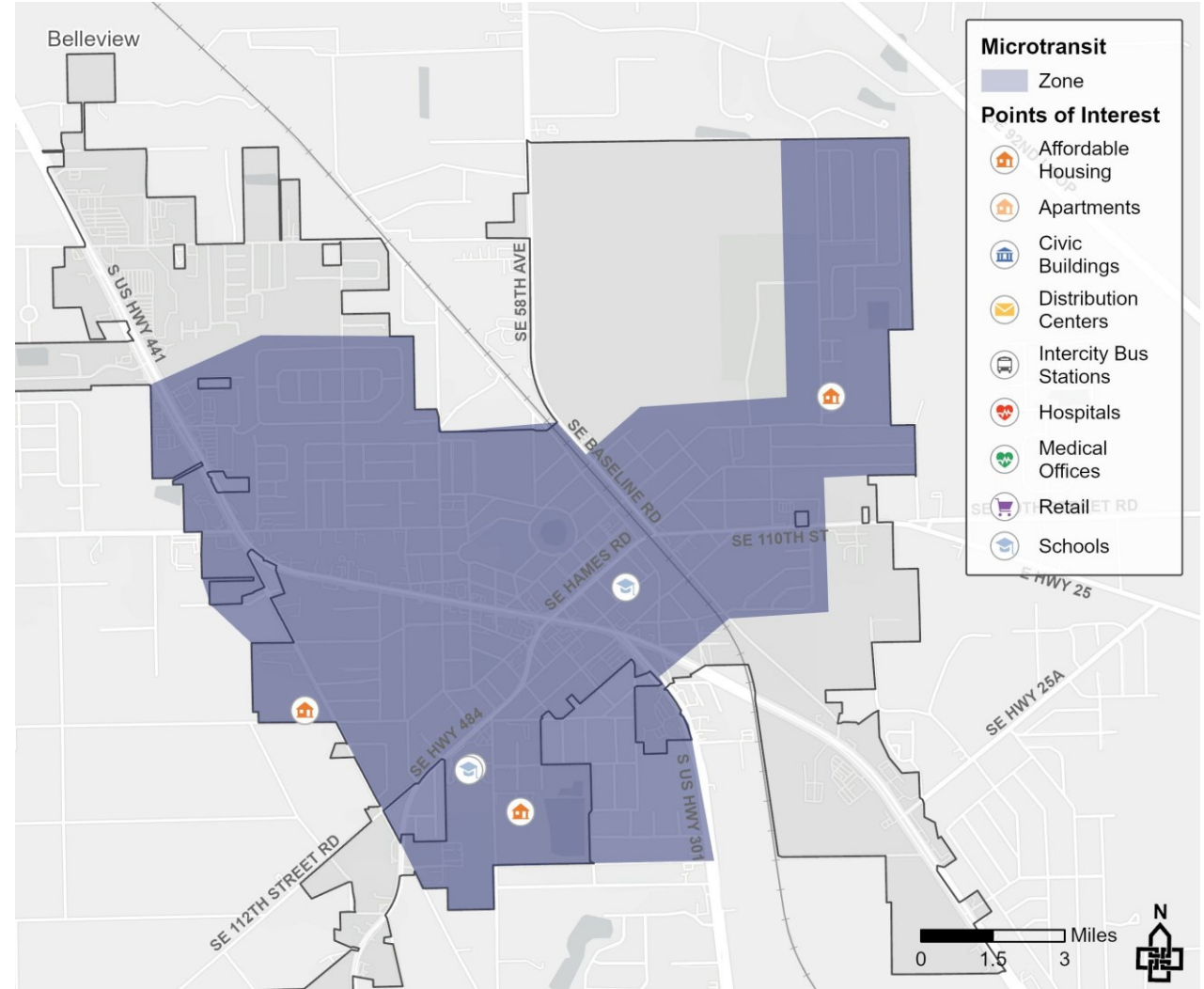


# Microtransit



## Proposed Improvement

Bellevue area Microtransit: Service for the City of Bellevue, surrounding neighborhoods, and the Bellevue Sports Complex.



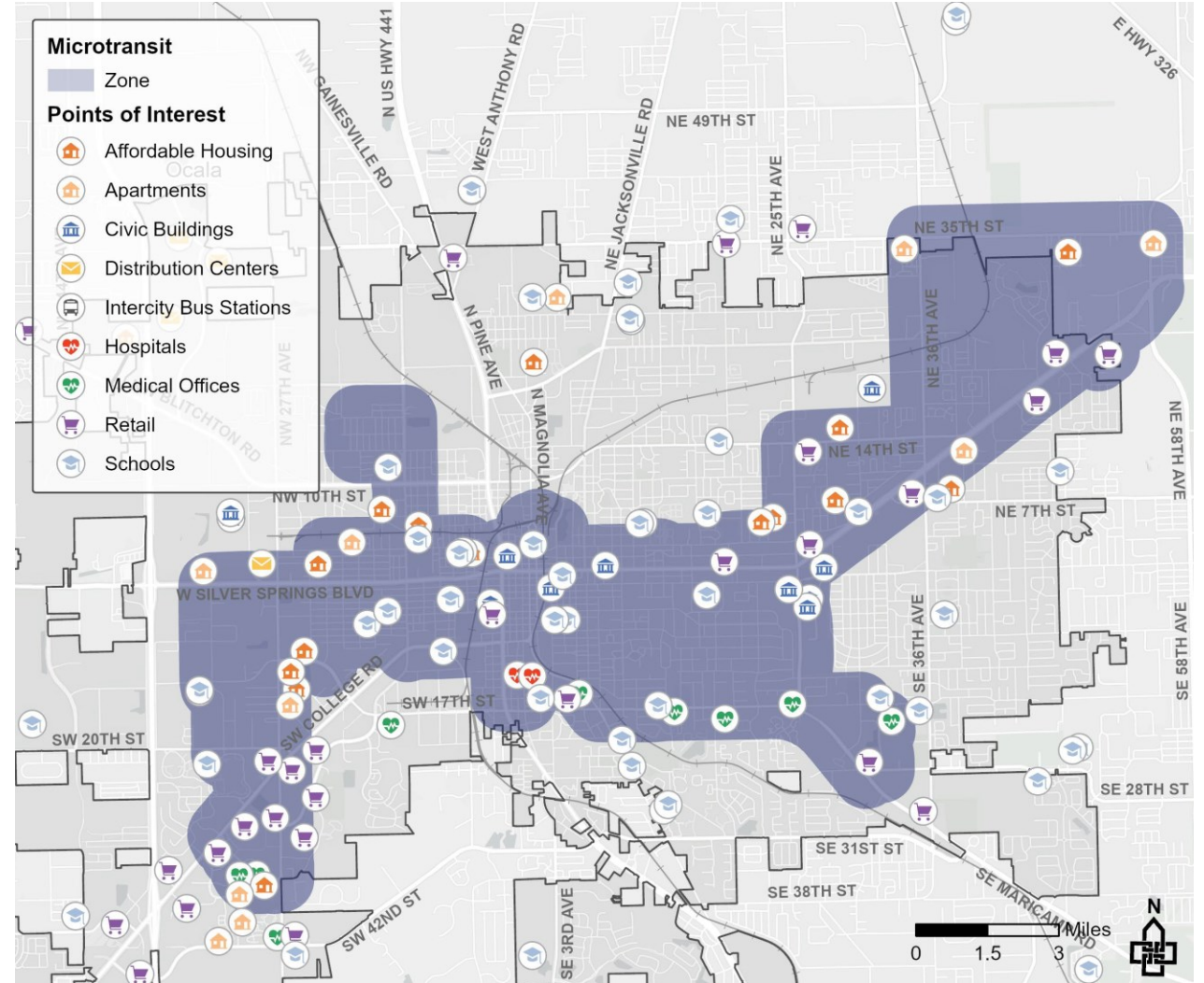


# Microtransit



## 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.

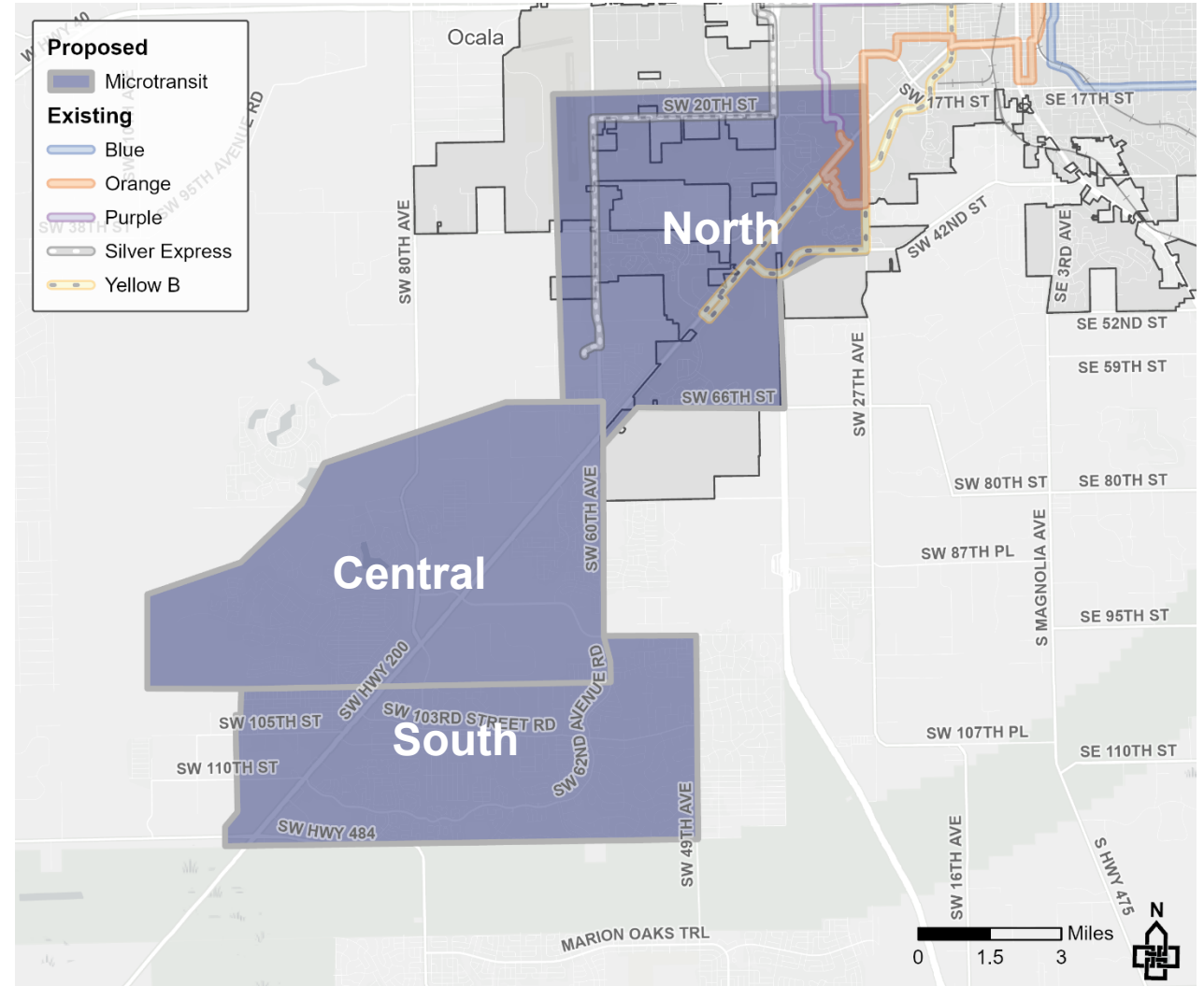


# Microtransit

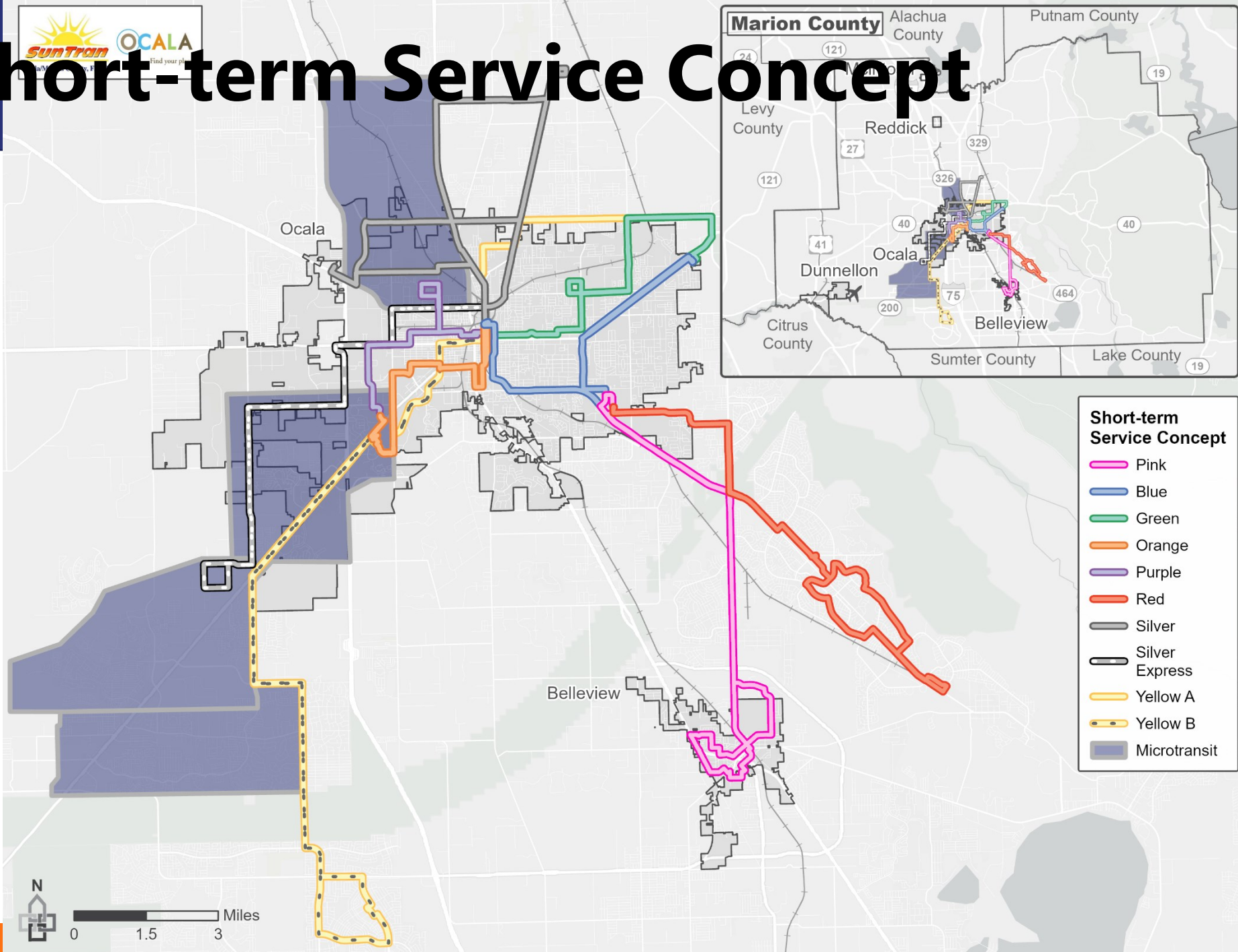


## Proposed Improvement

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



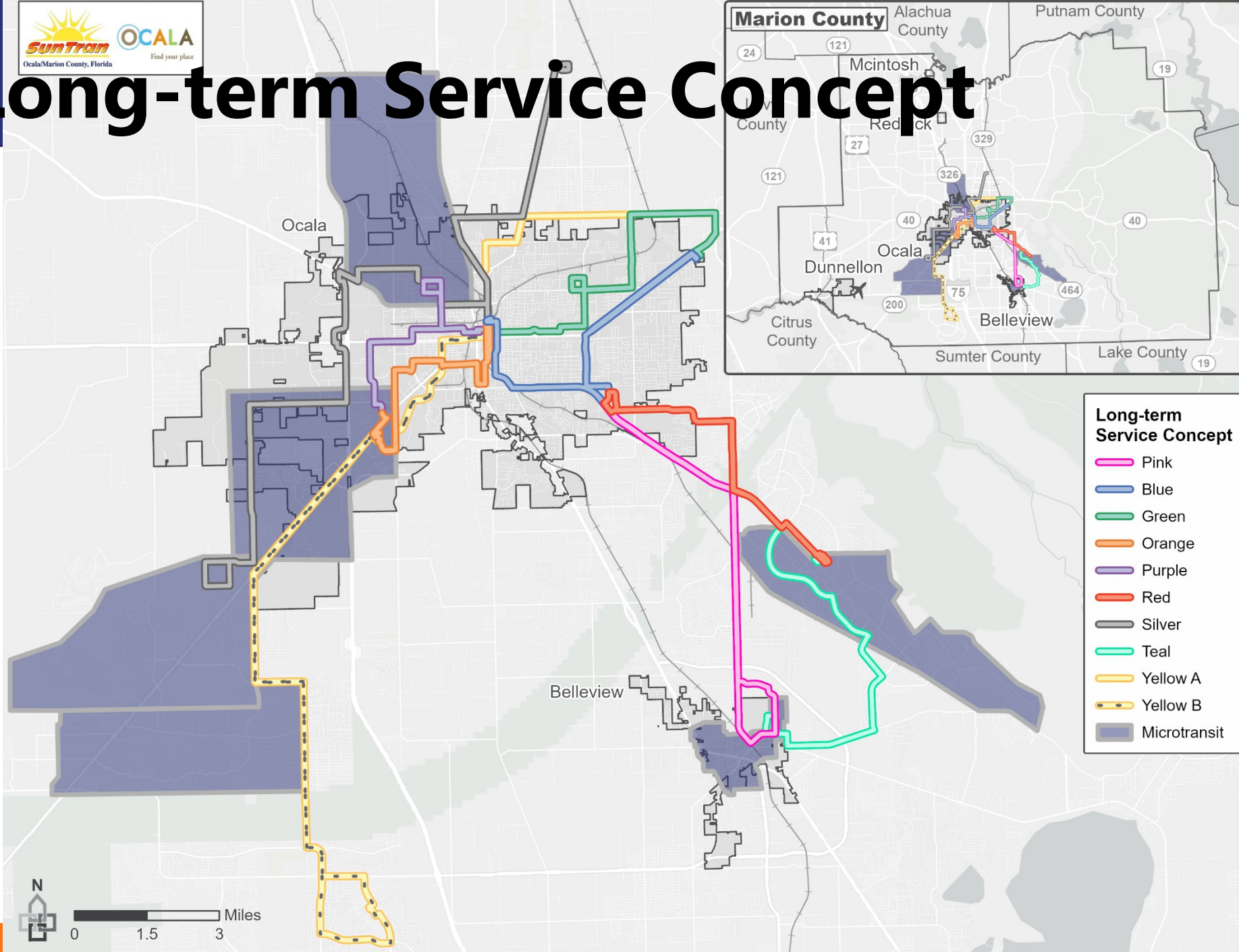
# Short-term Service Concept



- Short-term Service Concept**
- Pink
  - Blue
  - Green
  - Orange
  - Purple
  - Red
  - Silver
  - Silver Express
  - Yellow A
  - Yellow B
  - Microtransit



# Long-term Service Concept



- Long-term Service Concept**
- Pink
  - Blue
  - Green
  - Orange
  - Purple
  - Red
  - Silver
  - Teal
  - Yellow A
  - Yellow B
  - Microtransit

# Final Alternatives Ranking Results<sup>1</sup>



## 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%	<b>92%</b>
Blue-Green-Orange-Purple Interline frequency Imp	100%	73%	75%	90%	37%	<b>84%</b>
Microtransit – Sunday C	88%	100%	49%	100%	69%	<b>84%</b>
Microtransit – Sunday A	88%	100%	66%	63%	70%	<b>81%</b>
Yellow Route Improvement	88%	83%	68%	75%	19%	<b>74%</b>
Silver Route Revamping w/Microtransit	88%	91%	59%	47%	48%	<b>74%</b>
Red Route Streaming	75%	72%	68%	43%	32%	<b>64%</b>
Microtransit – SR 200 North	63%	N/A	51%	56%	69%	<b>61%</b>
Marion Oaks Service	50%	85%	56%	56%	49%	<b>56%</b>
Microtransit – SR 200 South	50%	N/A	50%	45%	43%	<b>48%</b>
Belleview Service	50%	88%	42%	41%	12%	<b>48%</b>
Microtransit – SR 200 Central	38%	N/A	40%	42%	40%	<b>39%</b>

<sup>1</sup> Percentages are relative to other alternatives



# Final Alternatives Ranking Results<sup>1</sup>



## 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%	<b>66%</b>
Red Route Shortening plus Microtransit	75%	89%	69%	38%	27%	<b>65%</b>
Blue-Green-Orange-Purple interline frequency Imp	63%	N/A	75%	90%	24%	<b>63%</b>
Belleview Route Shortening plus Microtransit	63%	87%	43%	42%	67%	<b>61%</b>
Yellow B & Marion Oaks Routes – Consolidate	63%	85%	56%	56%	39%	<b>61%</b>
Southeast Crosstown	75%	N/A	60%	40%	14%	<b>56%</b>
Yellow A Route Improvements	63%	N/A	66%	63%	10%	<b>54%</b>

<sup>1</sup> 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

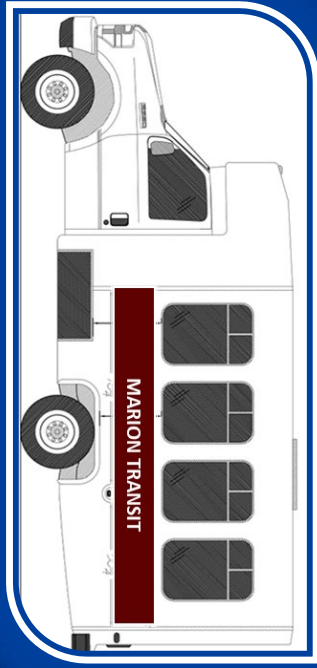
# Thank You!

Todd Hemingson

Senior Transit Consultant

Todd.Hemingson@hdrinc.com





# 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.





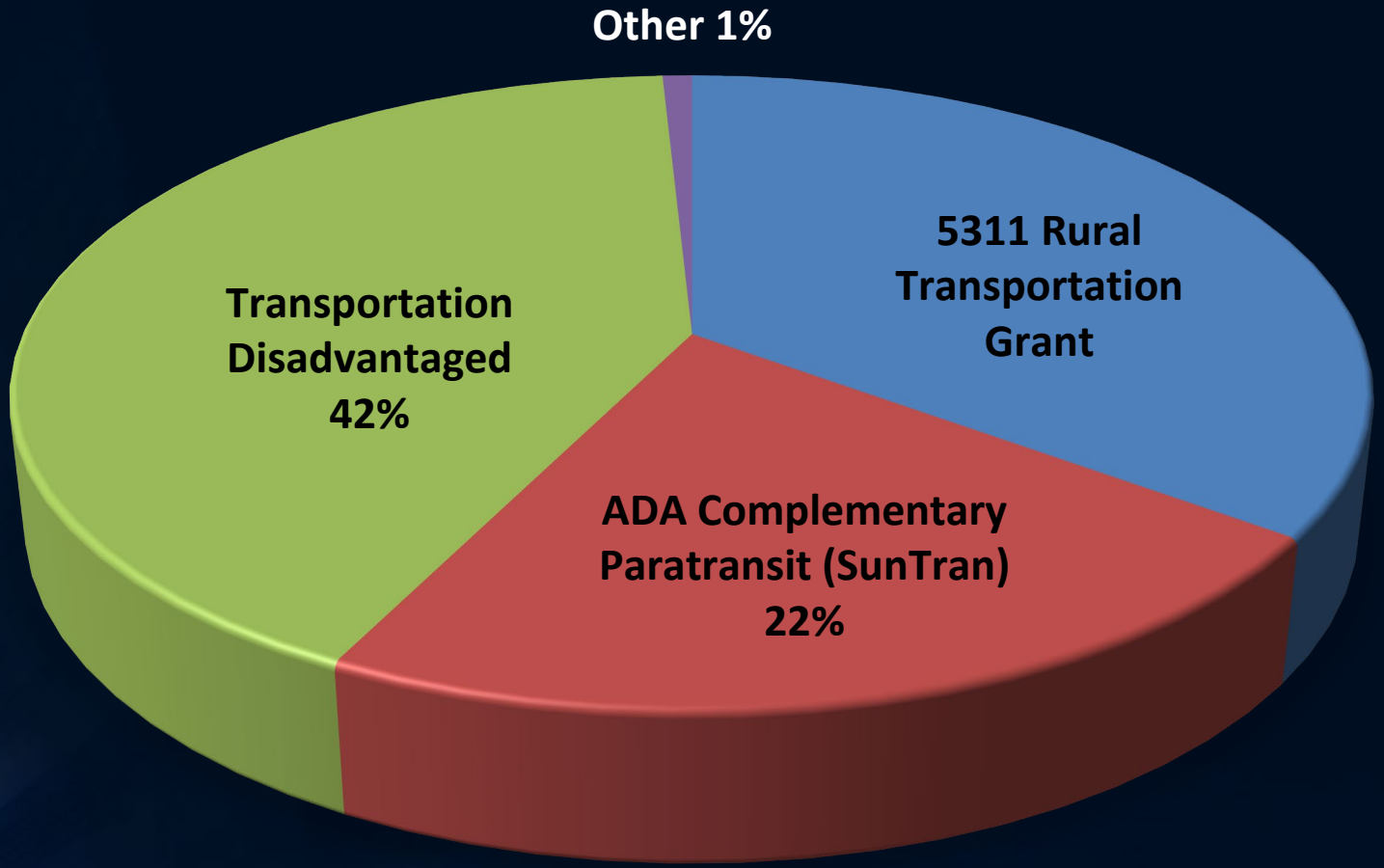


# *MARION TRANSIT Riders*





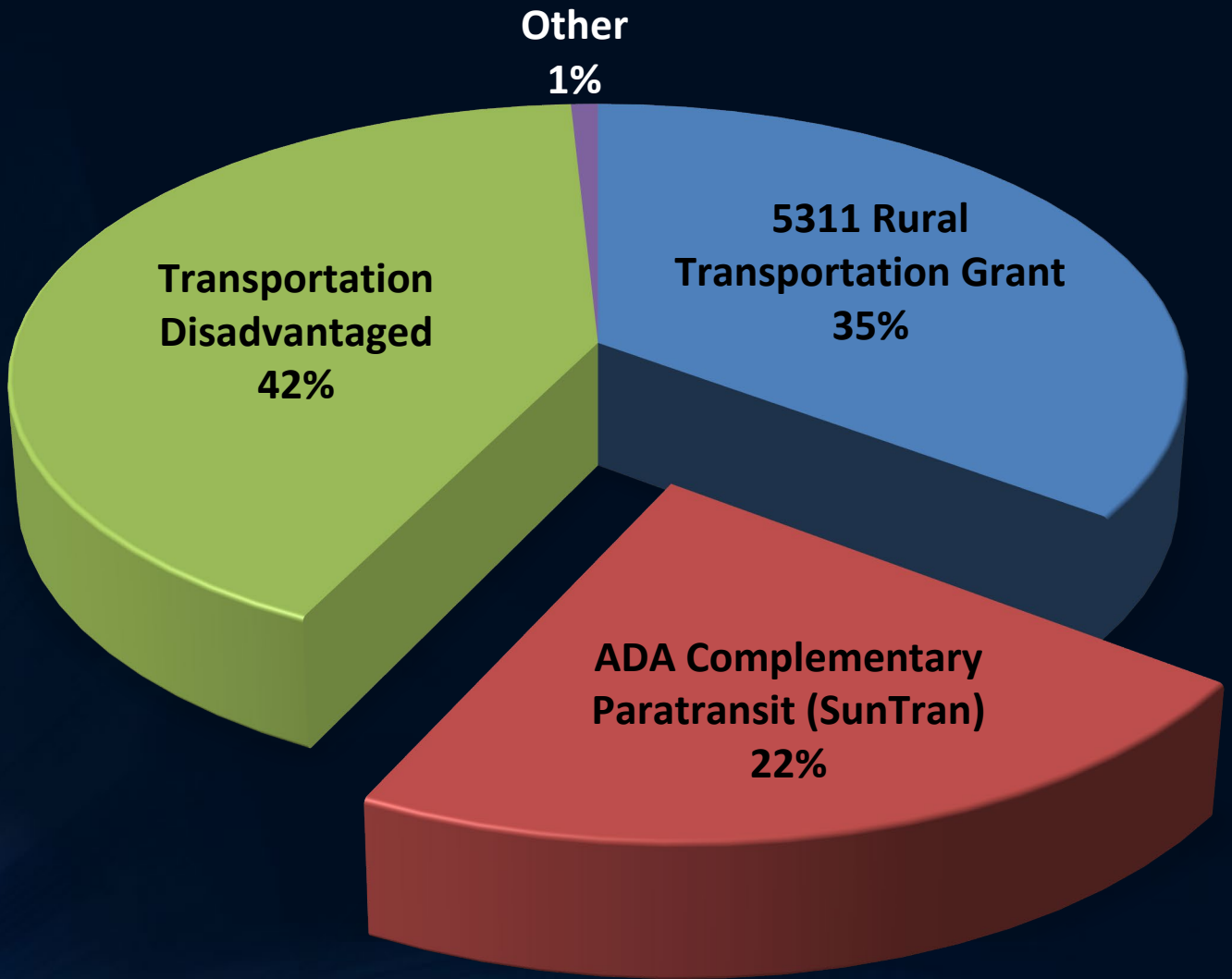
# 2021 Trips by Funding Source







# 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.

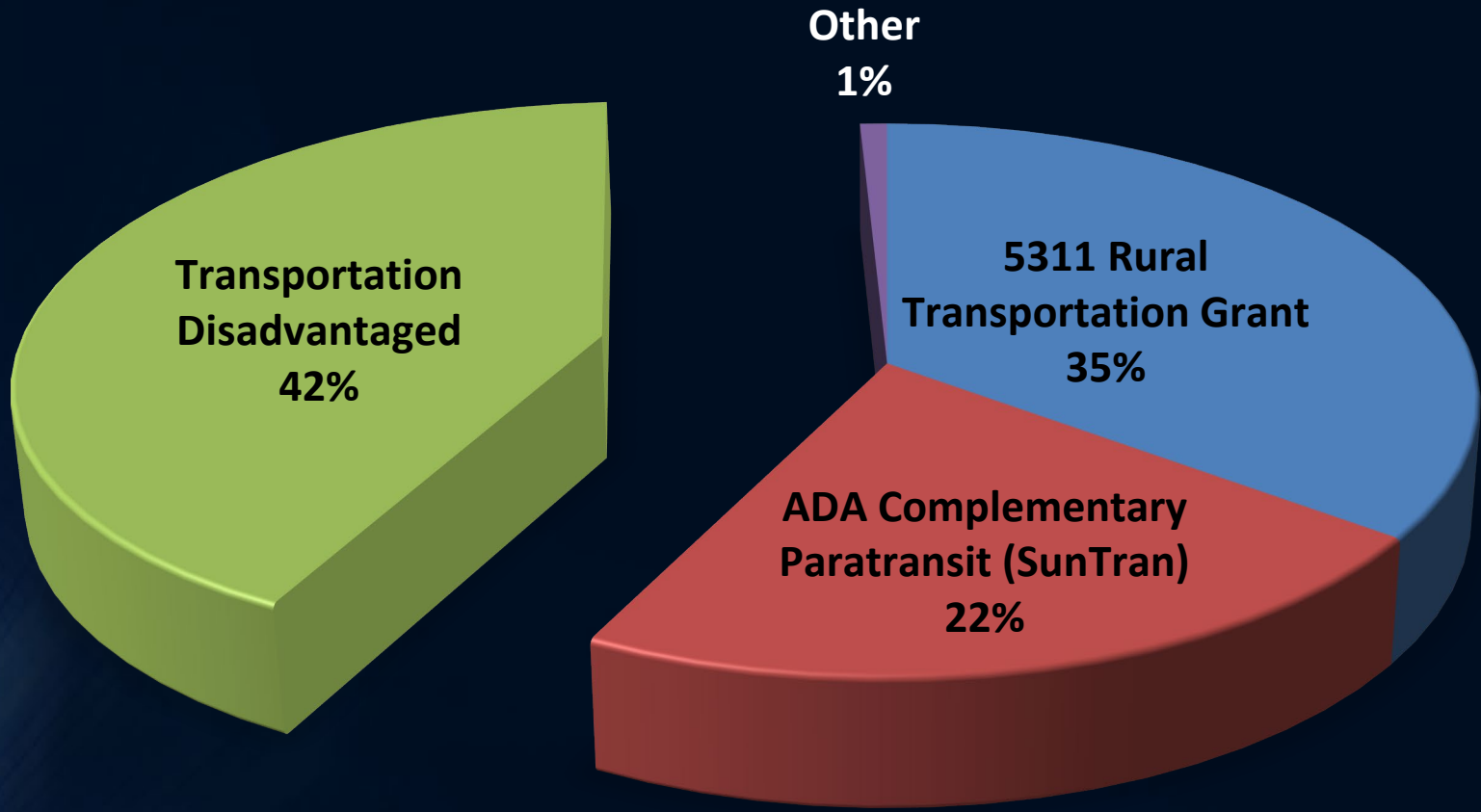
***Fixed route systems are required to provide ADA complementary paratransit service to riders who live within  $\frac{3}{4}$  of a mile of the fixed route system and cannot walk to a bus stop.***

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)

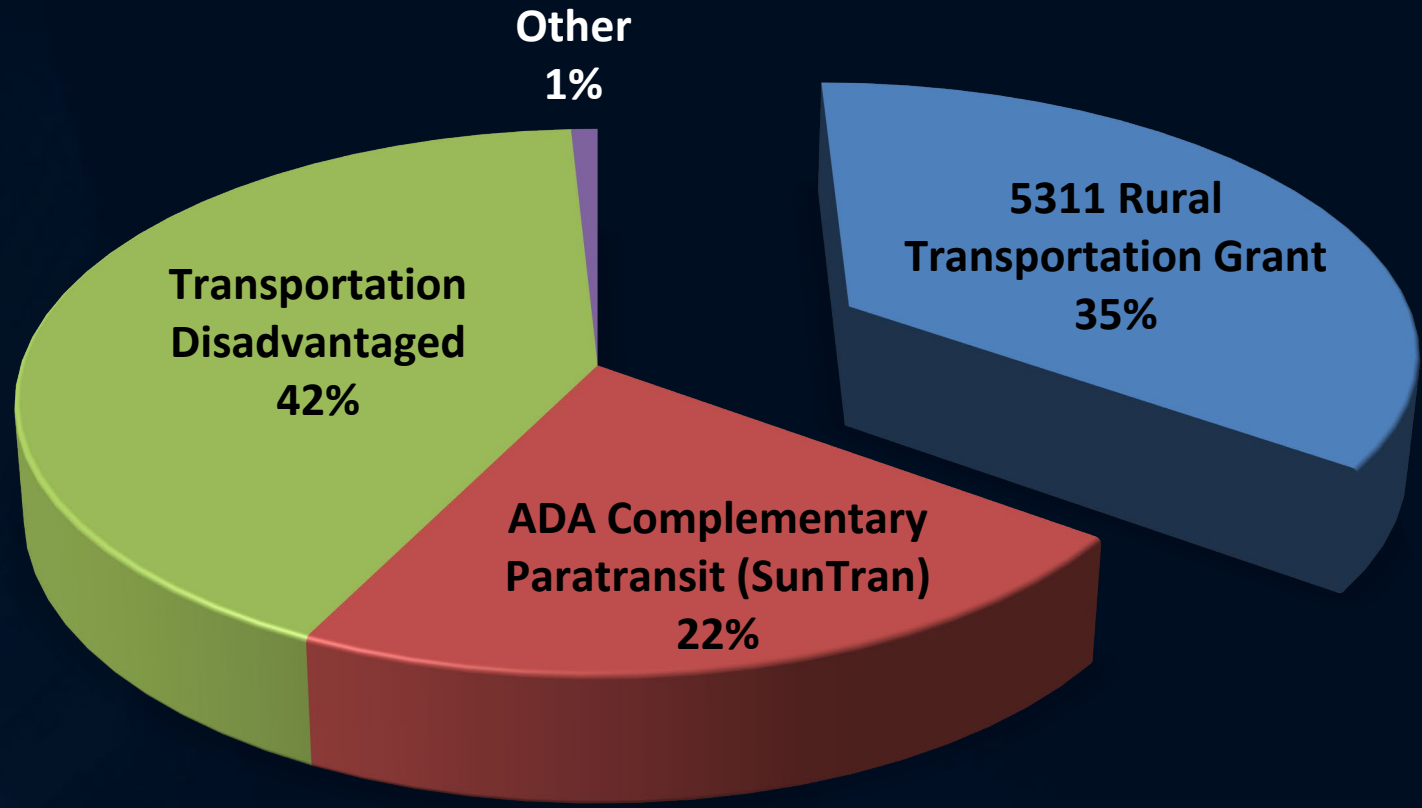
No self-declarations allowed (must show proof or provide affidavit)

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.

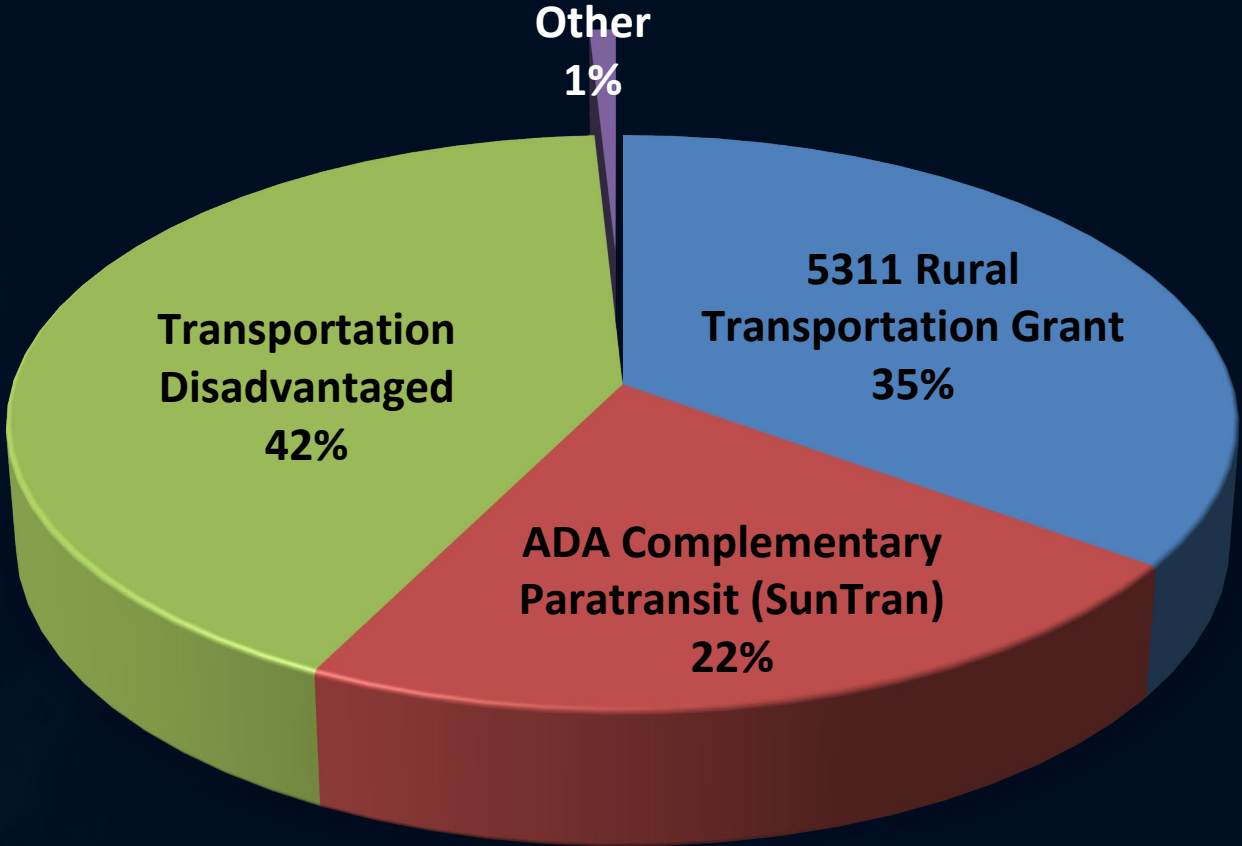
Since we are not a fixed route system, rural riders need to call for an appointment following our RSVP guidelines.

Exception – Blue & Gold Lines





# Other Riders



**MCPS**  
MARION COUNTY PUBLIC SCHOOLS

*"Helping Every Student Succeed"*





## 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*



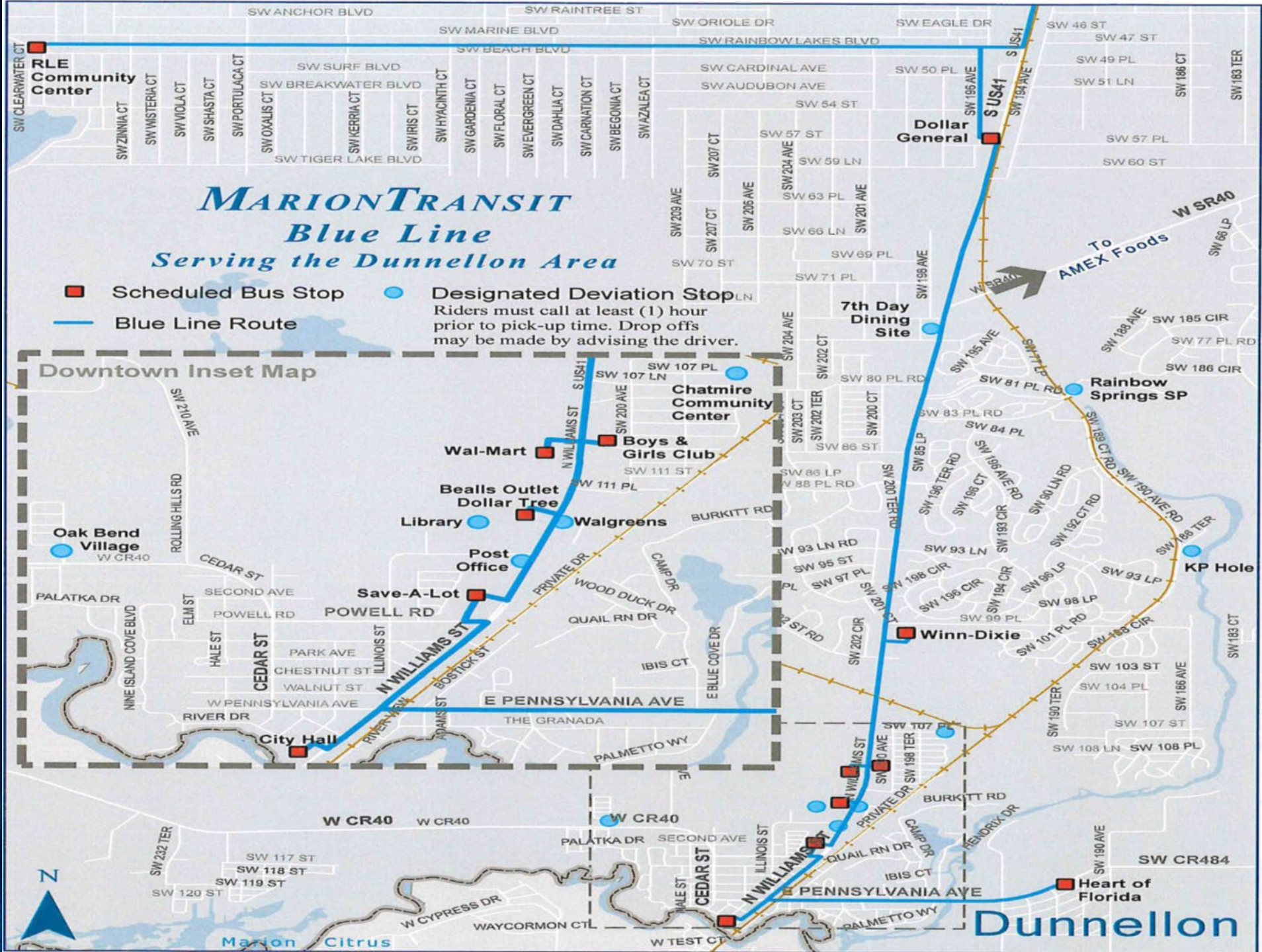


# BLUE LINE



## 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

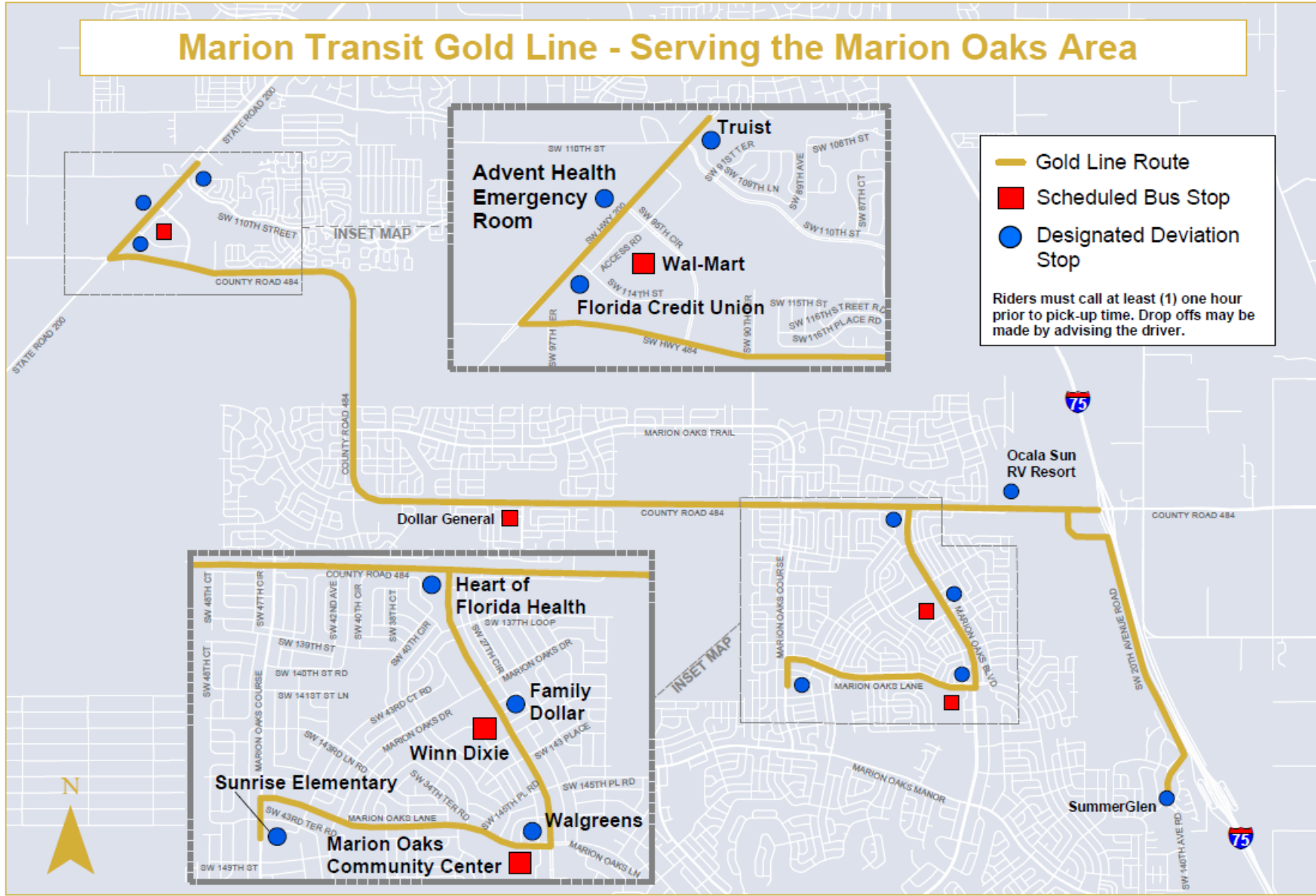






# GOLD LINE

## 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"

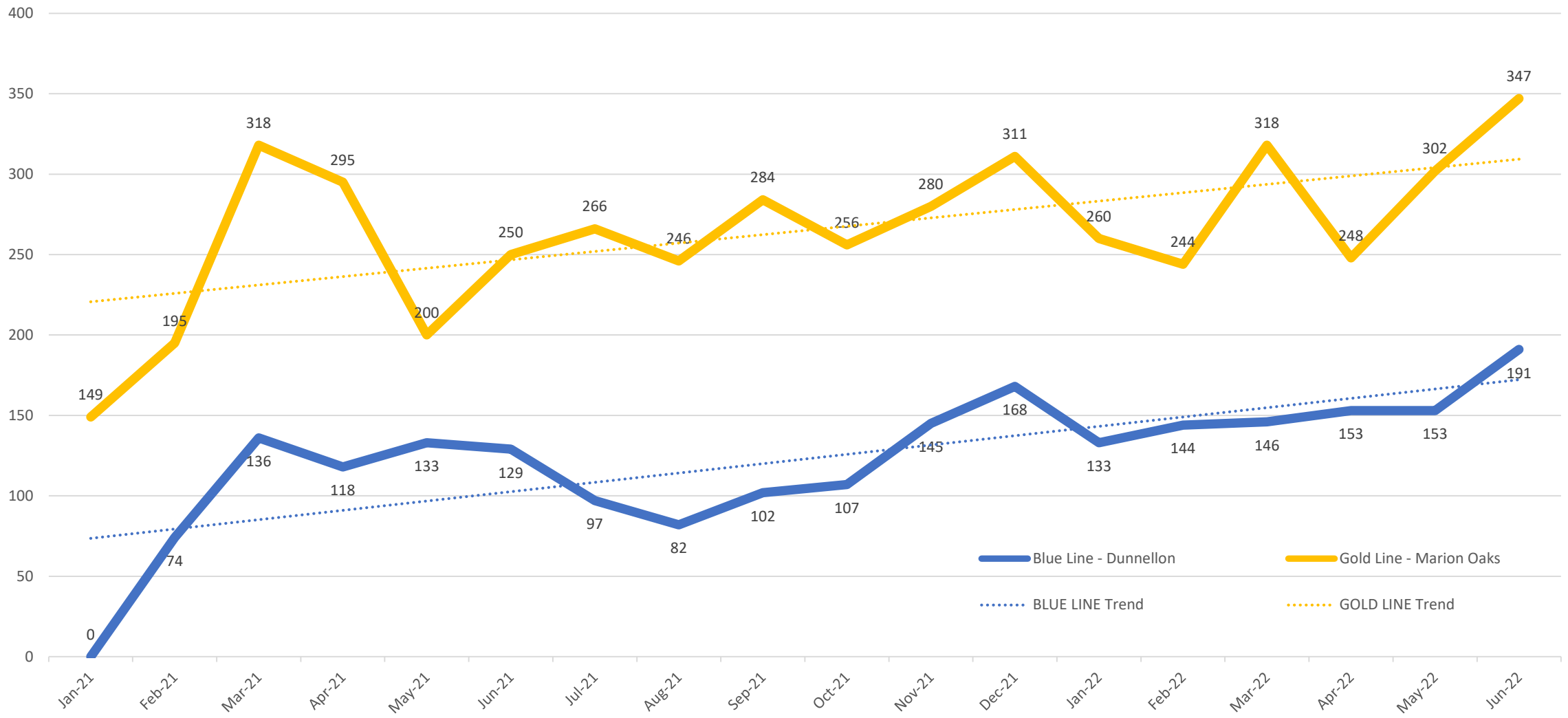
Reservations and Information:

**352-620-3071**

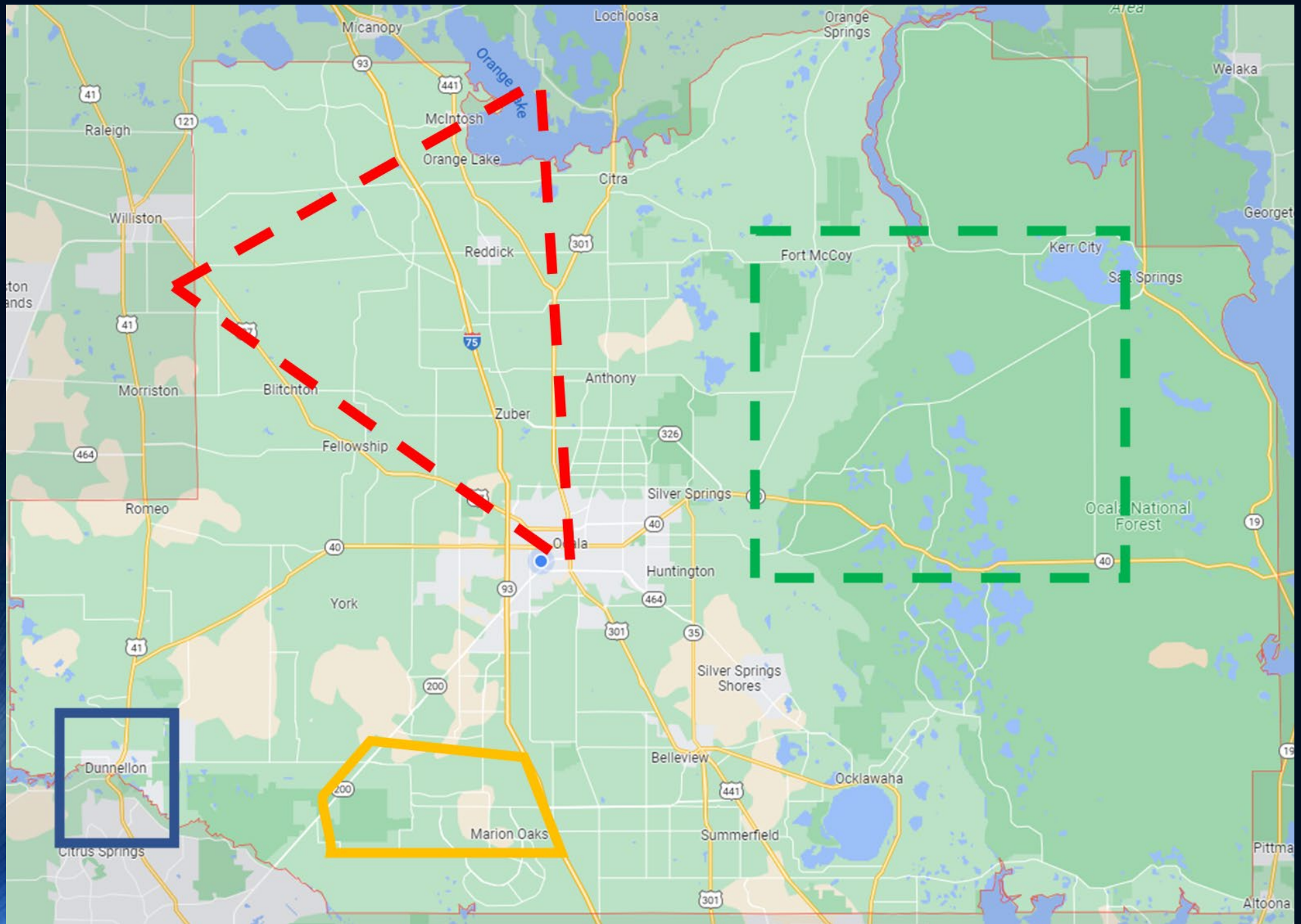




# Deviated Route Ridership









# *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.



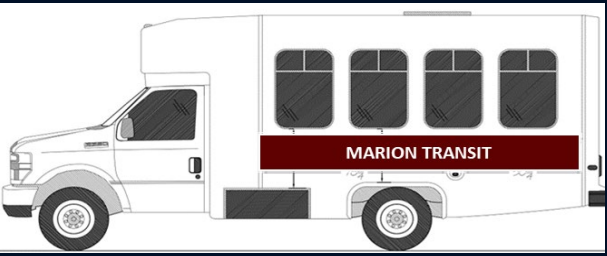


# Biggest Challenges for Marion Transit?

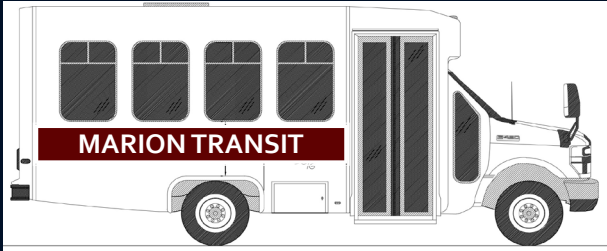
## Historical Methodology vs. Current Demands

- 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: TPO Board Members**

**RE: Director Travel Reimbursement Approval**

---

TPO Director Rob Balmes travel reimbursement request for \$754.00, per TPO Travel Policy and current U.S. General Services Administration (GSA) travel and Internal Revenue Service (IRS) mileage rates.

1. August 17, 2022

Federal Highway Administration (FHWA) Safety Peer Exchange  
Ocoee, FL (Turnpike Headquarters)  
Travel Reimbursement Requested: \$93.75

2. August 18, 2022

FDOT/MPO Florida Partnership Meeting (FMPP)  
Ocoee, FL (Turnpike Headquarters)  
Travel Reimbursement Requested: \$93.75

3. August 19, 2022

4. FDOT/MPO Florida Partnership Meeting (FMPP)  
Ocoee, FL (Turnpike Headquarters)  
Travel Reimbursement Requested: \$93.75

5. September 7, 2022

TPO Director and Chair Meeting with FDOT District 5 Secretary  
DeLand, FL  
Travel Reimbursement Requested: \$73.75

6. October 7, 2022

TPO Director Travel with Chair to Central Florida MPO Alliance  
Orlando, FL  
Travel Reimbursement Requested: \$102.50

7. October 24 to 28, 2022

TPO Director Travel to AMPO National Conference  
Minneapolis, MN  
Travel Reimbursement Requested: \$296.50

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

Traveler: Robert Balmes Date: August 16, 2022

Employee Number: 11612 Department: \_\_\_\_\_

Travel Destination: Ocoee, FL - Florida's Turnpike Enterprise Headquarters

Purpose: FHWA Safety Peer Exchange

Date: August 17, 2022 Time: 11:30 AM of Departure

Date: August 17, 2022 Time: 6:00 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: 150 Miles @ \$ 0.58 <sup>0.625 GSA rate</sup> ~~\$87.00~~ <sup>RB. \$93.75</sup>

Traveler's Total Estimated Expenses ~~\$87.00~~ <sup>RB. \$93.75</sup>

Travel Advance Check Requested? YES  NO

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

Account #: BR407549-540101

### INFORMATION FOR ADMINISTRATION

#### ESTIMATED COST OF TRAVEL

Registration \_\_\_\_\_

Lodging \_\_\_\_\_

Traveler's Estimated Cost ~~\$87.00~~ <sup>\$93.75 RB.</sup>

**Total Estimated Cost of Travel** ~~\$87.00~~ <sup>\$93.75 RB.</sup>

TRAVELERS SIGNATURE: [Signature]

DATE: 8/16/22

DEPARTMENT HEAD SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

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

APPROVAL: \_\_\_\_\_  
Assistant County Administrator

DATE: \_\_\_\_\_

APPROVAL: \_\_\_\_\_  
Procurement Services

DATE: \_\_\_\_\_

APPROVAL: \_\_\_\_\_  
County Administrator

DATE: \_\_\_\_\_



## 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.)

Form T1 PAYEE: Robert Balmes

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


EMPLOYEE ID #: 11612 ACCOUNT CODE: BR407549-540101

Department: TPD

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
8/17/2022	Ocala to Ocoee	FHWA Safety Peer Exchange	11:30 AM		75		\$2.94	Toll
8/17/2022	Ocoee to Ocala	FHWA Safety Peer Exchange	6:00 PM		75		\$2.94	Toll

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.

150	# Miles	
0.58	Per Mile	
<del>\$87.00</del>		\$5.88
		TOTAL
		<del>\$92.88</del>

Payee Signature: 

Date Prepared: 8/18/22

Less Advance Received: \$93.75 RB.

Less Class "C" Travel Meals: \$99.63 RB.

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.

**Net Amount Due** \$92.88

Department Head Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Administration Approved By: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Procurement Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Travel Advance

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

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



# FDOT | FHWA

# ***SAFETY PEER EXCHANGE***



## AGENDA

### Objectives

- Share effective practices metropolitan planning organizations (MPO) are using to address safety in project prioritization processes.
- Identify potential activities for implementation by Florida's MPOs and FDOT to enhance consideration of safety in the planning and prioritization process

### Schedule

#### **DAY 1: WEDNESDAY, AUGUST 17, 2022**

- 12:30 pm**      **Registration opens**
- 1:00 pm**      **Welcome and Introductions**
- FDOT – *Alison Stettner*
  - Federal Highway Administration – *Kevin Burgess*
  - Self-introductions
- 1:20 pm**      **Agenda Review**
- 1:25 pm**      **How MPOs Are Incorporating Safety in Planning and Prioritization Decisions<sup>1</sup>**
- Baltimore Metropolitan Council – *Cindy Burch*
  - Knoxville Regional TPO – *Ellen Zavisca*
  - Lexington Area MPO – *Chris Evilia*
- 3:00 pm**      **Break**
- 3:15 pm**      **How MPOs Are Incorporating Safety in Planning and Prioritization Decisions (continued)<sup>1</sup>**
- Mid-America Regional Council – *Ron Achelpohl*
  - Roanoke Valley TPO – *Cristina Finch*
- 4:15 pm**      **Group Discussion: Strengthening Our Focus on Safety**

<sup>1</sup> Order of presentations to be determined





## FDOT | FHWA *Safety Peer Exchange*

4:50 pm      **Recap of Day 1 and Plan for Day 2**

5:00 pm      **Conclude Day 1**

*Dinner      On your own; restaurant suggestions to be provided*

### ***DAY 2: THURSDAY, AUGUST 18, 2022***

8:00 am      **Networking and Coffee**

8:30 am      **Recap Day 1 and Review of Agenda for Day 2**

8:40 am      **Breakout Groups on How MPOs are Incorporating Safety in Planning and Prioritization:**

- Share effective practices
- Identify potential enhancements

9:45 am      **Report Outs from Breakout Groups**

10:30 am      **Break**

10:45 am      **Facilitated Roundtable Discussion**

- Potential individual and collective actions for Florida's MPOs
- Potential activities for FDOT and FHWA
- Other future collaboration and capacity building opportunities

11:50 am      **Closing Remarks**

- FDOT — *Alison Stettner*
- FHWA — *Kevin Burgess*

12:00 pm      **Adjourn**

*Lunch      On your own; restaurant suggestions to be provided*



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

Traveler: Robert Balmes Date: August 16, 2022

Employee Number: 11612 Department: \_\_\_\_\_

Travel Destination: Ocoee, FL - Florida's Turnpike Enterprise Headquarters

Purpose: Florida DOT/MPO FMPP Partnering Meeting

Date: August 18, 2022 Time: 11:30 AM of Departure

Date: August 18, 2022 Time: 6:00 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: 150 Miles @ \$ 0.58 *.625 GSA* *RB* *RB. \$93.75*  
~~\$87.00~~

Traveler's Total Estimated Expenses ~~\$87.00~~ *\$93.75 RB.*

Travel Advance Check Requested? YES  NO

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

Account #: BR407549-540101

### INFORMATION FOR ADMINISTRATION

#### ESTIMATED COST OF TRAVEL

Registration \_\_\_\_\_

Lodging \_\_\_\_\_

Traveler's Estimated Cost ~~\$87.00~~ *\$93.75 RB.*

**Total Estimated Cost of Travel** ~~\$87.00~~ *\$93.75 RB.*

TRAVELERS SIGNATURE: *[Signature]*

DATE: *8/17/22*

DEPARTMENT HEAD SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

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

APPROVAL: \_\_\_\_\_  
 Assistant County Administrator

DATE: \_\_\_\_\_

APPROVAL: \_\_\_\_\_  
 Procurement Services

DATE: \_\_\_\_\_

APPROVAL: \_\_\_\_\_  
 County Administrator

DATE: \_\_\_\_\_



## 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.)



Form T1 PAYEE: Robert Balmes

**MARION COUNTY** EMPLOYEE ID #: 11612 ACCOUNT CODE: BR407549-540101

VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES Department: TPD

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
8/18/2022	Ocala to Ocoee	Florida MPO/FDOT FMPP Meeting	11:30 AM		75		\$2.94	Toll
8/18/2022	Ocoee to Ocala	Florida MPO/FDOT FMPP Meeting	6:00 PM		75		\$2.94	Toll

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.

150	# Miles	
0.58	@ Per Mile	
<del>0.625</del>		
\$87.00		\$5.88
		TOTAL
		\$92.88

Payee Signature: 

Date Prepared: 8/19/22

Less Advance Received. Adv. \$99.63

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** Adv. \$99.63  
\$92.88

Department Head Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Administration Approved By: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Procurement Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Travel Advance

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

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

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

Traveler: Robert Balmes Date: August 16, 2022

Employee Number: 11612 Department: \_\_\_\_\_

Travel Destination: Ocoee, FL - Florida's Turnpike Enterprise Headquarters

Purpose: Florida DOT/MPO FMPP Partnering Meeting

Date: August 19, 2022 Time: 7:00 AM of Departure

Date: August 19, 2022 Time: 1:00 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: 150 Miles @ \$ 0.58 *0.625 Gas* *Rate* *RB* \$87.00

Traveler's Total Estimated Expenses \$87.00

Travel Advance Check Requested? YES  NO  *\$93.75*

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

Account #: BR407549-540101

### INFORMATION FOR ADMINISTRATION

#### ESTIMATED COST OF TRAVEL

Registration \_\_\_\_\_

Lodging \_\_\_\_\_

Traveler's Estimated Cost \$87.00 *\$93.75 RB*

**Total Estimated Cost of Travel** \$87.00 *\$93.75 RB*

TRAVELERS SIGNATURE: *[Signature]*

DATE: 8/19/22

DEPARTMENT HEAD SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

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

APPROVAL: \_\_\_\_\_  
Assistant County Administrator

DATE: \_\_\_\_\_

APPROVAL: \_\_\_\_\_  
Procurement Services

DATE: \_\_\_\_\_

APPROVAL: \_\_\_\_\_  
County Administrator

DATE: \_\_\_\_\_



## 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.)



Form T1 PAYEE: Robert Balmes

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

EMPLOYEE ID #: 11612 ACCOUNT CODE: BR407549-540101

Department: 700

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
8/19/2022	Ocala to Ocoee	Florida MPO/FDOT FMPP Meeting	7:00 AM		75		\$2.94	Toll
8/19/2022	Ocoee to Ocala	Florida MPO/FDOT FMPP Meeting	1:00 PM		75		\$2.94	Toll

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

Payee Signature: *Robert Balmes*  
 Date Prepared: 8/20/22

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

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

150	# Miles		
<i>0.58</i>	@ Per Mile		
<i>0.625</i>	<i>RB</i>		
\$87.00		\$5.88	TOTAL \$92.88
Less Advance Received. <i>093.95</i>		<i>RB \$99.63</i>	
Less Class "C" Travel Meals.		<i>RB \$79.63</i>	
<b>Net Amount Due</b>		<b>\$92.88</b>	
Travel Advance			
Check # _____			
Check Date _____			



# STATEWIDE COLLABORATION MEETING

Location: Turnpike Auditorium

August 18-19, 2022

## Thursday, August 18th

- 1:00pm – 1:20pm **Welcome and Introduction**
  - FDOT
- 1:20pm – 1:40pm **Bipartisan Infrastructure Law Implementation**
  - FDOT
- 1:40pm – 2:10pm **FDOT Work Program & the MPOs**
  - FDOT
- 2:10pm – 2:30pm **National Electric Vehicle Infrastructure Formula Program**
  - FDOT
- 2:30pm – 2:50pm **Carbon Reduction Strategy**
  - FDOT
- BREAK 2:50pm – 3:05pm**
- 3:05pm – 3:35pm **ACTIVITY**
  - Family Feud: MPOs v. FDOT
- 3:35pm – 3:55pm **Resiliency**
  - FDOT
- 3:55pm – 4:25pm **Roundtable Discussion on Resiliency**
  - MPOs
- 4:25pm – 4:55pm **Discretionary Grants**
  - Coordination – FDOT
  - Direct Recipient – FHWA / MPOs
- 4:55pm – 5:00pm **Wrap up and Announcements**
  - FDOT





# STATEWIDE COLLABORATION MEETING

Location: Turnpike Auditorium

August 18-19, 2022

## Friday, August 19th

8:00am – 8:10am	<b>Welcome and Introduction</b> <ul style="list-style-type: none"><li>○ FDOT</li></ul>
8:10am – 8:20am	<b>Florida Planning Emphasis Areas</b> <ul style="list-style-type: none"><li>○ FDOT</li></ul>
8:20am – 9:10am	<b>MPO Noteworthy Practices</b> <ul style="list-style-type: none"><li>○ MPOs</li></ul>
9:10am – 9:40am	<b>Third Party Contracts Compliance</b> <ul style="list-style-type: none"><li>○ FDOT and FHWA</li></ul>
9:40am – 9:55am	<b>UPWP Template Feedback and Next Steps</b> <ul style="list-style-type: none"><li>○ FDOT, FHWA, and FTA</li></ul>
<b>BREAK 9:55am – 10:10am</b>	
10:10am – 10:40am	<b>ACTIVITY</b> <ul style="list-style-type: none"><li>○ Family Feud: Winner of Day 1 v. Federal Partners</li></ul>
10:40am – 11:00am	<b>PL Eligible Costs</b> <ul style="list-style-type: none"><li>○ FHWA and FDOT</li></ul>
11:00am – 11:10am	<b>STIP Sufficient Descriptive Material for Transit Projects</b> <ul style="list-style-type: none"><li>○ FTA</li></ul>
11:10am – 11:20am	<b>Designated Direct and Subrecipient Roles</b> <ul style="list-style-type: none"><li>○ FTA</li></ul>
11:20am – 11:35am	<b>Revenue Forecast</b> <ul style="list-style-type: none"><li>○ FDOT</li></ul>
11:35am – 11:50am	<b>SIS Cost Feasible Plan Update</b> <ul style="list-style-type: none"><li>○ FDOT</li></ul>
11:50am – 12:00pm	<b>US Census and Urban Boundaries Update</b> <ul style="list-style-type: none"><li>○ FDOT, FHWA, and FTA</li></ul>
12:00pm	<b>Wrap up and Announcements</b> <ul style="list-style-type: none"><li>○ FDOT</li></ul>



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

Traveler: Robert Balmes Date: September 6, 2022

Employee Number: 11612 Department: \_\_\_\_\_

Travel Destination: DeLand, FL

Purpose: Meeting with the FDOT District Secretary

Date: September 7, 2022 Time: 1:00 PM of Departure

Date: September 7, 2022 Time: 4:45 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) NB \$73.75

Mileage Private Vehicle: 118 Miles @ \$ 0.58 <sup>.625 GSA</sup> <sub>NB.</sub> ~~\$68.440~~

Traveler's Total Estimated Expenses \$68.44

Travel Advance Check Requested? YES  NO  NB \$73.75

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

Account #: BR408549-540101

**INFORMATION FOR ADMINISTRATION**

**ESTIMATED COST OF TRAVEL**

Registration \_\_\_\_\_

Lodging \_\_\_\_\_

Traveler's Estimated Cost ~~\$68.44~~ \$73.75 NB.

**Total Estimated Cost of Travel** ~~\$68.44~~ \$73.75 NB.

TRAVELERS SIGNATURE: [Signature] DATE: 9/6/22

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 PAYEE: Robert Balmes

**MARION COUNTY** EMPLOYEE ID #: 11612 ACCOUNT CODE: BR408549-540101

VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES 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
9/7/2022	Ocala to DeLand	Meeting with District 5	1:00 PM		59			
9/7/2022	DeLand to Ocala	Meeting with District 5	5:00 PM		59			

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.

118	# Miles	
0.58	@ Per Mile	
16.25		
\$68.44		
		TOTAL
		\$68.44

Payee Signature: *Robert Balmes*  
 Date Prepared: 9/8/22

Less Advance Received. \$73.75 MB. MB \$73.75

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. \$73.75  
**Net Amount Due** \$68.44

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

Travel Advance  
 Check # \_\_\_\_\_  
 Check Date \_\_\_\_\_



## 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.)

## Balmes, Rob

---

**Subject:** Meeting - Ocala Marion TPO Priorities and Partnership

**Location:** D5-DO, Lake County

**Start:** Wed 9/7/2022 2:30 PM

**End:** Wed 9/7/2022 3:30 PM

**Recurrence:** (none)

**Meeting Status:** Accepted

**Organizer:** Tyler, John

**Resources:** D5-DO, Lake County

### **CAUTION: THIS MESSAGE IS FROM AN EXTERNAL SENDER**

This email originated from outside the organization. Do not click links, open attachments, or share any information unless you recognize the sender and know the content is safe. Report suspicious emails using the "Phish Alert" button in Outlook or contact the Helpdesk.

Chair Bethea and Mr. Balmes,

Secretary Tyler and Director Adkins would like to meet with you to discuss your priorities for the Marion County area and how our partnership may be best utilized. Thank-you!

---

The Florida Department of Transportation looks forward to visiting with you. Before visiting the District Office, please note a few important items:

- Visitors should utilize the dedicated visitor parking area, located in the front of the building. Overflow parking is available in the north parking lot adjacent to the building.
- All visitors must check in at the front desk and receive a visitor badge.
- Please remember to follow current public safety and sanitation guidelines. Persons who are not feeling well should not attend in person.

District 5 Headquarters (Lake County Conference Room)  
719 South Woodland Blvd  
DeLand, FL 32720

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

Traveler: Robert Balmes Date: October 6, 2022

Employee Number: 11612 Department: \_\_\_\_\_

Travel Destination: Orlando, FL

Purpose: Central Florida Alliance Meeting

Date: October 7, 2022 Time: 8:00 AM of Departure

Date: October 7, 2022 Time: 1:30 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: 164 Miles @ \$ 0.58 *Pub. GSA rate* *RR \$102.50*  
~~\$95.120~~

Traveler's Total Estimated Expenses *.625* ~~\$95.12~~

Travel Advance Check Requested? YES  NO  *RR \$102.50*

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

Account #: BR408549-540101

### INFORMATION FOR ADMINISTRATION

#### ESTIMATED COST OF TRAVEL

Registration \_\_\_\_\_

Lodging \_\_\_\_\_

Traveler's Estimated Cost *RR. \$95.12 \$102.50*

**Total Estimated Cost of Travel** *RR. \$95.12 \$102.50*

TRAVELERS SIGNATURE: *[Signature]*

DATE: *10/6/22*

DEPARTMENT HEAD SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

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

APPROVAL: \_\_\_\_\_  
 Assistant County Administrator

DATE: \_\_\_\_\_

APPROVAL: \_\_\_\_\_  
 Procurement Services

DATE: \_\_\_\_\_

APPROVAL: \_\_\_\_\_  
 County Administrator

DATE: \_\_\_\_\_

Form T1 PAYEE: Robert Balmes

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


EMPLOYEE ID #: 11612 ACCOUNT CODE: BR408549-540101

Department: TPO

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
10/7/2022	Ocala to Orlando	Central FL MPO Alliance	8:00 AM		82			
10/7/2022	Orlando to Ocala	Central FL MPO Alliance	1:30 PM		82			

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.

164	# Miles	
0.58	@ Per Mile	
<del>\$95.12</del>		
		TOTAL
		<del>\$95.12</del>

Payee Signature: 

Date Prepared: 10/10/22

Less Advance Received. RB \$102.50

Less Class "C" Travel Meals.

**Net Amount Due** RB -\$102.50  
**\$95.12**

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

Department Head Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Administration Approved By: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Procurement Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Travel Advance

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

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



## Instructions for Completing the Contractor Travel Form

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

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

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

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

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





## MEETING NOTICE

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

**Date:** Friday, October 7, 2022 (IN-PERSON MEETING)

**Time:** 10:00 a.m.

**Location:** MetroPlan Orlando  
David L. Grovdahl Board Room  
250 S. Orange Avenue, Suite 200  
Orlando, FL 32801

**PUBLIC ACCESS:** To join the meeting from your computer, tablet or smartphone, please use this link:  
<https://us02web.zoom.us/j/83402263543?pwd=WVBpVVBNeDkKU2RKRS8rUHA0MEtRQT09>  
Passcode: 937316

To dial in, please see the calendar item for this meeting:  
[Central Florida MPO Alliance \(metroplanorlando.org\)](https://metroplanorlando.org)

---

## AGENDA

Thank you for silencing all electronic devices during the meeting.

---

I. Call to Order

II. Pledge of Allegiance

III. Roll Call/Confirmation of Quorum

IV. Public Comment

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

V. Reports

Tab 1



**a. Delegation Reports**

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

**b. FDOT District Reports**

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

**VI. Action Items**

**a. Approval of Previous Meeting Minutes**

**TAB 2**

Approval requested for the February 4, 2022, minutes of the Central Florida MPO Alliance.

**b. Adoption 2023 Proposed Meeting Schedule**

**TAB 3**

Staff requests approval of the 2023 proposed meeting schedule is provided for information and discussion.

**c. Approval of Proposed Revisions to the CFMPOA Interlocal Agreement**

**TAB 4**

Presenter: Ms. Virginia Whittington, MetroPlan Orlando

**d. Approval of the CFMPOA 2023 List of Priority Projects**

**TAB 5**

Presenter: Ms. Georganna Gillette, SpaceCoast TPO

**VII. Presentations**

**a. Review of Draft Methodology for Ranking CFMPOA TSMO Projects**

Presenter: Mr. Eric Hill, MetroPlan Orlando

**b. Update on the Regional Transportation Systems Management & Operations Program**

Presenter: Mr. Eric Hill, MetroPlan Orlando

**c. Call for SUNTrails Projects (*INVITED*)**

Presenter; Aishwarya "Aish" Sandineni, FDOT D5 SUNTrail Coordinator

**VIII. Public Comments**

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

**IX. Member Comments**

## X. Upcoming Meetings/Events of Interest

- Gulf Coast Safe Streets Summit hosted by Polk TPO and Sun Coast TPA  
November 3, 2022; 9:00 a.m. – 5:00 p.m.  
RP Funding Center - Lakeland, Florida  
Register to attend at <https://www.gulfcoastsafestreetssummit.org/>
- Next CFMPOA Meeting  
February 10, 2023  
MetroPlan Orlando  
250 S. Orange Avenue, Suite 200  
Orlando, FL 32801

## XI. Adjournment

*Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at [info@metroplanorlando.org](mailto:info@metroplanorlando.org) at least three business days prior to the event.*

*La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico [info@metroplanorlando.org](mailto:info@metroplanorlando.org) por lo menos tres días antes del evento.*

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

Traveler: Robert Balmes Date: August 22, 2022  
 Employee Number: 11612 Department: \_\_\_\_\_  
 Travel Destination: Minneapolis, MN  
 Purpose: AMPO National Conference  
 Date: October 24, 2022 Time: 1:00 PM of Departure  
 Date: October 28, 2022 Time: 10:00 PM of Return

### REGISTRATION INFORMATION

*(Attach Registration Form)*

Account #: BR407549-555501 Registration Check Amount: \$600.00  
 Registration Check Payable To: Robert Balmes  
 Mail Registration Check To: Ocala/Marion TPO - Rob Balmes  
 Registration Mailing Address: 2470 E. Silver Springs Boulevard  
 City: Ocala State: Florida Zip Code: 34470  
 Check One:  Mail Registration Check  Traveler to Carry Registration Check  P-Card Purchase

### HOTEL INFORMATION

Hotel Name: Minneapolis, Marriott City Center  
 Hotel Mailing Address: 30 South 7th Street  
 City: Minneapolis State: Minnesota Zip Code: 55402  
 Confirmation Number: 90999242  
 Account Number: BR407549-540101 Hotel Check Amount: \$675.03  
 Check One:  Mail Hotel Check  Traveler to Carry Hotel Check  P-Card Purchase

**TRAVELER'S COST OF TRAVEL**

Meals: B 4 Per Day x \$6.00  
 L \_\_\_\_\_ Per Day x \$11.00  
 D 3 Per Day x \$19.00 Days = \$81.00

County Vehicle Requested? YES  NO  (Gas Card Available)

Mileage Private Vehicle: 212 Miles @ \$ 0.58 \$122.960

Traveler's Total Estimated Expenses \$203.96

Travel Advance Check Requested? YES  NO

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

Account #: BR407549-540101

**INFORMATION FOR ADMINISTRATION**

**ESTIMATED COST OF TRAVEL**

Registration	<u>\$600.00</u>
Lodging	<u>\$675.03</u>
Traveler's Estimated Cost	<u>\$203.96</u>
<i>Flight Travel Cost</i>	<u><i>\$652.20 R.B.</i></u>
<b>Total Estimated Cost of Travel</b>	<b><u>\$1,478.99</u></b> <i>\$2,131.19 R.B.</i>

TRAVELERS SIGNATURE: *[Signature]* DATE: *8/22/22*

DEPARTMENT HEAD SIGNATURE: *[Signature]* DATE: *9/15/22*

*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



**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

---

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



Form T1 PAYEE: Robert Balmes

**MARION COUNTY** EMPLOYEE ID #: 11612 ACCOUNT CODE: BR407549-540101

VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES Department: TPO

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
10/24/2022	Ocala to Minneapolis, MN	AMPO 2022 Conference	12:00 PM		106			
10/25/2022	Breakfast	AMPO 2022 Conference		\$18.00				
10/25/2022	Dinner	AMPO 2022 Conference		\$36.00				
10/26/2022	Dinner	AMPO 2022 Conference		\$36.00				
10/27/2022	Dinner	AMPO 2022 Conference		\$36.00				
10/28/2022	Breakfast	AMPO 2022 Conference		\$18.00				
10/28/2022	Lunch	AMPO 2022 Conference		\$20.00				
10/28/2022	Minneapolis, MN to Ocala	AMPO 2022 Conference	9:45 PM		106			

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.

	212 # Miles	
	<i>MA</i> 0.58 <i>GSA</i> @ Per Mile	
	<i>.625</i>	
\$164.00	\$122.96	<b>TOTAL</b> <del>\$286.96</del>

Payee Signature: *Robert Balmes*

Date Prepared: 11/1/22

Less Advance Received. *\$132.50 MA*

Less Class "C" Travel Meals. *MA \$296.50*

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.

**Net Amount Due**  
~~\$286.96~~

Department Head Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Administration Approved By: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Procurement Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Travel Advance

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


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

**CONTRACTOR TRAVEL FORM**

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
10/24/2022	Ocala to Minneapolis, MN	AMPO 2022 Conference	12:00 PM			106			
10/25/2022	Breakfast	AMPO 2022 Conference		\$18.00					
10/25/2022	Dinner	AMPO 2022 Conference		\$36.00					
10/26/2022	Dinner	AMPO 2022 Conference		\$36.00					
10/27/2022	Dinner	AMPO 2022 Conference		\$36.00					
10/28/2022	Breakfast	AMPO 2022 Conference		\$18.00					
10/28/2022	Lunch	AMPO 2022 Conference		\$20.00					
10/28/2022	Minneapolis, MN to Ocala	AMPO 2022 Conference	9:45 PM			106			

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

CONTRACTOR:  DATE: 11/1/22

JOB TITLE: TPO Director

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

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

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

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

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES	212	COLUMN TOTAL	SUMMARY TOTAL
\$164.00					
			X @ \$0.445 - 625 GSA \$94.34 KB		\$258.34 \$296.50
<b>JUSTIFICATION/EXPLANATION</b> \$132.50 MB. KB					
<b>OTHER PERSONNEL IN PARTY</b>					

## Instructions for Completing the Contractor Travel Form

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

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

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

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

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



# 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	<b>Pre-Conference Mobile Tour</b> <b>METRO Orange Line BRT</b> 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	<b>Joint Policy &amp; Technical Committee Meeting</b> Crystal Lake		
2:00 pm - 3:00 pm	<b>Policy Committee Meeting</b> Crystal Lake	<b>Technical Committee Meeting</b> Birch/Maple Lake	
4:00 pm - 6:00 pm	<b>AMPO Board of Directors Meeting</b> 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	<b>Pre-Conference Workshop</b> Pine/Cedar Lake  <b>TRB &amp; Cambridge Workshop - Think Big!</b>	<b>Pre-Conference Workshop</b> Birch/Maple Lake  <b>Effective Performance Target Setting Workshop</b>  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	<b>Pre-Conference Workshop</b> Deer Lake  <b>IJJA Workshop</b>		
10:00 am - 11:00 am	<b>Pre-Conference Mobile Tour</b> <b>Minneapolis Walking Tour</b> 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	<b>Opening Lunch - Metropolitan Council Welcome</b> Ballroom 1 & 2		
1:45 pm - 3:00 pm	<b>Hybrid Public Involvement</b> Ballroom 3  <b>Shifting the Paradigm on Public Engagement: Hybrid Models for a Post-Pandemic World</b> Chet Parsons, Plan RVA Ann Cundy, Central Shenandoah Planning District Commission Ashley Dobson, Avid Core  <b>Hybrid Meetings: Bridging the Virtual and In-Person Experience</b> Judy Dellert-O'Keef and Brian Elgort, Charlotte Regional TPO	<b>EJ 1</b> Ballroom 4  <b>ITS for Underserved Communities: An Overview of the USDOT's ITS4US Deployment Program</b> Mike Pina and Elina Zlotchenko, USDOT Deepak Gopalakrishna, ICF Brooke Ramsey, Heart of Iowa Regional Transit Agency Anat Caspi, University of Washington Kofi Wakhisi, Atlanta Regional Commission  <b>Highlighting Equity within a Congestion Management Process</b> Brian Fineman and Eugene McGuinness, North Jersey TPA Michael Grant, ICF	<b>MPO Roles and Relevancy 1</b> Deer Lake/Elk Lake  <b>MPO Form and Function: The Evolution of MPO's as Independent and Hosted Agencies</b> Greg Stuart, Broward MPO Don Scott, Lee County MPO Robert Balmes, Ocala/Marion County Transportation Planning Organization  <b>Moving Forward with Purpose: CRTPO's Strategic Plan</b> 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><b>Emerging Technology</b> Ballroom 3</p> <p><b>Planning for Equitable EV Transitions</b> Kofi Wakhisi, AICP, Atlanta Regional Commission Megan Day, National Renewable Energy Laboratory</p> <p><b>Implementing EV Equity at the MPO level</b> Adrienne Heller, Cambridge Systematics</p> <p><b>Chattanooga 2050 RTP EV Opportunity Areas</b> Melissa Taylor, Chattanooga Regional Planning Agency Julie Billings, Modern Mobility Partners</p>	<p><b>Safety</b> Ballroom 4</p> <p><b>Safety First: An MPO-Led Safety Program from Analysis to Implementation</b> Mark Brown, Broward MPO</p> <p><b>Preventing Deaths and Serious Injuries - Positioning MPOs for Success</b> Nicole Waldheim, Burgess Niple Victoria Barrett, Metropolitan Agency on Planning</p> <p><b>All Hail the Mighty Intersection!</b> Thomas Bamonte, North Central Texas COG</p>	<p><b>Florida MPOAC and State Associations</b> Deer Lake/Elk Lake</p> <p><b>Florida MPOs' Noteworthy Practices Lightning Round</b> 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><b>Trivia Night</b> Ballroom 1 &amp; 2 Please join us for a fun evening of Transportation Trivia with host Chris Evilia of the Lexington Area MPO Drinks &amp; Pub Fare provided - <b>Registration Required</b></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><b>Breakfast</b> Ballroom 1 &amp; 2</p>		
9:15 am - 10:15 am	<p><b>L RTP</b> Ballroom 3</p> <p><b>North Carolina MPO Collaboration in the development of NCDOT's STIP</b> Neil Burke, Charlotte Regional TPO Chris Lukasina, NC Capital Area MPO</p>	<p><b>Resiliency 2</b> Ballroom 4</p> <p><b>Transportation Resiliency Study for the Rockford Region</b> Sydney Turner, Rockford MPO</p> <p><b>Resiliency Planning and Funding Decisions in an Economically Strategic Location</b> Cameron Walker, Permian Basin MPO William Frawley, Texas A&amp;M Transportation Institute</p>	<p><b>COVID Surveys</b> Deer Lake/Elk Lake</p> <p><b>Transit in the COVID-19 era: early results from the 2021-2022 Twin Cities on-board survey</b> Ashley Asmus, Met Council Eric Lind, Metro Transit</p> <p><b>A Review of Transportation Surveys Measuring Impacts to Travel Behavior from COVID-19 that Inform Regional Transportation Planning</b> Kenneth Joh, Metropolitan Washington COG</p>
10:30 am - 12:00 pm	<p><b>Coordination with Key Partners</b> Ballroom 3</p> <p><b>Modern Industrial Revival of the Sparrows Point Steel Plant – Regional Partners Plan for Equitable Rebirth</b> Todd Lang and Mike Kelly, Baltimore Metropolitan Council Johnny Olszewski, Jr., Baltimore County Executive Aaron Tomarchio, Tradepoint Atlantic</p> <p><b>Met Council and Commute with Enterprise; Bringing sustainable and impactful transportation to the Twin Cities Community</b> Randy Rosvold, Metropolitan Council Cheryl O'Connor, Commute with Enterprise</p> <p><b>CONNECT Beyond Regional Mobility Initiative</b> Jason Wager, Centralina Regional Council Robert Cook, Charlotte Regional TPO Randi Gates, Gaston-Cleveland-Lincoln Metropolitan Planning Organization</p>	<p><b>EJ 3</b> Ballroom 4</p> <p><b>Planning for Equity With Heart, Mind and Soul</b> Hannah Twaddell, ICF Sherry Steine, ICF Traceé Strum-Gilliam, PRR</p> <p><b>The Vulnerable Populations Index and Efforts to Incorporate Equity into BRTB Planning Activities</b> Zach Kaufman, Baltimore Metropolitan Council</p> <p><b>Increasing tree canopy cover through an interactive prioritization tool (Growing Shade Project)</b> Ellen Esch and Eric Wojchik, Met Council</p>	<p><b>Corridor Studies</b> Deer Lake/Elk Lake</p> <p><b>Innovations in Community Engagement for Corridor Planning</b> Dan Doenges, RTC of Washoe County Amy Cummings and Jennifer Valentine, Parametrix</p> <p><b>Imagine Nicholasville Rd – A Corridor Plan to Address the Housing and Transportation Needs of a Mid-sized MPO</b> Kenzie Gleason, Lexington Area MPO</p> <p><b>Behind the Scenes of North Carolina's Most Complex Corridor Study</b> Agustin Rodriguez, Charlotte Regional TPO</p>
12:00 pm - 1:30 pm	<p><b>Lunch with Keynote Speaker</b> Ballroom 1 &amp; 2</p>		
1:30 pm - 3:00 pm	<p><b>Data Science and Planning</b> Ballroom 3</p> <p><b>Region-Wide Congestion Analysis with Big Data</b> Farhad Ahmadzai, Akron Metropolitan Area Transportation Study Danny Yoder, Streetlight Data</p> <p><b>Data Science and Analytics Teams in Planning</b> Jonathan Ehrlich and Joel Huting, Met Council</p> <p><b>Regional Transportation Statistics and Metrics Dashboard</b> Nirav Ved, CAMPO TX</p>	<p><b>Complete Streets 1</b> Ballroom 4</p> <p><b>SMART STEP: Addressing bicycle and pedestrian mobility challenges in Miami-Dade County</b> Maria Vilches-Landa &amp; Aileen Bouclé, Miami-Dade TPO</p> <p><b>How to Advance Complete Streets in Your Region</b> Emily Kleinfelter, &amp; Jacob Riger, Denver Regional COG Trung Vo, Toole Design</p> <p><b>Planning for People First</b> Heidi Schallberg, Metropolitan Council Nissa Tupper, MNDOT</p> <p><b>*Walking Tour to Follow - Registration Required</b></p>	<p><b>Pushing the Envelope</b> Deer Lake/Elk Lake</p> <p><b>Metro Transportation Construction and Engineering Cooperative (MTECC) (x0)</b> Christopher Bross and Greg Stuart, Broward MPO</p> <p><b>Design/Construction/Engineering</b> Ashby Johnson and Ryan Collins, CAMPO TX</p>
3:00 pm - 3:30 pm	Coffee Break		
3:30 pm - 4:30 pm	<p><b>Public Involvement 1</b> Ballroom 3</p> <p><b>A One-Stop Database to Track CRTPO's Public Engagement Activities</b> Judy Dellert-O'Keefe, Charlotte Regional TPO</p> <p><b>Digital Marketing Masterclass: 10 Transformative Social Media Strategies to Drive Engagement for MPOs</b> Carol Henderson, Broward MPO Tasha Cunningham, The Brand Advocates</p>	<p><b>Small MPO</b> Ballroom 4</p> <p><b>Moderator:</b> Lethal Coe, Whatcom Council of Governments</p> <p><b>Approaching GIS for Outreach as a Small MPO</b> Olivia Lunsford, FAST Planning</p> <p><b>Connecting Transportation Performance Measures to Project Programming and Decision Making</b> Christopher Evilia and Stuar Kearns, Lexington Area MPO</p>	<p><b>Activity Sim</b> Deer Lake/Elk Lake</p> <p><b>Using ActivitySim for Transportation Forecasting</b> Joe Castiglione, San Francisco County Transportation Authority Jeffrey Newman, Cambridge Systematics Dennis Farmer, Metropolitan Council</p>



6:00 pm - 8:00 pm **Cocktail Reception**  
Mill City Museum

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 **Breakfast with Equity Panel**  
Ballroom 1 & 2

TIME	Session 1	Session 2	Session 3
9:15 am - 10:30 am	<p><b>EJ 2</b> Ballroom 3</p> <p>Moderator: Chet Parsons, PlanRVA</p> <p><b>Sharing Power: Lessons Learned on Community-Engaged Planning and Equitable Funding Framework Development</b> Raleigh McCoy and Judis Santos, Metropolitan Transportation Commission</p> <p><b>Equity Investment Analysis</b> James Fister, East-West Gateway COG</p> <p><b>Project-Level Accessibility Tool</b> Anna Batista, High Street Consulting Bert Granberg and Julie Bjornstad, Wasatch Front Regional Council</p>	<p><b>Core Products</b> Ballroom 4</p> <p><b>Rapid-Fire Planning: Lessons Learned Through Three Successive MTP Updates in West Virginia</b> Erin Grushon, Burgess Niple Bethany Wild, KYOVA Interstate Planning Commission</p> <p><b>Using Strategic Planning Process to Jumpstart MPO's Preparation for Directional Shift in Regional Planning Process</b> Dr. Mukesh Kumar and Annette Polk, Waco MPO Brigida Gonzalez, TXDOT</p> <p><b>Scenario Planning for Regional Regeneration</b> Alex Kone, Genesee Transportation Council</p>	<p><b>Freight</b> Deer Lake/Elk Lake</p> <p><b>Southern Nevada Regional Freight Plan: A Combined Analyses of Commodity Flows, Supply Chains, and Freight Performance Indicators</b> Dan Anderson, Cambridge Systematics Andrew Kjellman and Beth Xie, RTC of Southern Nevada</p> <p><b>Communicating and Promoting Florida MPO Freight Priorities to the Florida Department of Transportation</b> Michael Williamson, Cambridge Systematics Thomas Brandenstein, Whitehouse Group Paul Flavian, Broward MPO</p> <p><b>Megaregional Freight Movement - Analyzing Freight Flows</b> Andrea Noel, TDOT Mavrick Fitzgerald, Memphis Area MPO</p>

TIME	Session 1	Session 2	Session 3
10:45 am - 11:45 am	<p><b>Resiliency 1</b> Ballroom 3</p> <p><b>Overview of the Baltimore Region Climate Change Resource Guide for DPWs/DOTs</b> Eileen Singleton, Baltimore Metropolitan Council Cassandra Bhat, ICF</p> <p><b>Integrating Climate and Health Data into Transportation Planning</b> Andrew Kjellman, Paul Gully and Deborah Reardon, RTC of Southern Nevada</p>	<p><b>Public Involvement 2</b> Ballroom 4</p> <p><b>The Virtual Public Involvement Checklist for Success</b> Amy Luft, COMPASS Dave Biggs, MetroQuest</p> <p><b>Public Participation: Art or Science?</b> Justin Mondok and Eric Svensson, Easgate Regional COG</p>	<p><b>Surveys</b> Deer Lake/Elk Lake</p> <p><b>Successful Public Surveys for Transit</b> Alan Rodenstein and Robyn Egbert, Houston-Gavlestone Area Council</p> <p><b>Field Audits Enhanced by Survey123 &amp; ArcGIS Online</b> Jad Salloum, Broward MPO</p>

12:00 pm - 1:30 pm **Lunch & General Membership Meeting**  
Ballroom 1 & 2

TIME	Session 1	Session 2	Session 3
1:45 pm - 3:15 pm	<p><b>Complete Streets 2</b> Ballroom 3</p> <p><b>Non-Motorized Risk Index: Using Safety Data to Inform Regional Planning Decisions</b> Daniel Capparella, Greater Nashville Regional Council</p> <p><b>Complete Streets Through Collaboration</b> Chelsea Favero, Forward Pinellas</p> <p><b>Best Practices in the use of Big Data for Complete Streets Planning</b> Jeff Peel, StreetLight Data Lauren Cardoni, Mid-Ohio Regional Planning Commission Taylor Laurent, Metroplan Orlando</p>	<p><b>Future of Transportation</b> Ballroom 4</p> <p><b>An MPO Success Story: Using Technology for a Sustainable Future</b> Dan Lamers, North Central Texas COG Paul Steinbert, GoCarma</p> <p><b>Exploring transportation net-zero emissions scenarios in the Twin Cities Region</b> Liz Roten and Mauricio Leon, Metropolitan Council Jason Hawkins, University of Nebraska, Lincoln</p>	<p><b>Transit</b> Deer Lake/Elk Lake</p> <p><b>Adapting Federal Funding Solicitation to Fit Regional Bus Rapid Transit Priorities</b> Cole Hiniker, Metropolitan Council Kyle O'Donnell Burrows, Metro Transit</p> <p><b>Bus Rapid Transit and Multimodal Corridor Study - Spokane, WA</b> Jason Lien, Spokane Regional Transportation Council Mike Tresidder, Spokane Transit Authority Darby Watson, Parametrix</p> <p><b>TCRP H-59: Racial Equity, Black America, and Public Transportation</b> Dr. Destiny Thomas, Thrivance Group Dr. Alex Karner, University of Texas, Austin</p> <p><b>Arterial BRT Tour Immediately Following - Registration Required</b></p>

3:15 pm - 3:45 pm Coffee Break

TIME	Session 1	Session 2	Session 3
3:45 pm - 5:00 pm	<p><b>MPO Staffing</b> Ballroom 3</p> <p><b>Entry-Level Employee Training and Onboarding: Essential Steps for Effective Succession Planning</b> Paul Calvaresi, Broward MPO Nicholas Torres, Whitehouse Group</p> <p><b>From the Classroom to the Field: Engaging the Next Generation of Transportation Professionals</b> Khyra Everette and Carol Henderson, Broward MPO</p>	<p><b>COVID Pivoting</b> Ballroom 4</p> <p><b>The Miami-Dade Transportation Planning Organization (TPO) Taste of Transportation (ToT)</b> Paul Chance, Miami-Dade TPO</p> <p><b>SMART Demonstrations Projects Utilized for Food Delivery</b> Franchesca Taylor, Miami-Dade TPO</p>	<p><b>Federal Roundtable</b> Deer Lake/Elk Lake</p> <p><b>Innovative Financing and New Grants from the Build America Bureau</b> Morteza Farajiam, Robert Hanifin and Valerie Burnette, USDOT, Build America Bureau</p> <p><b>USDOT SMART Grants Program</b> Ben Levine, UDOT</p>

5:00 pm - 6:30 pm **Light Reception with Sponsors**  
Atrium

TIME	Session 1	Session 2	Session 3
------	-----------	-----------	-----------

**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 pm

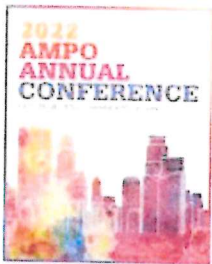
The METRO Orange Line is a 17-mile highway Bus Rapid Transit (BRT) line connecting the communities of Minneapolis, Richfield, Bloomington, and Burnsville along I-35W; Minnesota's busiest commuter corridor. The Orange Line provides fast, reliable, all-day service in both directions, seven days a week. 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.



**Balmes, Rob**

**From:** Association of Metropolitan Planning Organizations <receipts@affinipay.com>  
**Sent:** Thursday, August 25, 2022 10:03 AM  
**To:** Balmes, Rob  
**Subject:** Payment Receipt from Association of Metropolitan Planning Organizations for \$600.00

**CAUTION: THIS MESSAGE IS FROM AN EXTERNAL SENDER**  
This email originated from outside the organization. Do not click links, open attachments, or share any information unless you recognize the sender and know the content is safe. Report suspicious emails using the "Phish Alert" button in Outlook or contact the Helpdesk.



Ocala / Marion TPO  
Approved for Payment  
Date: 8-25-22  
PO#: \_\_\_\_\_  
Account Code: BR407549-555501  
Approved By: Shakayla Irby  
*Pre-Paid*  
*[Signature]*

**Payment Receipt**

**\$600.00**

**Association of Metropolitan Planning Organizations**  
444 N. Capitol St. NW  
Ste. 532  
Washington, District Of Columbia  
20001  
(202) 624-3680

**Account Holder**  
Shakayla Irby  
2710 E. Silver Springs Boulevard  
Ocala, Florida 34470

**Payment Summary**

<b>Account:</b>	Payments	<b>Amount Paid:</b>	\$600.00
<b>Event Speaker Rate:</b>	600	<b>Payment Method:</b>	VISA
<b>First Name:</b>	Rob	<b>Card Number:</b>	*****2289
<b>Last Name:</b>	Balmes	<b>Entry Mode:</b>	Manual
<b>Title:</b>	Director	<b>Auth Code:</b>	025050
<b>Phone Number:</b>	3524382631	<b>Payment Date:</b>	August 25, 2022 10:02 am
<b>I acknowledge 2022 AMPO Annual Conference Health and Safety Protocols:</b>	yes	<b>Transaction Id:</b>	69791319
<b>Organization:</b>	Ocala/Marion Transportation Planning Organization		

**Organization Address** 2710 E. Silver Springs  
**(Street/City/State/Zip):** Boulevard  
**AMPO Member Y/N:** Yes



[www.myampo.org](http://www.myampo.org)  
[bkeyrouze@ampo.org](mailto:bkeyrouze@ampo.org)

**From:** [Association of Metropolitan Planning Organizations](#)  
**To:** [Balmes, Rob](#)  
**Subject:** Payment Receipt from Association of Metropolitan Planning Organizations for \$600.00  
**Date:** Thursday, August 25, 2022 10:02:50 AM

---

**CAUTION: THIS MESSAGE IS FROM AN EXTERNAL SENDER**

This email originated from outside the organization. Do not click links, open attachments, or share any information unless you recognize the sender and know the content is safe. Report suspicious emails using the "Phish Alert" button in Outlook or contact the Helpdesk.



---

**Payment Receipt**

**\$600.00**

**Association of Metropolitan  
Planning Organizations**  
444 N. Capitol St. NW  
Ste. 532  
Washington, District Of Columbia  
20001  
(202) 624-3680

**Account Holder**  
Shakayla Irby  
2710 E. Silver Springs Boulevard  
Ocala, Florida 34470

---

**Payment Summary**

<b>Account:</b>	Payments	<b>Amount Paid:</b>	\$600.00
<b>Event Speaker Rate:</b>	600	<b>Payment Method:</b>	VISA
<b>First Name:</b>	Rob	<b>Card Number:</b>	*****2289
<b>Last Name:</b>	Balmes	<b>Entry Mode:</b>	Manual
<b>Title:</b>	Director	<b>Auth Code:</b>	025050
<b>Phone Number:</b>	3524382631	<b>Payment Date:</b>	August 25, 2022 10:02 am
<b>I acknowledge 2022 AMPO Annual Conference Health and Safety Protocols:</b>	yes	<b>Transaction Id:</b>	69791319
<b>Organization:</b>	Ocala/Marion Transportation Planning Organization		
<b>Organization Address (Street/City/State/Zip):</b>	2710 E. Silver Springs Boulevard		
<b>AMPO Member Y/N:</b>	Yes		



[www.myampo.org](http://www.myampo.org)  
[bkeyrouze@ampo.org](mailto:bkeyrouze@ampo.org)



**From:** [Balmes, Rob](#)  
**To:** [Irby, Shakavla](#)  
**Subject:** FW: Your trip confirmation (TPA - MSP)  
**Date:** Thursday, August 25, 2022 2:58:38 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

BR407549 - 540101

Rob Balmes, AICP CTP  
Director  
Ocala Marion TPO  
2710 E. Silver Springs Blvd.  
Ocala, FL 34470  
P: 352-638-2630 | F: 352-638-2631  
[ocalamariontpo.org](http://ocalamariontpo.org)

Follow Us on



Ocala / Marion TPO  
Approved for Payment

Date: 8-25-22  
PO#: \_\_\_\_\_  
Account Code: BR407549-540101  
Approved By: Shakavla Irby  
*Pre-paid*  
*Rob Balmes*

**From:** American Airlines <[no-reply@info.email.aa.com](mailto:no-reply@info.email.aa.com)>  
**Sent:** Thursday, August 25, 2022 2:56 PM  
**To:** Balmes, Rob <[Rob.Balmes@marionfl.org](mailto:Rob.Balmes@marionfl.org)>  
**Subject:** Your trip confirmation (TPA - MSP)

**CAUTION: THIS MESSAGE IS FROM AN EXTERNAL SENDER**

This email originated from outside the organization. Do not click links, open attachments, or share any information unless you recognize the sender and know the content is safe. Report suspicious emails using the "Phish Alert" button in Outlook or contact the Helpdesk.



Issued: August 25, 2022



Record Locator: CRANVL

We charged \$652.20 to your card ending in 2289 for your ticket purchase.

You can check in via the American app 24 hours before your flight and get your mobile boarding pass. [Get the app](#) and save time at the airport.

[Manage your trip](#)

---

Monday, October 24, 2022

TPA

5:25 PM

Tampa

AA 2905



CLT

7:12 PM

Charlotte

Seat: 20A  
Class: Economy (L)  
Meals:

---

CLT

7:50 PM

Charlotte

AA 2041



MSP

9:26 PM

Minneapolis

Seat: 30A  
Class: Economy (L)  
Meals: Refreshment

---

Friday, October 28, 2022

MSP

1:50 PM

Minneapolis

AA 2084



CLT

5:25 PM

Charlotte

Seat: 25A  
Class: Economy (S)  
Meals: Refreshment

---

CLT

6:00 PM

Charlotte

AA 503



TPA

7:40 PM

Tampa

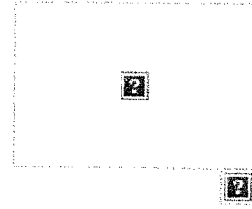
Seat: 25A  
Class: Economy (S)  
Meals:

---

## Earn up to \$200 Back

Plus 40,000 bonus miles. Terms Apply.

[Learn more](#)



---

### Your purchase

**ROBERT BALMES**

AAdvantage® #: P61D286

---

<b>New ticket</b>	<b>\$652.20</b>
Ticket #: 0012332699560	
[\$565.58 + Taxes and fees \$86.62]	
<b>Total</b>	<b>\$652.20</b>
<b>Total cost (all passengers)</b>	<b>\$652.20</b>

---

### Your payment

Credit Card (Visa ending 2289)	\$652.20
<b>Total paid</b>	<b>\$652.20</b>

---

### Bag information

#### Checked bags

Online\*

Airport

1<sup>st</sup> bag

2<sup>nd</sup> bag

1<sup>st</sup> bag

2<sup>nd</sup> bag

\$30.00

\$40.00

\$30.00

\$40.00

Maximum dimensions: 62 inches or 158 centimeters calculated as (length + width + height)  
Maximum weight: 50 pounds or 23 kilograms

Bag fees apply at each Check-in location. Additional allowances and/or discounts may apply. [Bag and optional fees](#)

If your flight is operated by a partner airline, see the [other airline's](#) website for carry-on and checked bag policies.

\*Online payment available beginning 24 hours (and up to 4 hours) before departure.

## Carry-on bags

**1<sup>st</sup> carry-on:** Includes purse, briefcase, laptop bag, or similar item that must fit under the seat in front of you.

**2<sup>nd</sup> carry-on:** Maximum dimensions not to exceed: 22" long x 14" wide x 9" tall (56 x 35 x 23 cm).



[Book a hotel »](#)



[Book a car »](#)



[Buy trip insurance »](#)



[Things to do »](#)



[Contact us](#) | [Privacy policy](#)

Get the American Airlines app



Additional Services are subject to credit card approval at time of ticketing. Additional Services may appear on multiple accompanied documents as a matter of reference.

If you have purchased a NON-REFUNDABLE fare, the itinerary must be canceled before the ticketed departure time of the first unused coupon or the ticket has NO VALUE. If the fare allows



changes, a fee may be assessed for changes and restrictions may apply.

You have up to 24 hours from the time of ticket purchase to receive a full refund if you booked at least 2 days before departure. You must [log in](#) on aa.com or [Contact Reservations](#) to cancel. Once cancelled, your refund will be processed automatically [Refunds](#).

Some American Airlines check-in counters do not accept cash as a form of payment. For more information, visit our [Airport Information](#) page.

The policy for traveling with Emotional Support and Service animals has changed. Visit [Traveling with Service Animals](#) for more information.



Some everyday products, like e-cigarettes and aerosol spray starch, can be dangerous when transported on the aircraft in carry-on and/or checked baggage. Changes in temperature or pressure can cause some items to leak, generate toxic fumes or start a fire. Carriage of prohibited items may result in fines or in certain cases imprisonment. Please ensure there are no forbidden hazardous materials in your baggage like:

Some Lithium batteries (e.g. spares in checked baggage, batteries over a certain size), Explosives / Fireworks, Strike anywhere matches/ Lighter fluid, Compressed gases / Aerosols Oxygen bottles/ Liquid oxygen, Flammable liquids, Pesticides/ Poison, Corrosive material.

There are special exceptions for small quantities (up to 70 ounces total) of medicinal and toilet articles carried in your luggage, spare lithium batteries for most consumer electronic devices in carry-on baggage, and certain smoking materials carried on your person.

Certain items are required to be carried with you onboard the aircraft. For example, spare lithium batteries for portable electronic devices, cigarette lighters and e-cigarettes must be removed from checked or gate-checked baggage and carried onboard the aircraft. However, e-cigarettes may not be used on-board the aircraft.

Traveling with medical oxygen, liquid oxygen, mobility aids and other assistive devices may require airline pre-approval or be restricted from carriage entirely. Passengers requiring these items should contact the airline operator for information on use of such devices.

To change your reservation, please call 1-800-433-7300 and refer to your record locator.

#### NOTICE OF INCORPORATED TERMS OF CONTRACT

Air Transportation, whether it is domestic or international (including domestic portions of international journeys), is subject to the individual terms of the transporting air carriers, which are herein incorporated by reference and made part of the contract of carriage. Other carriers on which you may be ticketed may have different conditions of carriage. International air transportation, including the carrier's liability, may also be governed by applicable tariffs on file with the U.S. and other governments and by the Warsaw Convention, as amended, or by the Montreal Convention. Incorporated terms may include, but are not restricted to: 1. Rules and limits on liability for personal injury or death, 2. Rules and limits on liability for baggage, including fragile or perishable goods, and availability of excess valuation charges, 3. Claim restrictions, including time periods in which passengers must file a claim or bring an action against the air carrier, 4. Rights on the air carrier to change terms of the contract, 5. Rules on reconfirmation of reservations, check-in times and refusal to carry, 6. Rights of the air carrier and limits on liability for delay or failure to perform service, including schedule changes, substitution of alternate air carriers or aircraft and rerouting.

You can obtain additional information on items 1 through 6 above at any U.S. location where the

transporting air carrier's tickets are sold. You have the right to inspect the full text of each transporting air carrier's terms at its airport and city ticket offices. You also have the right, upon request, to receive (free of charge) the full text of the applicable terms incorporated by reference from each of the transporting air carriers. Information on ordering the full text of each air carrier's terms is available at any U.S. location where the air carrier's tickets are sold or you can click on the Conditions of Carriage link below

Air transportation on American Airlines and the American Eagle carriers® is subject to American's conditions of carriage.

For more on Canada passenger protection regulations visit [aa.com/CanadaPassengers](http://aa.com/CanadaPassengers).

Please do not reply to this email address as it is not monitored.

NOTICE: This email and any information, files or attachments are for the exclusive and confidential use of the intended recipient. This message contains confidential and proprietary information of American Airlines (such as customer and business data) that may not be read, searched, distributed or otherwise used by anyone other than the intended recipient. If you are not an intended recipient, do not read, distribute, or take action in reliance upon this message. Do you think you received this email by mistake? If so, please forward this [email to us](#) and then delete this message.

For all other questions about bookings or upcoming trips, visit our contact page. [Contact American](#)  
≥

oneworld is a registered trademark of oneworld Alliance, LLC.

© American Airlines, Inc. All Rights Reserved.

## Stay Details

STAY DATES

**Mon Oct 24, 2022 – Fri Oct 28, 2022**

Room(s): 1

Adult(s): 1



### Minneapolis Marriott City Center

30 South 7th Street Minneapolis Minnesota 55402 USA

Phone: +1 612-349-4000

**#90999242**

Robert Balmes, thank you for your reservation. Your reservation is guaranteed to your *Visa* card. An email with this information has been sent to **rob.balmes@marionfl.org**. We look forward to greeting you soon.

**Your receipt for hotel stays may be automatically sent to the email address associated with your reservation.** If you prefer, you may request a paper copy at the front desk when you check in. [Learn how to change your email address.](#)

**Identification required for rate eligibility upon check-in, Non-commissionable rate.**

## Summary of Charges

**Room Type:** Guest room, 1 King

### Govt/military Rate

#### 1 room(s) for 4 night(s)

Prices in USD

Monday, October 24, 2022	148.00
Tuesday, October 25, 2022	148.00
Wednesday, October 26, 2022	148.00
Thursday, October 27, 2022	148.00

**Total cash rate** 592.00

**Estimated government taxes and fees** 83.03

**Total Stay** 675.03 USD

## **Cancellation Policy**

You may cancel your reservation for no charge before 11:59 PM local hotel time on October 22, 2022 (2 day[s] before arrival).

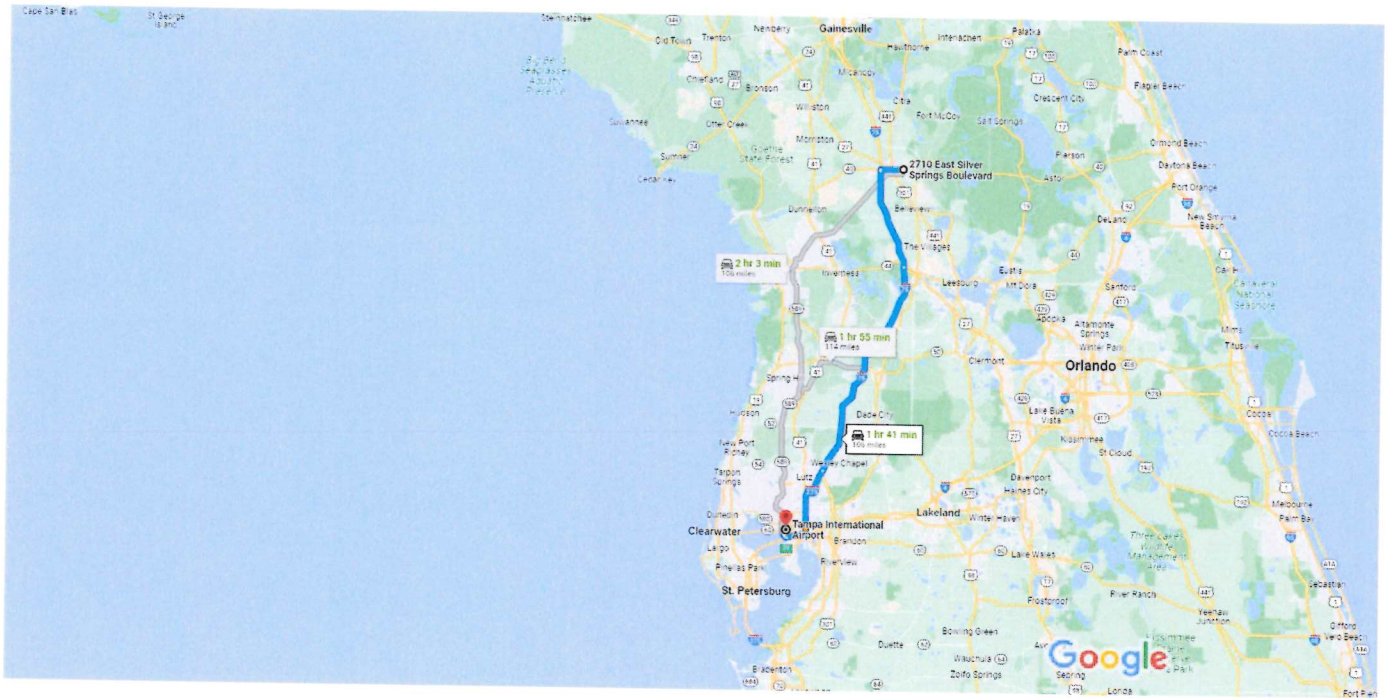
Please note that we will assess a fee of 168.76 USD if you must cancel after this deadline.



2710 E Silver Springs Blvd, Ocala, FL 34470 to Tampa International Airport

Drive 106 miles, 1 hr 41 min

AMPO Conference Travel



Map data ©2022 Google, INEGI 10 mi



via I-75 S

1 hr 41 min

Fastest route now due to traffic conditions

106 miles



via I-75 S and FL-589 S

1 hr 55 min

114 miles



via FL-589

2 hr 3 min

106 miles

### Explore Tampa International Airport

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

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

Page Last Reviewed or Updated: 13-Jun-2022



# Meals & Incidentals (M&IE) rates and breakdown <sup>i</sup>

Use this table to find the following information for federal employee travel:

**M&IE Total** - the full daily amount received for a single calendar day of travel when that day is neither the first nor last day of travel.

**Breakfast, lunch, dinner, incidentals** - Separate amounts for meals and incidentals. M&IE Total = Breakfast + Lunch + Dinner + Incidentals. Sometimes meal amounts must be deducted from trip voucher. [See More Information](#)

**First & last day of travel** - amount received on the first and last day of travel and equals 75% of total M&IE.

Primary Destination <sup>i</sup>	County <sup>i</sup>	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel <sup>i</sup>
Duluth	St. Louis	\$79	\$18	\$20	\$36	\$5	\$59.25
Eagan / Burnsville / Mendota Heights	Dakota	\$69	\$16	\$17	\$31	\$5	\$51.75
Minneapolis / St. Paul	Hennepin / Ramsey	\$79	\$18	\$20	\$36	\$5	\$59.25
Rochester	Olmsted	\$64	\$14	\$16	\$29	\$5	\$48.00
Standard Rate	Applies for all locations without specified rates	\$59	\$13	\$15	\$26	\$5	\$44.25

I'm interested in:

Last Reviewed: 2022-08-16



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Draft Commitment to Zero Safety Action Plan**

---

### **Summary**

On September 20, 2022, the TPO made available to the public a draft of the Commitment to Zero Safety Action Plan. The draft Action Plan was available for a 30-day public review period through October 20, 2022.

At the Board meeting, a presentation will be delivered by the TPO's consultant, Mr. Chris Keller of Benesch. Chris will share a high-level overview of the draft Action Plan, plan development process and strategies for implementation.

The draft Action Plan and appendices are included with this memo in the meeting packet. The Action Plan documents may also be accessed at the TPO's project website:

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

Long-term success of Commitment to Zero must include ongoing work to keep building momentum in the community. Some of the next steps and activities the TPO will focus on in 2023 involve the following:

- Commitment to Zero online public crash dashboard
- Commitment to Zero fact sheets for public education
- Coordination with local partners for safety projects in List of Priority Projects (LOPP) process
- Social Media for community safety events, public awareness of safety
- Continued partnering for community safety events
- Exploration of public information and public relations opportunities

### **Attachment(s)**

- Board Presentation

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



- Draft Commitment to Zero Safety Action Plan
- Draft Appendices

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

- The Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommended adoption on November 8, 2022.

### **Action Requested**

- Adoption of the Commitment to Zero Safety Action Plan.

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



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

# Safety Action Plan

TPO Board Meeting  
November 29, 2022



# Commitment to Zero

- Commitment to Zero is the TPO's call to action to eliminate traffic-related fatalities and serious injuries.
- It is a community-wide shift in how the region talks about, approaches, and addresses traffic safety.



Source: ocala-news.com



# Our Current Reality

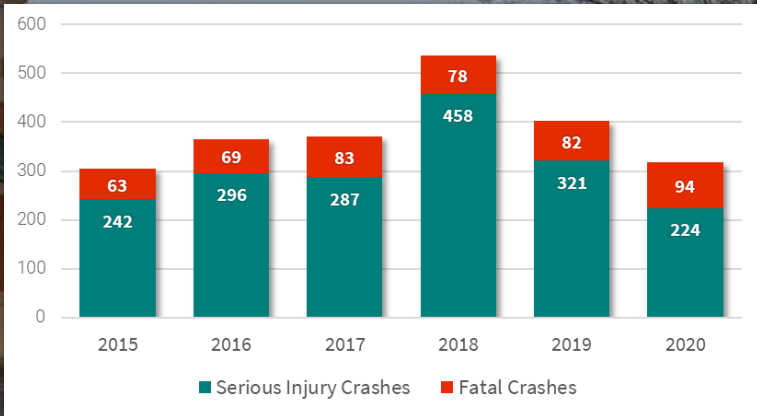
Every year, residents of Ocala/Marion are subject to approximately 9,500 traffic crashes that result in loss of life to about 85 people and seriously injuring 400 more.



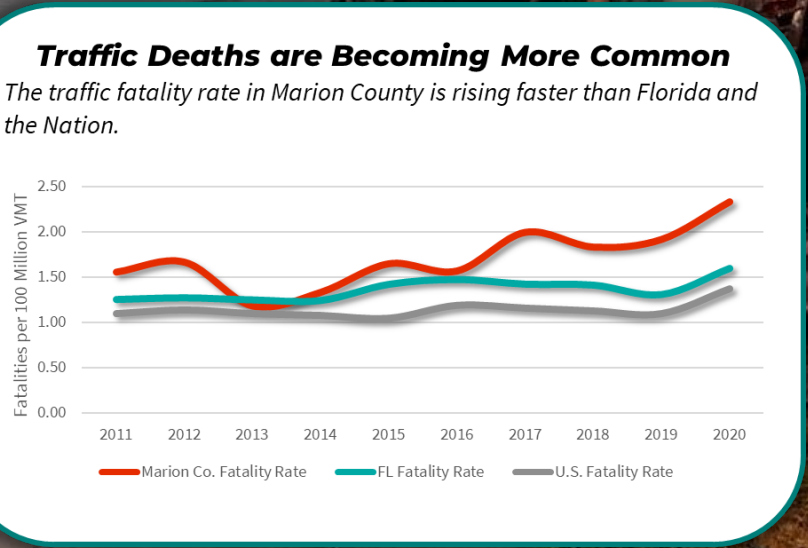
Source: ocala.com



# KSI Crash Trends



Source: wftv.com



- |   |   |
|---|---|
| <b>2021</b>   | <b>2022 (as of 11/13)</b>   |
| <ul style="list-style-type: none"> <li>• 93 Fatalities</li> <li>• 262 Serious Injuries</li> </ul> | <ul style="list-style-type: none"> <li>• 82 Fatalities</li> <li>• 407 Serious Injuries</li> </ul> |

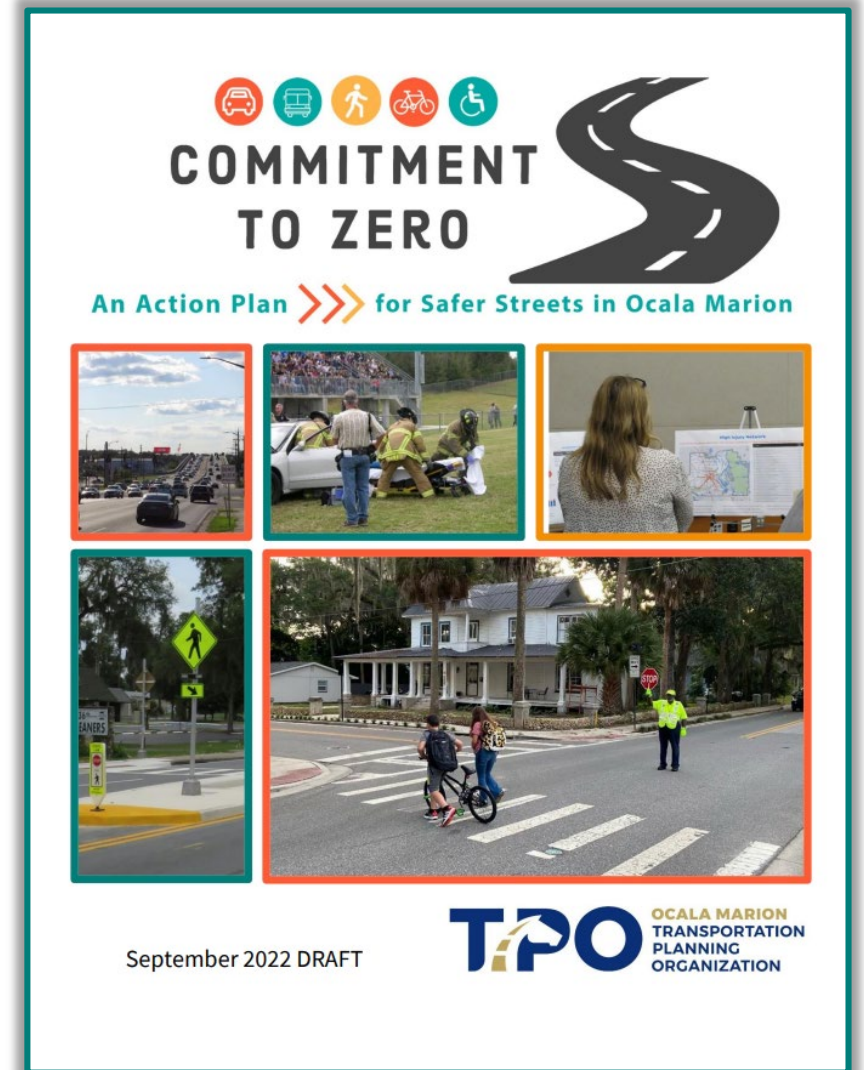


# Safety Action Plan

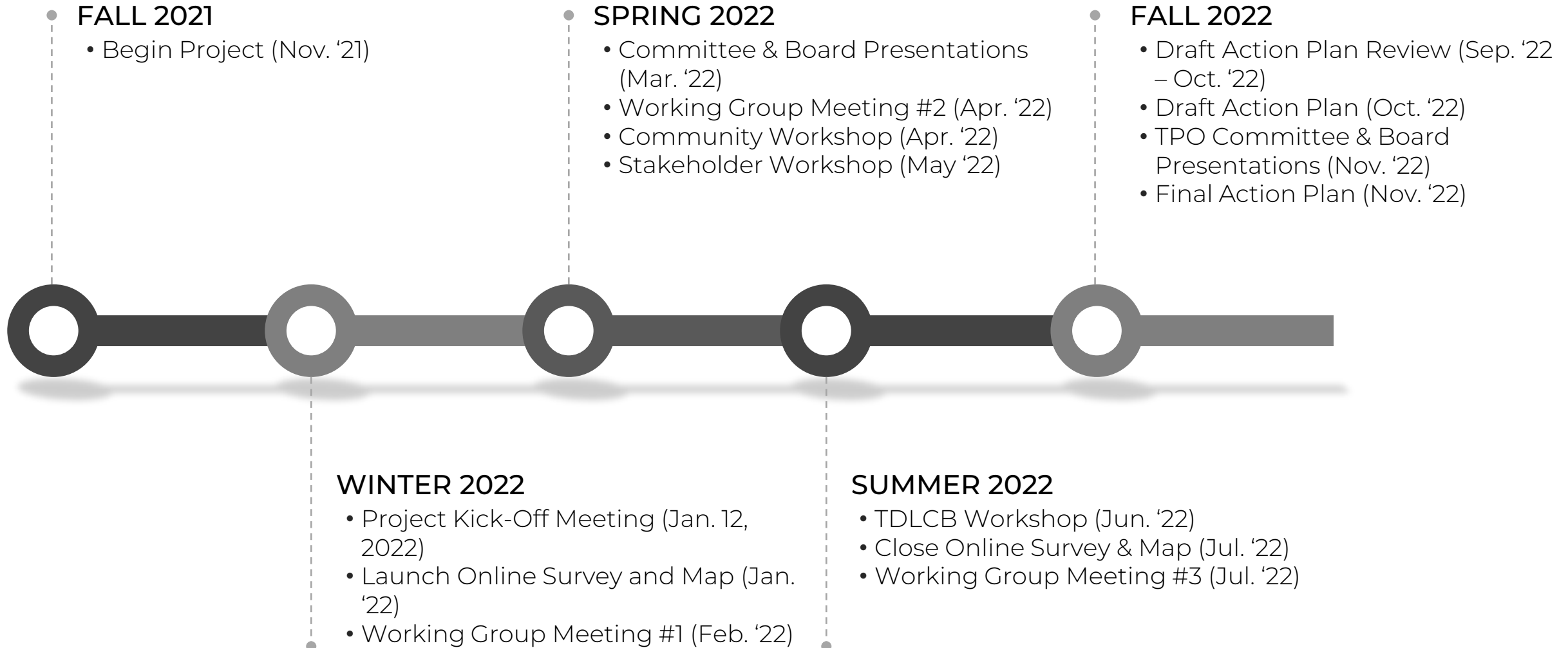


## Kick-Start Commitment to Zero

- Guide to addressing fatal and serious injury crashes.
  - Focus efforts on proven mitigation strategies and performance measures to monitor progress.
- Establish a framework for coordination, education, and engagement.
- Align the TPO's safety vision with Federal and State initiatives, vision, and goals.



# Action Plan Development



# Plan Outreach & Input

- Kick-Off (Jan)
- Online Survey (Jan-Jul) – 197 Responses
- Online Map (Jan-Jul)
- Working Group Meetings (Feb, Apr, Jul)
- Public Workshop (Apr)
- Stakeholder Workshop (May)
- TDLCB Workshop (June)
- TPO Committees (Mar & Nov)
- 30-Day SAP Comment Period (Sep-Oct)





# Plan Outreach & Input

## My idea for making our streets safe is...

- More sidewalks, bicycle lanes, pedestrian crossings, signage, lighting, and mass transit options besides driving.
- Traffic alerts.
- Improved roadways.
- Disability awareness: white cane, deaf.



“Zero accidents in a manufacturing environment has been proven doable. It requires consistent leadership and accountability, and cultural and behavioral change.” –  
*Online Survey Comment*






“Greater public awareness of Commitment to Zero.” –  
*Citizen’s Advisory Committee*

“More partnering on projects, events, community activities.” –  
*Technical Advisory Committee*

“Improve School Zone safety through education and information sharing in the community.” –  
*Marion County School District*

# Strategies for Getting to Zero

The identified strategies and actions have been organized based on the five Safe System approach elements.

-  Safe Road Users
-  Safe Vehicles
-  Safe Speeds
-  Safe Roads
-  Pre-/Post-Crash Care and Data





# Safe Road Users

*All people who use the road network in the region should be safe, no matter which travel mode they choose.*



## **Advocacy**

*Encourage partner agencies (county, cities, state, etc.) to fully embrace the goal of Commitment to Zero.*



## **Engagement**

*Sustain Commitment to Zero leadership, collaboration, and accountability through regular meetings with a Commitment to Zero working group or another formalized committee.*



## **Education**

*Identify opportunities to provide transportation safety education to pre-high school students through school lesson plans, focus on age-appropriate topics such as seatbelt use, safe walking and biking, etc.*



# Safe Vehicles

*Vehicle design and technology has a direct impact on the safety of all road users.*



## **Advocacy**



*Advocate for the advancement of vehicle design features, such as automatic braking and pedestrian protection regulations.*



## **Education**

*Introduce and review regular mandatory driving safety course for all county/municipal employees, with regular refresher courses required for those employees who have access to a fleet vehicle.*



# Safe Speeds

*Speed is a key predictor of crash severity; applying appropriate speeds to a roadway based on the context of the roadway is one of the simplest ways to reduce the severity of crashes.*



## **Advocacy**



*Advocate for establishing target (survivable) speeds for all roads and promote the decoupling of speed zones from the 85<sup>th</sup> percentile speed.*



## **Engineering/Planning**



*Assess and evaluate posted speed limits countywide and work with partner agencies to develop a speed management program to address speeding concerns based on applicable data.*



## **Enforcement/Emergency Response**

*Program, fund, and conduct more high visibility enforcement campaigns aimed at increasing awareness and compliance of safe speeds.*



# Safe Roads

*Roadway design plays a primary role in reducing speed and conflict while improving safety for all road users. Creating a transportation system that encourages safe behaviors, proactively addresses safety concerns, and quickly responds to new issues is essential to achieving the goal of Commitment to Zero.*



## **Advocacy**



*Support legislation to increase safety funding and efforts to establish a dedicated funding source aimed at eliminating KSI crashes.*



## **Engagement**

*Organize events that focus on the livability aspects of the community's streets, e.g., Open Streets events.*



## **Education**

*Organize pop-up safety demonstrations that can show how strategies can be implemented, e.g., curb extensions with paint/planters.*



## **Engineering/Planning**



*Track the effectiveness and success of safety-focused projects through before and after studies.*





# Pre-/Post-Crash Care & Data

*Understanding why serious injuries and fatal crashes occurred historically is the first step towards eliminating them altogether. When crashes do happen, the ability of first responders to quickly reach and treat the injured person is critical.*



## Engagement



*Convene a Commitment to Zero leadership panel consisting of elected officials from various partner agencies to discuss safety efforts, promote safety initiatives, and establish local safety priorities.*



## Data

*Annually report on Commitment to Zero progress, including crash statistics, safety-focused projects, and performance measures.*



## Enforcement/Emergency Response

*Expand the role of the CTST and include their input on safety-focused projects aimed at eliminating KSI crashes.*



# Emphasis Areas

Actions and Topics identified as priorities for implementing the Commitment to Zero Safety Action Plan.

## Speed Management

Developing a system designed for reasonable and survivable speeds.

## Developing a Culture of Safety

Commitment to Zero is a shift in culture and thinking, from an agency and organization standpoint, as well as within the community.





# Emphasis Areas

## Run-Off-Road Crashes

Implementing more forgiving roadway designs, enhanced visual and audible cues, vehicle technology, lighting, and speed management.

## Intersection Operations

Evaluating how intersections operate and opportunities for geometric improvements and innovative designs.

## Non-Motorized Users

Designing streets to meet the needs of the most vulnerable users.

# Measuring Progress

## Performance Measures:

### Data

- Total traffic-related deaths and serious injuries.
- Incorporation of equity measures in crash data analysis and transportation project decision-making.
- Average crash response and clearance times.
- Percentage of traffic stops based on contributing crash factors, i.e., speed, aggressive behavior, distracted driving, impaired driving, seatbelt, etc.

### Engagement

- Number of community members reached by Commitment to Zero engagement activities.
- Activity related to online and social medial posts about Commitment to Zero.
- Number of schools visited or spoken to about Commitment to Zero.

### Engineering

- Number of safety-focused projects implemented, miles of streets and intersections receiving safety treatments.
- Number of completed RSAs and safety assessments.
- Number of roadway miles and intersections where lighting was enhanced.
- Number of local governments that adopt Commitment to Zero or a similar Vision Zero approach.



# Working Together

Solutions to fatal and serious injury crashes will not be achieved overnight, it will require steadfast determination and perseverance.



We all share the responsibility of being a part of the solution and by working together we can be confident that significant changes can and will take place.



# Stay Involved

To stay engaged with the Commitment to Zero Action Plan and ongoing community activities, please visit the TPO's Safety Action Plan webpage and follow the TPO on social media.



Commitment to Zero Webpage  
<https://ocalamariontpo.com/safety-plan>



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



TPO Twitter  
<https://twitter.com/ocalamariontpo>



# Thank You!

TPO Contact: Rob Balmes, AICP, CTP, [Rob.Balmes@marionfl.org](mailto:Rob.Balmes@marionfl.org)  
Consultant Contact: Chris Keller, AICP, [ckeller@benesch.com](mailto:ckeller@benesch.com)





# COMMITMENT TO ZERO



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



November 2022





Source: ocala-post.com

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 input may do so by contacting the TPO.

2710 East Silver Springs Boulevard, Ocala, FL 34470  
(352) 438-2630 [www.ocalamariontpo.org](http://www.ocalamariontpo.org)



RESOLUTION OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION (TPO) ADOPTING THE  
COMMITMENT TO ZERO SAFETY ACTION PLAN – *PENDING BOARD ADOPTION*

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;

WHEREAS, traffic crashes are a serious threat the health and safety of the residents and visitors to Ocala/Marion County;

WHEREAS, the Commitment to Zero Safety Action Plan is a call to action to eliminate traffic-related fatalities and serious injuries in Ocala/Marion County;

WHEREAS, the Commitment to Zero Safety Action Plan is founded on the four principles of Education and Awareness, Public and Partner Engagement, Safety Analysis and Action Planning; and

WHEREAS, The Commitment to Zero Safety Action Plan was approved by the Ocala/Marion County Transportation Planning Organization on November 29, 2022.

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization adopts the Commitment to Zero Safety Action Plan to guide future transportation planning efforts to eliminate fatal and serious injury crashes on the transportation system of Ocala/Marion County.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 29th day of November 2022.

By: \_\_\_\_\_  
Ire Bethea Sr., Chair

Attest: \_\_\_\_\_  
Rob Balmes, Director

## **Commitment to Zero Pledge**

### **Ocala Marion Transportation Planning Organization (TPO)**



---

**We recognize that crashes are preventable, and our choices matter to our lives and the lives of others.**

**We pledge to make safety a priority, to focus on driving, to slow down, be aware of our surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around us.**



### A Message from the TPO Board Chair

The Ocala/Marion County Transportation Planning Organization (TPO) has adopted the Commitment to Zero Action Plan to eliminate serious traffic injuries and fatalities on the transportation system of Marion County. To achieve this vision, it will take all of us working together as one community.

Every person lost or injured in a traffic crash is a family member, teacher, neighbor, colleague, someone we worship with, or say a friendly hello to at the grocery store. We are all connected and greatly impacted by these tragedies. As a community, we can make a profound impact on improving the safety of our roadways. Commitment to Zero is based on a collaborative approach tied to the four cornerstones of:

1. Education and Awareness
2. Public and Partner Engagement
3. Safety Analysis
4. Action Planning

Specific strategies in the Plan identify actions to improve safety and achieve the vision of zero fatalities and serious injuries. As a life-long resident of Ocala, I am confident we can significantly reduce deaths and injuries on the roads of our wonderful community. I am asking everyone to review the Plan, do your part by traveling safe every day, and get involved with the TPO and our safety partners.

Sincerely,

**Ire Bethea, Sr.**

Ocala City Council President  
TPO Board Chair

## Dear Residents and Visitors of Marion County

In January 2022, it was my honor to lead the kick-off of Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. At the meeting, I heard many inspirational messages from dedicated professionals and residents, especially our First Responders. So many great men and women in our community devote themselves every day to saving lives and improving the safety of our roadways.

Throughout the development of the Action Plan, I shared Commitment to Zero safety messages at our Board of County Commission meetings. I have also listened to residents tell their stories at community events such as the Commitment to Zero Public Workshop. It is distinctly clear to me that we can do more to impact the reduction of deaths and serious injuries on our roadways. The implementation of Commitment to Zero will serve as a catalyst to a safer future in Marion County.

To reach our ultimate vision of zero, it's going to take a commitment from everyone in Marion County. This includes having shared responsibility and being respectful toward all users of our transportation system, including the transportation disadvantaged. I am confident we can be successful. It has been my pleasure to serve as a leader of Commitment to Zero. I look forward to working with the residents and professionals of Marion County to make our transportation system safer for everyone.

Sincerely,



**Michelle Stone**

Marion County Board of County Commissioners  
TPO Board Member and Commitment to Zero Champion







## Dedication

The Commitment to Zero Safety Action Plan is dedicated to the people and families of those who lost their lives while traveling on our streets. Their loss reminds us that every life is precious and inspires us all to continue our commitment towards zero traffic-related deaths and serious injuries.

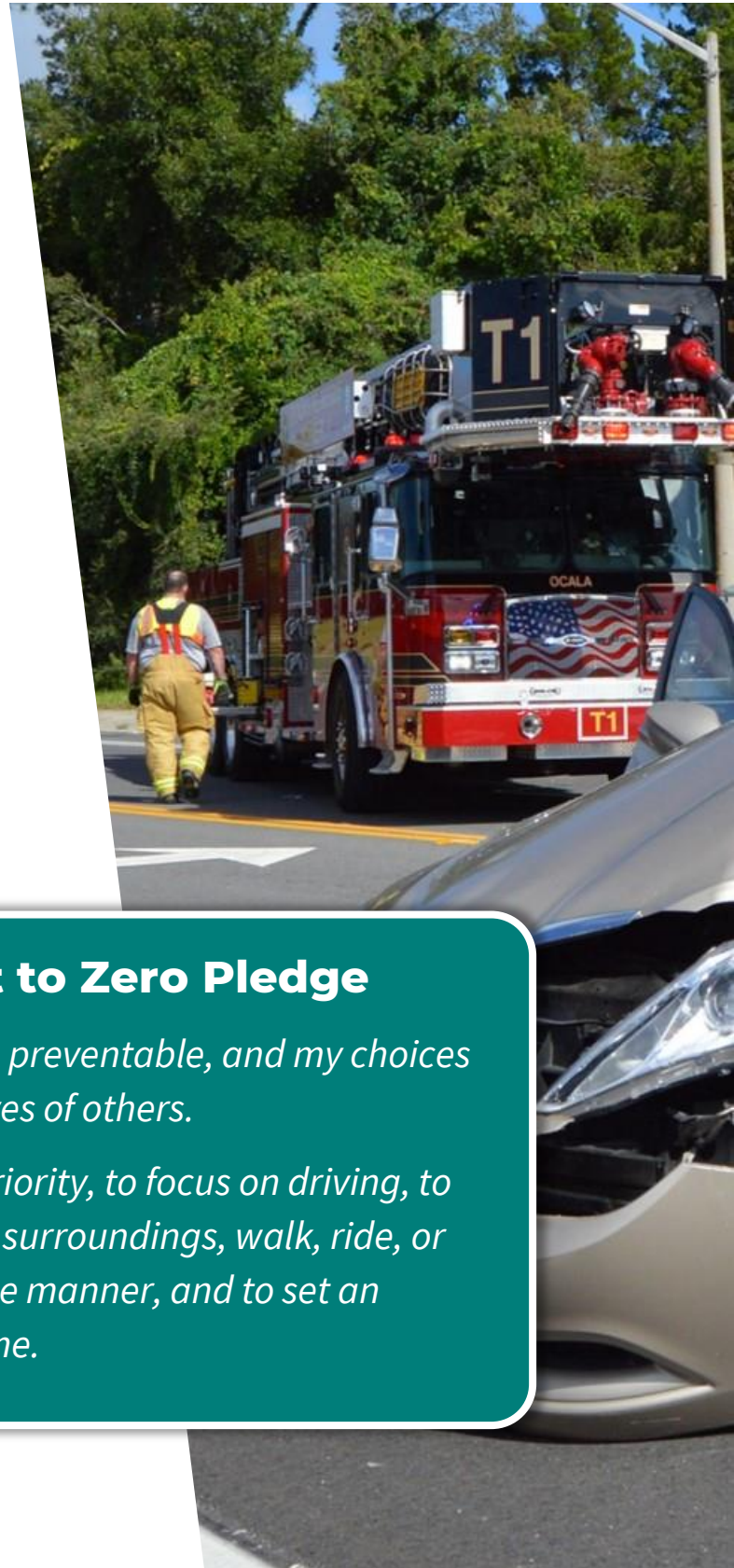
## Call to Action

The road ahead is not easy, but in the hands of those who care, we believe that we will see this commitment through. The Ocala Marion TPO has made a Commitment to Zero, will you do the same?

### Commitment to Zero Pledge

*I recognize that crashes are preventable, and my choices matter to my life and the lives of others.*

*I pledge to make safety a priority, to focus on driving, to slow down, be aware of my surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around me.*







Source: ocalapost.com

## Acknowledgements

### **Ocala Marion Transportation Planning Organization Board**

Councilmember Ire Bethea, Sr., Chair  
City of Ocala, District 2

Commissioner Craig Curry, Vice-Chair  
Marion County, District 1

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  
Marion County, District 4

John Tyler, Secretary, Non-Voting Member  
FDOT District Five

## **Commitment to Zero Working Group**

Cynthia Barnes  
Nick Blizzard  
Pamela Driggers  
William Joedicke  
Gregory Lamont  
Jon McDonald  
Connie McNeill  
Ken Odom  
Sara Shepherd  
Troy Slattery  
Eric Smith  
Joe Steward  
Paul Youmans  
Jonathan Young

## **Ocala Marion Transportation Planning Organization Staff**

Rob Balmes, AICP CTP (TPO Director)  
Shakayla Irby  
Liz Mitchell

## **Prepared By**

Alfred Benesch & Company  
1000 N Ashley Drive, Suite 400  
Tampa, FL 33602



## Key Terms

**All Ages and Abilities** – All ages and abilities mean that streets, intersections, and sidewalks are designed to be safe and comfortable for children, older adults, people with disabilities, and other vulnerable road users. Street design should prioritize children, who are smaller and less visible; older adults, who may have lower visual acuity and slower walking/biking/rolling speeds; and people with disabilities who may use a wheelchair or experience loss of vision or hearing. Streets that are safe for people of all ages and abilities are safe for everyone.

**Commitment** – The state or quality of being dedicated to a cause or activity. Also defined as an agreement or pledge to do something in the future.

**Data-Driven** – An approach that utilizes available data to inform decisions, rather than just intuition or personal experience.

**Distracted Driving** – Anything that takes a driver’s attention away from the vital task of driving. There are three types of distraction; manual, which is taking hands off the wheel; visual, or taking eyes off the road; and cognitive, which involves taking one’s mind off driving. Distracted driving often centers on cell phone use and texting but also includes other activities such as eating, talking to passengers, reading, adjusting the radio or climate controls, dealing with children or pets, and being fatigued or drowsy.

**Equity** – Equity in the context of safety and Commitment to Zero includes addressing social and spatial disparities in transportation systems. Social factors, including race and income, and spatial components, such as land use and how much street space is dedicated to vulnerable road users, are priorities for ensuring equitable approaches and outcomes on our streets, sidewalks, and bikeways.

**KSI Crash** – A collision or crash that results in someone being killed or seriously injured (KSI). Based on definitions provided by the Federal Highway Administration (FHWA), a crash is classified as fatal if an injury sustained during the crash results in death within a 30-day period after the crash occurred. Serious/incapacitating injuries resulting from a traffic crash have catastrophic impacts such as permanent disability, lost productivity and wages, and ongoing healthcare costs. A serious injury includes the following: broken or fractured bones; dislocated or distorted limbs; severe lacerations resulting in exposure of organs or tissue or resulting in significant loss of blood; severe burns (second- or third-degree over 10 percent or more of the body); skull, spinal, chest, or abdominal injuries; and unconsciousness at or when taken from the crash scene.

**Partner Agencies** – These are the jurisdictions and agencies that the Ocala/Marion TPO represents and partners with on a regular basis.

**Safe System Approach** – A traffic safety approach that acknowledges that traffic-related deaths and serious injuries are preventable and that system designers and operators (including transportation planners, engineers, and policy makers) have a responsibility to put safety first in the design and operations of a road system.

**Speed Management** – The use of various speed control devices and designs with the goal of reducing and/or eliminating speed-related problems.

**Traffic Crash (Not Accident)** – The term “accident” implies that nothing could have been done to prevent the “crash” event from occurring. Traffic deaths and serious injuries are preventable incidents for which proven solutions exist and, thus, are crashes, not accidents.

**Vulnerable Road Users** – Vulnerable road users are those most at risk in traffic, mainly those unprotected by an outside shield and those who are more susceptible to be seriously injured or killed in a traffic crash, including older adults, children, people walking or using a wheelchair, people on bikes, and motorcyclists.

# Table of Contents

<b>Introduction</b> .....	1
What is Commitment to Zero? .....	2
Why Commitment to Zero? .....	3
<b>Understanding the Crash Problem</b> .....	4
Fatal and Serious Injury Crash Evaluation .....	4
KSI Crash Trends.....	5
Crash Types.....	7
Crash Factors .....	9
Behavioral Factors.....	11
Crash Locations .....	13
High Injury Network .....	15
<b>Public and Partner Engagement</b> .....	17
Kick-Off Meeting and Public Workshop .....	19
Working Group and Stakeholder Meetings .....	20
Online Survey and Comment Map .....	21
<b>Safety Initiatives</b> .....	23
National Initiatives .....	23
Federal Highway Administration (FHWA) .....	23
Bi-Partisan Infrastructure Law .....	24
State Initiatives.....	25
Strategic Highway Safety Plan (SHSP).....	25
FDOT Highway Safety Plan (HSP).....	25
FDOT District 5 Office of Safety .....	25
Local Initiatives.....	26
2045 Long Range Transportation Plan (LRTP).....	26
List of Priority Projects (LOPP) .....	26
Community Traffic Safety Team (CTST).....	26
<b>Commitment to Zero Approach</b> .....	27

Safe System Approach Principles .....	27
Elements of the Safe System Approach.....	29
<b>Strategies for Getting to Zero</b> .....	<b>31</b>
Safe Road Users .....	33
Safe Vehicles .....	35
Safe Roads .....	37
Pre- and Post-Crash Care & Data Management.....	40
<b>Action Plan Emphasis Areas</b> .....	<b>43</b>
Developing a Culture of Safety.....	43
Speed Management.....	44
Non-Motorized Users.....	45
Run-Off-Road Crashes .....	45
Intersection Operations .....	46
<b>Performance Measures</b> .....	<b>47</b>
<b>Conclusion – Working Together</b> .....	<b>49</b>

## Appendices

- Appendix A – Crash Analysis
- Appendix B – High Injury Network
- Appendix C – Engagement Summary
- Appendix D – Best Practice Review



## Introduction

Every year, residents of Marion County are subject to approximately 9,500 traffic crashes that result in loss of life to about 85 people and seriously injuring 400 more. While members of the community acknowledge these deaths and serious injuries as tragic and devastating, they have also become accustomed to them and have often times accepted them as an unavoidable occurrence. The Ocala Marion Transportation Planning Organization (TPO) and its partners recognize that these deaths and serious injuries are not unavoidable and that together they can work towards eliminating them from the Ocala Marion region.

The TPO and its partners have a long history of working together to advance safety throughout the region. Safety, access, and livability have been forefront in many of the TPO's planning efforts, including the 2045 Long Range Transportation Plan (LRTP), but the time for making a commitment to eliminate traffic-related deaths and serious injuries has come and Commitment to Zero is the effort that will lead that charge.

### **Our Current Reality**

*Every year, residents of Ocala/Marion County are subject to approximately **9,500 traffic crashes** that result in **loss of life** to about **85 people** and **seriously injuring 400** more.*

## What is Commitment to Zero?

Commitment to Zero is the Ocala Marion TPO's call to action to eliminate traffic-related fatalities and serious injuries. It is not just a slogan, plan, or effort isolated to the TPO. Commitment to Zero is a community-wide shift in how the region talks about, approaches, and addresses traffic safety.

Commitment to Zero is founded on four principles: **Education and Awareness, Public and Partner Engagement, Safety Analysis,** and **Action Planning.** Together, these form the foundation of a lasting effort to foster change and action.





## ***Not Just a Number...***

Each crash and traffic-related death and serious injury are more than just a number in a table or chart, every death and serious injury has an impact beyond the initial collision, the lives lost and impacted by crashes are felt throughout the community.

## **Why Commitment to Zero?**

Traffic crashes are a serious threat to the health and safety of the residents and visitors to Marion County. The nearly 500 injuries and losses of life each year in Marion County are unnecessary and have impacts that reach far beyond those involved in the crash. A commitment to ending death and serious injury on the streets of Marion County should be our top priority.

Safety has long been a priority of the Ocala Marion TPO and its partners. Despite everyday efforts to create safer streets that work well for all users and investments in infrastructure and advances in technology, the county is still experiencing an unacceptable number of traffic-related deaths and serious injuries. Now is the time for change, and Commitment to Zero is the catalyst for effectively reducing the number of death and serious injuries.

*“Safety is the most important component of a community’s transportation system. Commitment to Zero focuses on shared responsibility, collaboration and applying a Safe Systems approach to move our community toward zero deaths and serious injuries. We owe it to our citizens to be stewards of transportation safety for everyone in the Ocala/Marion County community.*

*- Rob Balmes, TPO Director*

## Understanding the Crash Problem

Understanding safety issues is more than numbers in a table, colorful charts, and dots on a map. Each crash that results in a death or serious injury is a life-altering event that has impacts beyond that moment in time. Lives lost and serious injuries are unnecessary traumas for those involved and their families and friends, and they can be prevented.

Traffic-related deaths and serious injuries involve a variety of contributing factors and occur in areas throughout the Ocala/Marion County community. Factors such as vehicle speed, lighting conditions, and dangerous driving behaviors such as distracted driving, impaired driving, and seatbelt use play a large role in the severity of crashes. However, these behaviors go beyond the decisions of transportation system users, and many can be attributed to the built environment. By committing to zero traffic-related deaths and serious injuries the Ocala Marion region is making a long-term commitment to prioritize safe streets and adopt policies that value human life more than any other measure. Ending traffic-related deaths and serious injuries is as much about saving lives as it is about creating safe, accessible streets where people feel they belong.

## Fatal and Serious Injury Crash Evaluation

An evaluation of crash data, including contributing factors and trends, was conducted to gain a better understanding of the factors influencing the occurrence of **KSI (Killed or Seriously Injured)** crashes. Understanding the actions, behaviors, factors, and trends of crashes that result in death and serious injuries provides critical insight that helps identify the strategies aimed at eliminating these events. The following are some highlights from the crash evaluation. Appendix A of the Action Plan contains a detailed review and summary of the crash data.

***CRASH***

**NOT ACCIDENT**

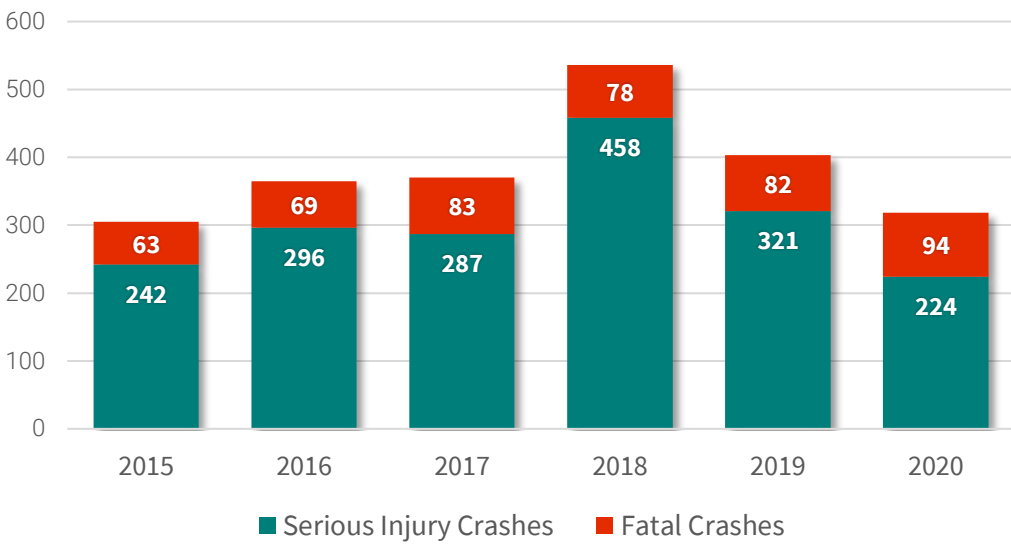
Traffic crashes are not accidents. They are the result of preventable human error and systemic design decisions. They are fixable problems, and we should expect answers and solutions.



## KSI Crash Trends

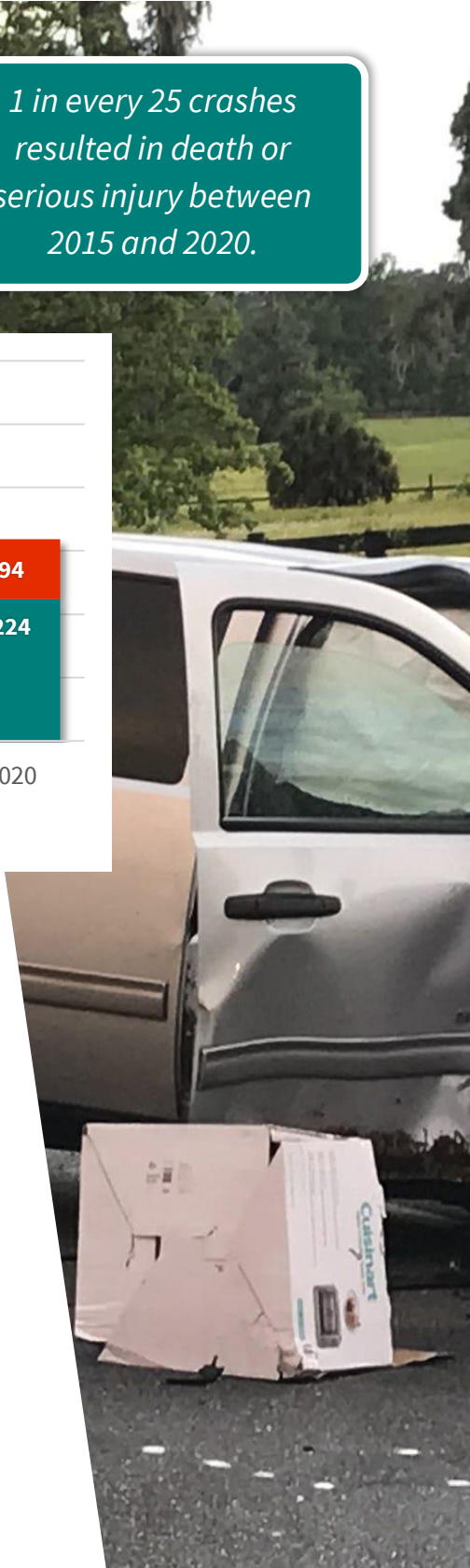
In the 6-year period between 2015 and 2020, approximately 1 in every 25 crashes resulted in either a death or serious injury in Marion County. This time period witnessed 469 fatal crashes that resulted in 509 deaths and 1,828 serious injury crashes resulting in serious injuries to 2,371 people.

*1 in every 25 crashes resulted in death or serious injury between 2015 and 2020.*



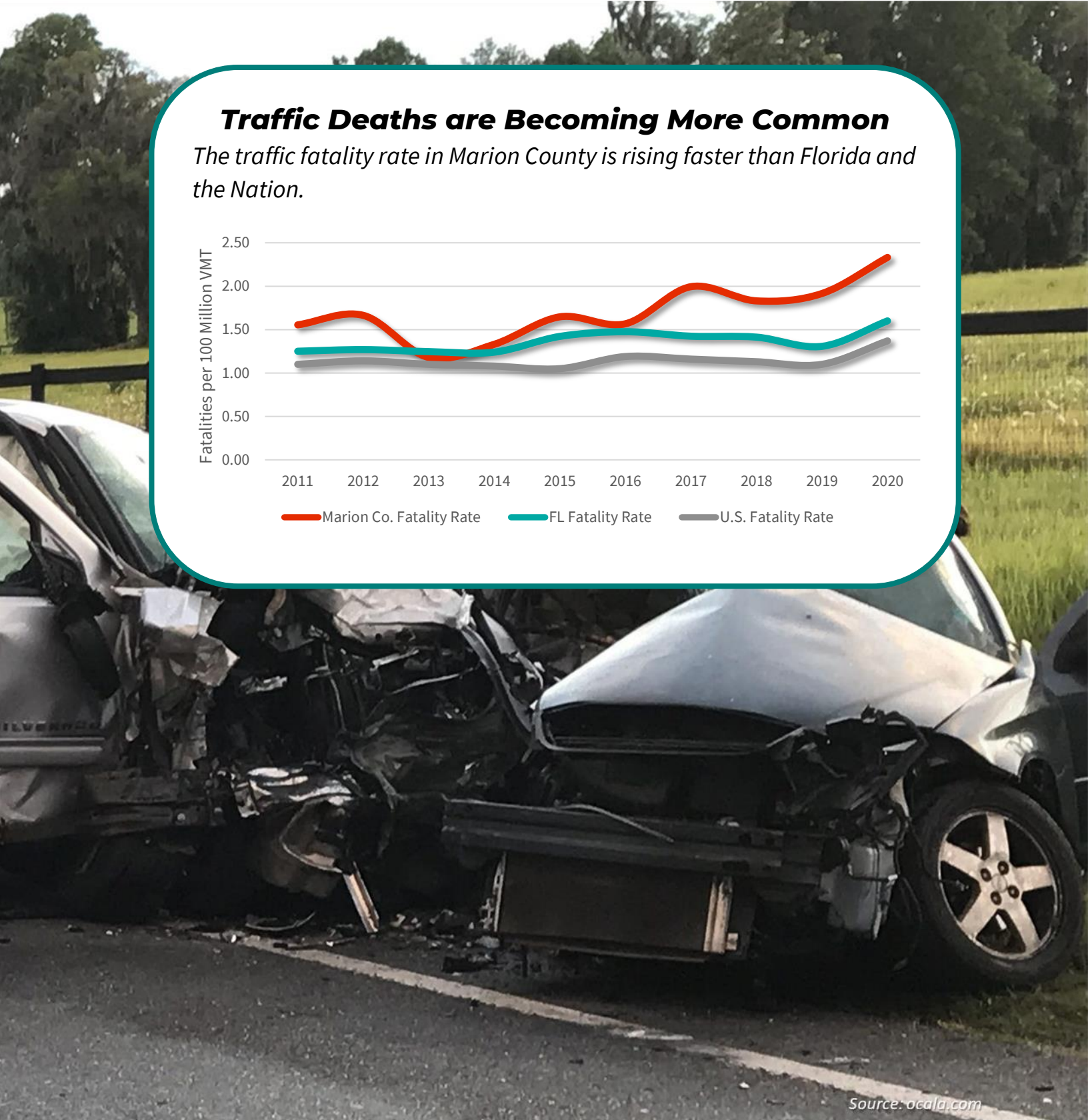
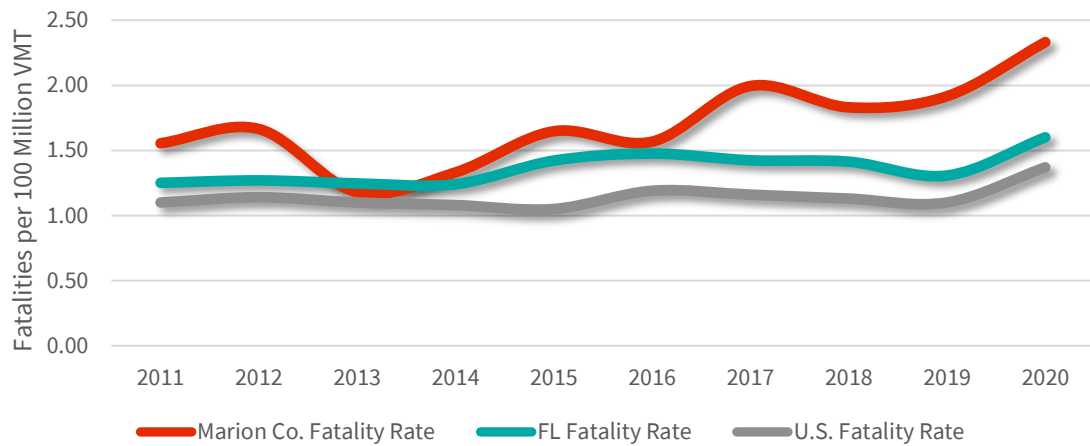
Looking at fatal crash rates normalized by vehicle miles traveled (VMT), it is possible to observe the relationship between how much people are driving and the frequency of fatalities. Marion County’s fatality rate in 2020 was 46% higher than the state’s rate and 70% higher than the U.S. rate; just bringing Marion County’s fatality rate to that of the U.S. could save over 40 lives per year.

While there has been some progress made, the Ocala Marion region is continuing a trend of rising crash numbers and crash rates. Commitment to Zero is a call to reverse this trend. The continuous evaluation of verified crash data provides the insight needed to address safety issues and track progress towards the goal of zero deaths and serious injuries.



## Traffic Deaths are Becoming More Common

The traffic fatality rate in Marion County is rising faster than Florida and the Nation.



Source: [ocala.com](http://ocala.com)



## Crash Types

KSI crashes were grouped into 11 crash types. Of the crash types, angle and left turn crashes accounted for the highest percentage of KSI crashes (25%) and serious injury crashes (27%). Run-off-road crashes accounted for the largest share of fatal crashes (23%).

### Crashes by Type

Crash Type	Fatal Crashes	Serious Injury Crashes	KSI Crashes
Angle/Left Turn	80	497	577
Rear End	37	401	438
Run-Off-Road	110	277	387
Pedestrian/Bicycle	94	162	256
Other	38	195	233
Rollover	46	119	165
Head On	41	77	118
Unknown	10	46	56
Sideswipe	9	41	50
Right Turn	4	9	13
Animal	0	4	4





Source: ocala.com

## Top Three Fatal Crash Types

Three crash types, run-off-road, pedestrian and bicycle, and angle and left turn crashes accounted for 53% of the KSI crashes and 61% of the fatal crashes.

### Run-Off-Road



110 Fatal Crashes  
277 Serious Injury Crashes

### Pedestrian and Bicycle Crashes



94 Fatal Crashes  
162 Serious Injury Crashes

### Angle/Left Turn Crashes



80 Fatal Crashes  
497 Serious Injury Crashes





## Crash Factors

The type and size of a roadway, the speed in which vehicles are traveling, and lighting conditions are factors that are often associated with KSI crashes.

A photograph of a car crash scene at night. A dark-colored car is heavily damaged and overturned on its side. Another car is nearby with its hood open. In the background, a fire truck with "OCALA FIRE-RESC" on its side has its red and blue emergency lights flashing. The scene is illuminated by the emergency lights and streetlights.

### Roadway Type

***46% of the fatal crashes and 55% of the KSI crashes occurred on Arterial roadways.***

Arterial roadways, which are typically the biggest and busiest roadways, other than the interstate, carry about 37% of the traffic in Marion County, these roadways are also where 55% of the KSI crashes and 46% of the Fatal crashes occurred.

Source: [clickorlando.com](http://clickorlando.com)

## Speed

**81% of the fatal crashes occurred on roadways with a posted speed limit of 45 mph or higher.**

Vehicular speed and speed differential is a well-documented factor in the survivability of a crash. Higher speeds are associated with more severe injuries and death. In Marion County, 74% of the KSI crashes and 81% of the fatal crashes occurred on roadways with a posted speed limit of 45 mph or higher.

## Lighting Conditions

**51% of the fatal crashes occurred in dark lighting conditions.**

Time of day and lighting conditions, particularly nighttime and dark conditions, have long been associated with higher frequencies of KSI crashes. In Marion County 35% of the KSI crashes occurred in dark lighting conditions, 24% in dark conditions without street lighting, 51% of the fatal crashes occurred during dark conditions with 42% of the fatal crashes occurring in dark conditions without street lighting.





## Behavioral Factors

Behavior factors and choices by individuals play a significant role in the outcome of a crash. The simple act of buckling a seatbelt, not driving while impaired, and avoiding looking at that text can be the difference between life and death.

### Passenger Restraint

***Nearly 40% of the fatal crashes involved people not wearing a seat belt or being properly restrained.***

Seat belts are viewed as the single most effective safety technology in the history of the automobile. While there has been enormous progress in increased seat belt use, there are still too many people dying because they are not properly restrained.

Source: wftv.com

## Impairment

***Confirmed impairment was reported in 51% of the fatal crashes.***

Alcohol and other drugs alter the normal function of the brain and body and interfere with a driver's ability to safely operate a motor vehicle. Alcohol use was confirmed in 35% of the fatal crashes and 13% of the KSI crashes. Drug use was confirmed in 38% of the fatal crashes and 10% of the KSI crashes. Combined, alcohol and/or drug use was confirmed in 51% of the fatal crashes and 17% of the KSI crashes.

## Distracted Driving

***Due to crash reporting requirements the number of reported cases of distracted driving are most likely underreported.***

For behavior like distracted driving to be reported as a crash factor the reporting officer must be able to confirm that behavior contributed to the crash. The reliability of existing distracted driving crashes is understood to be limited and that the actual occurrences of distracted driving may be higher than what is available in the data. According to the crash data confirmed distracted driving was a factor in 12% of the fatal crashes and 10% of the KSI crashes.



## Crash Locations

Although often unrecognizable to the average citizen, the streets within Marion County are maintained and operated by different agencies, namely FDOT, Marion County, the cities, and private entities such as homeowners’ associations and other development interests. While crashes may occur in specific geographic locations, the ownership and maintenance of a roadway may vary. Approximately 65% of the KSI crashes occurred on roadways within unincorporated Marion County. Roadways within the City of Ocala accounted for approximately 32% of the KSI crashes. Evaluating the location of crashes by maintaining jurisdiction of the roadway shows that nearly half of the KSI crashes occurred along State (FDOT) maintained roadways and approximately 37% of the KSI crashes occurred along County maintained roadways. These statistics stress the importance of collaboration to address KSI crashes throughout the region.

### Crashes by Geographic Location

Geographic Jurisdiction	Fatal Crashes	Serious Injury Crashes	KSI Crashes
Unincorporated	381	1,112	1,493
Ocala	78	665	743
Belleview	7	25	32
Dunnellon	2	18	20
McIntosh	0	2	2
Unknown	0	1	1

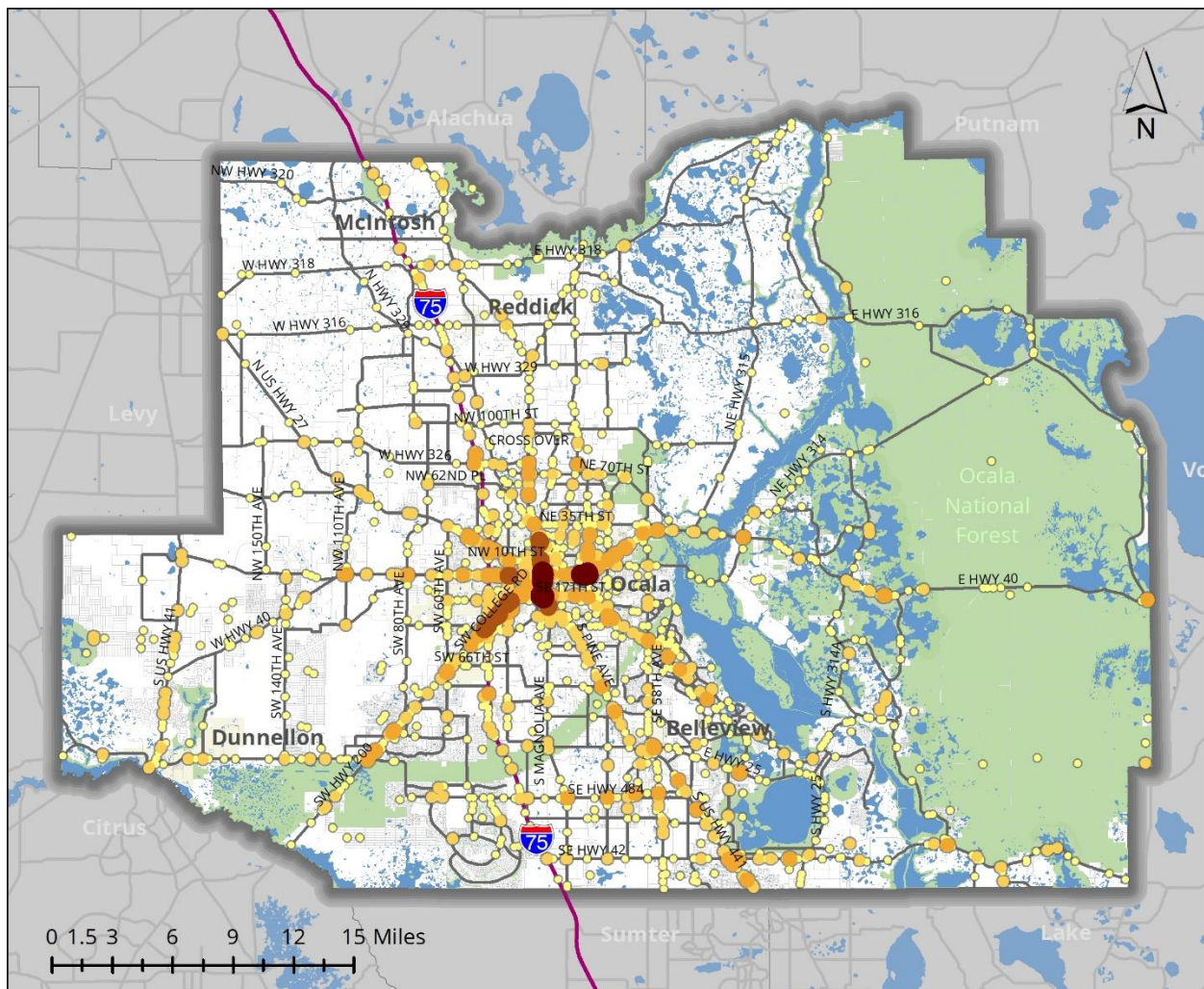
### Crashes by Maintaining Jurisdiction

Maintaining Jurisdiction	Fatal Crashes	Serious Injury Crashes	KSI Crashes
State	232	910	1,142
County	205	637	842
Ocala	15	185	200
Private	2	49	51
Unknown	8	33	41
Belleview	3	5	8
Forestry	3	4	7

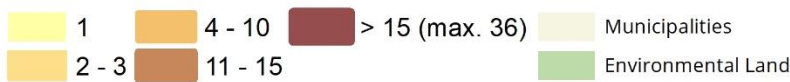
Half of the KSI crashes occurred along State (FDOT) maintained roadways.

Like many areas, the Ocala/Marion community is a mix of urban and rural areas and uses. The urban areas often have the highest density of population, employment, and traffic. Therefore, it isn't a surprise to see that the highest concentration of KSI crashes is within the urban areas; over 73% of the KSI crashes occurred within the county's urban areas, although when examining just fatal crashes that ratio is much more balanced with 59% of the fatal crashes occurring in the urban areas and 41% in the rural areas.

73% of the KSI crashes occurred within the county's urban areas.



**Killed and Seriously Injured Crashes (2015-2020)**





## High Injury Network

The Commitment to Zero High Injury Network (HIN) is comprised of streets where KSI crashes have frequently occurred. The identified HIN represents 2.9% of the county’s centerline roadway miles but had 41% of the total KSI crashes and 33% of the fatal crashes.

As discussed later in this Plan, Commitment to Zero is modeled on a system-wide approach that seeks to implement systemic improvements but recognizes the importance of addressing site-specific issues and addressing the unique and complex safety needs of these locations.

### **High Injury Network**

2.9% of the county’s roadways account for 41% of the KSI and 33% of the fatal crashes.

High Injury Network Overview:

#### **Crash Types**

- 30.3% of the HIN KSI crashes were Angle/Left Turn crashes
- 12.5% of the HIN KSI crashes were pedestrian/bicycle crashes (9.9% pedestrian crashes)
- 7.6% of the HIN KSI crashes were run-off-road crashes

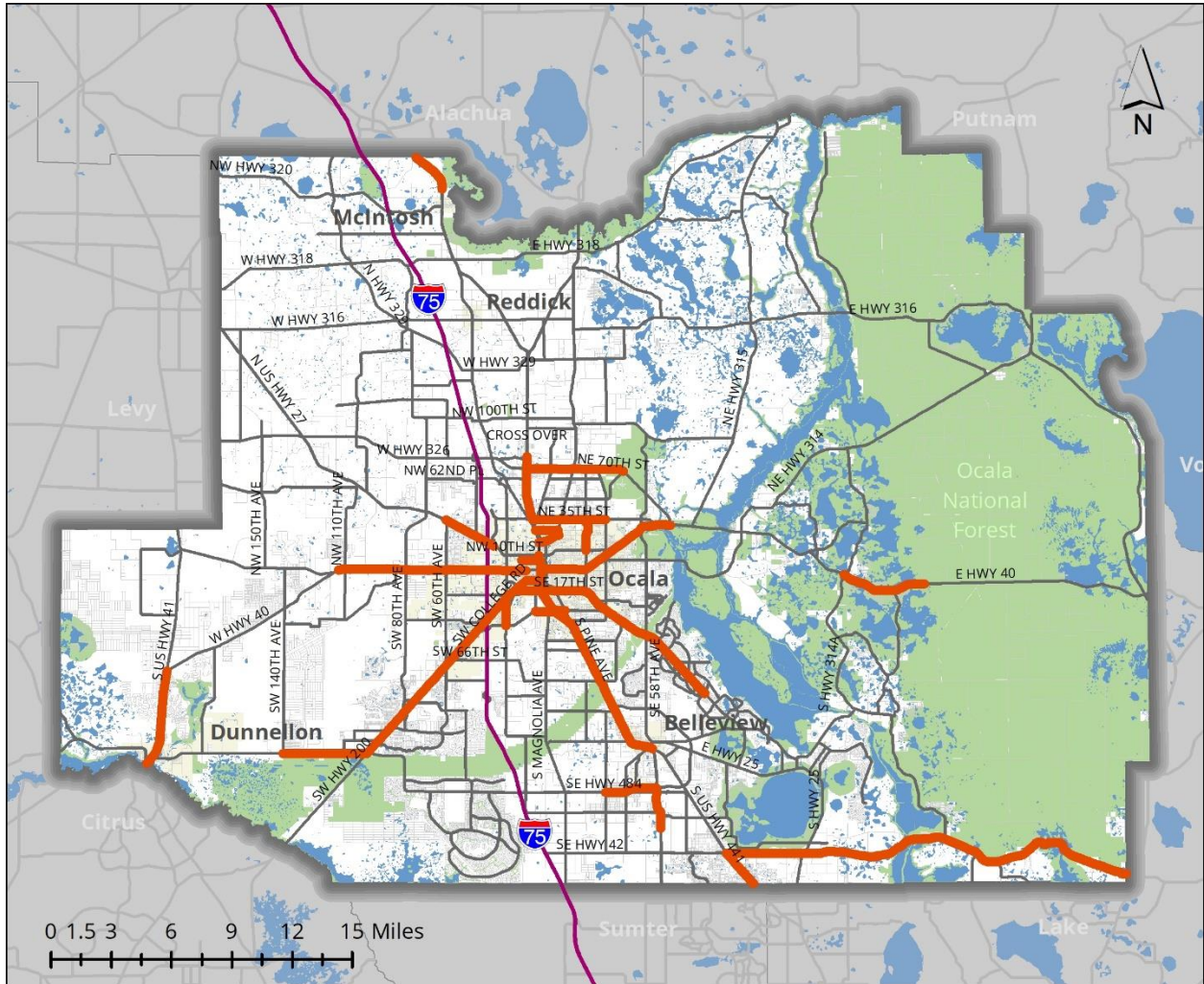
#### **Roadway Factors**

- 25 (65.8%) of the HIN segments are in the Urban portions of the county
- 26 (68.4%) of the HIN segments have four or more travel lanes
- 32 (84.2%) of the HIN segments are classified as Arterial roadways
- 31 (81.6%) of the HIN segments have posted speeds of 45 mph or greater, with 17 (44.7%) having posted speeds of 55 mph
- 25 (65.8%) of the HIN segments don’t have roadway lighting and 4 segments have lighting with significant lighting gaps
- 27 (71.1%) of the HIN segments are streets that are maintained by FDOT

#### **Multimodal Factors**

- 12 (31.6%) of the HIN segments have complete sidewalks along both sides of the street
- 7 (18.4%) of the HIN segments have a dedicated bicycle facility, i.e., bike lane or path
- 20 (52.6%) of the HIN segments are located near a school or park





**Commitment to Zero High Injury Network (HIN)**

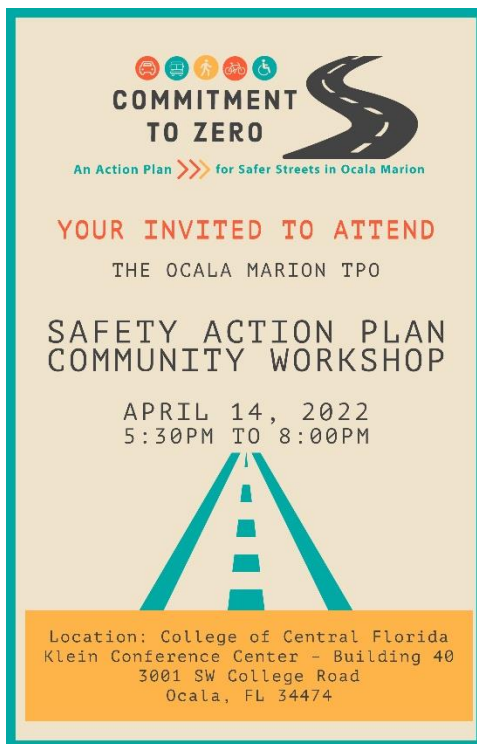
- High Injury Network
- Municipalities
- Environmental Land

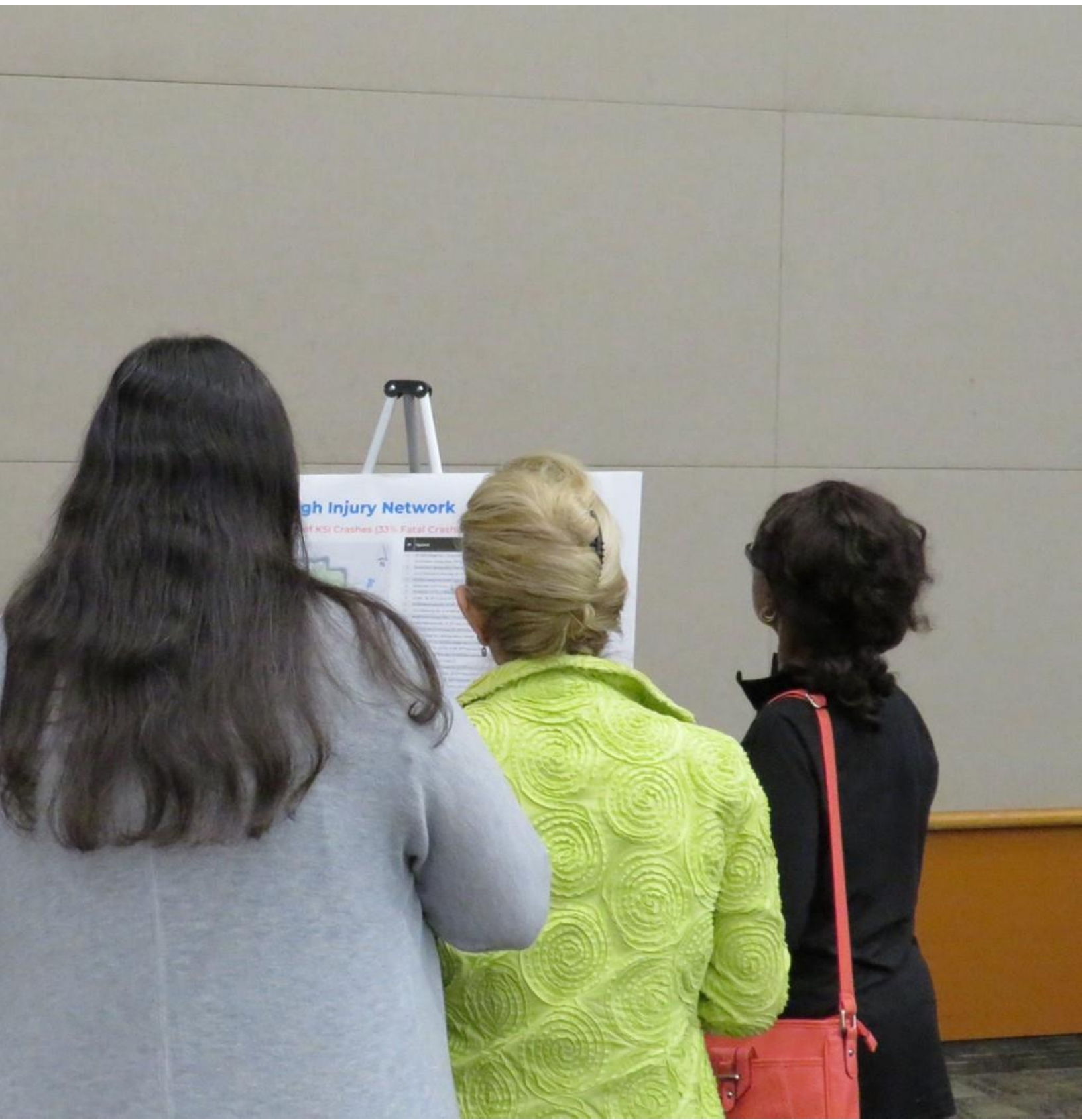


## Public and Partner Engagement

A commitment to zero traffic-related deaths and serious injuries requires a cultural shift in everyone’s use of the transportation system. A critical component for successful implementation of this Plan is community participation, engagement, and input. The Action Plan identifies several engagement strategies that provide people with knowledge and opportunities to participate in getting the community to its desired goal.

Engagement during the development of the Action Plan primarily focused on engaging community members to establish relationships, educate them on safety initiatives, and listen to input to ensure that the Plan appropriately responds to the needs and concerns of Ocala Marion’s residents, workers, and visitors. Engagement and input were sought through public meetings like the project Kick-Off meeting and Public Workshop, an online survey and comment map, targeted stakeholder workshops, and the formation of a Working Group. A summary of the engagement activities and input responses is provided in Appendix C of the Action Plan.





## Kick-Off Meeting and Public Workshop

While there were opportunities to engage with the project team throughout the development of the Action Plan, two specific events provided direct opportunities for in-person engagement. These events were the Kick-Off Meeting held on January 12, 2022, and a Public Workshop held on April 14, 2022.

The Kick-Off meeting included a series of presentations and speakers from varied backgrounds including elected officials, members of the community, county staff, law enforcement, fire rescue, FDOT safety office staff, and TPO staff and consultants. The Kick-Off meeting focused on defining the need for a Safety Action Plan and outlining the steps towards Commitment to Zero’s goal of zero traffic-related deaths and serious injuries. Additionally, participants could speak with the project team to share concerns, ask questions, and provide input.

A Public Workshop was held to provide people an opportunity to learn about Commitment to Zero, the development of the Action Plan, and provide input on potential strategies to eliminate KSI crashes. The Workshop began with a brief presentation about the need for Commitment to Zero and the approach for the Action Plan. Following the presentation attendees could view information boards, speak to project team members, share ideas, and provide input.





## Working Group and Stakeholder Meetings

A Commitment to Zero Work Group was assembled to provide input and guide the development of the Action Plan. The Working Group utilized the existing Community Traffic Safety Team (CTST) meetings and included regular CTST members along with additional agency staff. This diverse group included county and municipal planning and engineering staff, law enforcement from multiple jurisdictions, first responders, FDOT staff, school district staff, and more. Three Working Group meetings were conducted and covered topics such as crash history and factors, known safety issues and locations, potential solutions, and potential challenges in implementing the Action Plan.



On May 12, 2022, a Stakeholder Workshop was held to inform various members of government and public agencies and institutions on the TPO's Commitment to Zero effort, the development of the Action Plan, and to discuss their role in the implementation of Commitment to Zero. The Workshop was structured to be informational but also encouraged an open dialog on how the Action Plan could support on-going safety initiatives and the development of strategies to eliminate traffic-related deaths and serious injuries.



A Workshop was also held following the Transportation Disadvantaged Local Coordinating Board (TDLCB) meeting on June 16, 2022. While general strategies and safety efforts were discussed, many of the discussions with the TDLCB board focused on how Commitment to Zero could help to ensure access and equity to the traveling public.





## Online Survey and Comment Map

An online survey and comment map were created to reach a wider audience and make it easier for people to provide input without attending in-person meetings.

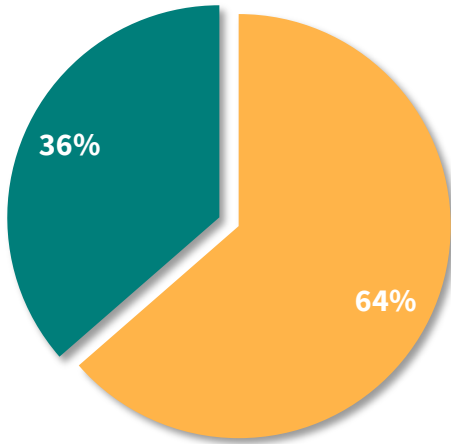
The online survey focused on gaining insight into people’s opinions on various traffic safety issues and strategies to address fatal and serious injury crashes. The survey was open from January 12, 2022, through July 1, 2022, and was completed by 196 participants. In addition to the structured survey questions, participants were encouraged to provide comments and share ideas on how to improve safety along Ocala/Marion’s roadways.



To help identify site specific safety concerns an online comment map was developed. The map allowed people to identify and provide comments on safety concerns at specific locations. In addition to identifying locations and providing comments, people were able to review previously located pins and comments and could choose to like or dislike the comment and provide additional input. The 33 comments submitted on the online comment map helped in confirming locations with known safety issues while also helping to identify issues at locations not typically known for safety concerns.



Many of the comments from the survey and comment map fell into one of three categories: Roadway Design, Education, and Enforcement. Appendix C includes all the submitted responses and comments from the survey and map. Generally, when asked about their thoughts on factors that contribute to KSI crashes people mentioned factors like distracted driving, speeding and aggressive driving, impairment, and a general feeling of people not following the laws. When asked about potential solutions people frequently mentioned roadway design improvements, more sidewalks and separated bicycle facilities, and increased and targeted enforcement.



Yes No

*64% of the 196 respondents indicated that they've known someone who was killed or serious injured in a traffic crash.*

*Respondents were asked to rank the following statements from 1 to 10; a rank of 1 was considered strong disagreement and 10 was considered strong agreement. The following shows the weighted average of responses to each statement. All statements received a positive response with strong agreement.*

<i>Deaths and serious injuries while traveling in our community are preventable.</i>	9.0
<i>Human life should always take priority over moving motor vehicles faster.</i>	8.8
<i>It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.</i>	8.6
<i>Streets should be designed to be safe for all people of all ages and abilities, regardless of chosen transportation mode.</i>	8.2



## Safety Initiatives

The Ocala Marion TPO is not the first organization to do something to address fatal and serious injury crashes. Many communities throughout the state and country have adopted and implemented similar plans and share a goal of zero deaths and serious injuries. Working together and sharing the successes and challenges associated with implementing an action plan strengthens the ability to make lasting change.

## National Initiatives

### Federal Highway Administration (FHWA)

Through the years traffic-related fatalities have been trending downward. However, the past several years have witnessed an alarming trend with both the number of traffic-related deaths and the rate at which they are occurring, increasing to their highest levels since the pre-recession levels of the mid-2000s.

Of additional concern is the disproportionate levels of traffic-related deaths for people walking and riding bicycles (non-motorized users). 2019, the latest year with national pedestrian and bicycle fatality data, had 7,051 people die while walking or riding a bike along the nation's roadways, which accounted for 19.5% of the overall traffic-related deaths.

To combat the rising number and rate of traffic-related deaths and serious injuries, FHWA has established a goal to significantly reduce transportation related fatalities and serious injuries across the transportation system, and fully supports the vision of zero deaths and serious injuries on the Nation's roads. Additionally, FHWA has partnered with other U.S. Department of Transportation Administrations and external organizations to support a series of national efforts including the Road to Zero, Toward Zero Deaths, Vision Zero, and ITE's Vision Zero.



## Bi-Partisan Infrastructure Law

The Bi-Partisan Infrastructure Law (BIL) was signed in November of 2021 as a once in a generation investment in the nation’s infrastructure, competitiveness, and communities. While the BIL has a diverse set of objectives, one of the major focus areas is on the safety of all road users, including pedestrians and bicyclists. It is anticipated that over five years, Florida will receive approximately \$100 million in formula funding for highway safety traffic programs to help improve driver behavior and reduce deaths and injuries from traffic crashes; on an annual basis, this represents about a 29% increase over FAST Act funding levels.



## Safe Streets and Roads for All Users Discretionary Grant Program

As part of the BIL, local governments (MPOs/TPOs, counties, cities, transit agencies, and other special districts) in Florida will be eligible to complete for approximately \$6 billion in funding for a new Safe Streets for All (SS4A) program that will provide funding directly to local governments to support their efforts to advance vision zero plans and other improvements to reduce crashes and fatalities, especially for pedestrians and bicyclists. The following are activities that are eligible for SS4A program funding:



- Develop or update a comprehensive safety action plan.
- Conduct planning, design, and development activities in support of an action plan.
- Carry out projects and strategies identified in an action plan.





## State Initiatives

### Strategic Highway Safety Plan (SHSP)

The SHSP is the statewide safety plan that serves as a framework for eliminating fatalities and serious injuries on all public roads. The Plan is a guide for how Florida’s traffic safety partners will move towards the vision of a fatality-free transportation system during the next five years. The SHSP introduces Florida to the Safe System approach to address all elements of a safe transportation system in an integrated manner. In addition to new priorities and strategies, this approach is a commitment of time, skill, and resources and will deepen the State’s resolve to aggressively reduce fatal and serious injury crashes in Florida.



The SHSP concludes with a call to action which states that Florida’s safety vision begins and ends with a single word – ZERO. Achieving zero takes everyone working together; the State’s goal cannot be achieved without help, and everyone will play a role in achieving the goal.

### FDOT Highway Safety Plan (HSP)

The FDOT HSP is designed to guide the implementation of projects and programs that seek to lower the number of fatalities and serious injuries on the State’s transportation system with an ultimate target of zero fatalities. The HSP echos the goals of the SHSP and cites a goal of reducing traffic crashes, fatalities, and serious injuries, with a target of zero fatalities and serious injuries.

### FDOT District 5 Office of Safety

Established on June 1, 2021, the FDOT District 5 Office of Safety’s mission is to continually improve the safety of Florida’s traveling public. The Safety Office works with communities to identify and help resolve traffic safety issues; gather, analyze, and report data on traffic crashes, injuries, and fatalities; distribute federal traffic safety funds; and conduct traffic safety public education campaigns.



## Local Initiatives

### 2045 Long Range Transportation Plan (LRTP)

The Ocala Marion TPO 2045 LRTP identifies specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and bicycle safety enhancements, and traffic operation improvements to address the goal of reducing fatal and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. Goal Three in the LRTP is to Focus on Improving the Safety and Security of the Transportation System, with Objective 3.4 being *Reduce the number of fatal and severe injury crashes for all users.*



### List of Priority Projects (LOPP)

In 2022, the TPO also began integrating safety into its annual List of Priority Projects (LOPP) process with emphasis on the Commitment to Zero High Injury Network (HIN) and fatal and serious injury crashes.

### Community Traffic Safety Team (CTST)

The goal of the CTST is to reduce the number of traffic crashes, the number of traffic-related fatalities, and the number and severity of injuries that result from traffic crashes. The CTST utilizes a multidisciplinary approach with members representing law enforcement, emergency services, education specialists, engineers, and traffic safety advocates from both public and private sectors.





## Commitment to Zero Approach

The Commitment to Zero Action Plan strategies were developed and modeled on the FHWA Safe System approach, which acknowledges that traffic-related deaths and serious injuries are preventable and that system designers and operators (including transportation planners, engineers, and policymakers) have a responsibility to put safety first.

### Safe System Approach Principles

#### No Death or Serious Injury is Acceptable



Traffic deaths and serious injuries are preventable. Although no crashes are desirable, the Safe System approach prioritizes eliminating crashes that result in death and serious injury, as no one should experience either while using the transportation system.

#### Humans Make Mistakes



It is recognized that humans will inevitably make mistakes that can lead to crashes. The transportation system should be designed and operated to accommodate these mistakes and avoid death and serious injuries.

#### Humans are Vulnerable to Injury



People have limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.







### **Responsibility is Shared**

Lifesaving changes happen when we elevate the collective, or societal, responsibility for safe mobility. Safe Systems acknowledges the responsibility that rests with system designers – transportation planners and engineers – as well as policymakers in designing and maintaining a safe system within which people can travel. The concept holds that individuals share the responsibility to abide by the systems, laws, and policies set. If safety problems persist, the responsibility comes back to the system designers and policymakers to develop further measures to ensure that crashes do not lead to death or serious injury.



### **Safety is Proactive**

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterward.



### **Redundancy is Critical**

Reducing risks requires that all parts of the transportation system are strengthened, so if one part fails, the other parts still protect people.





## Elements of the Safe System Approach

The Safe System approach reflects a shared responsibility to promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances. Committing to reducing traffic deaths and serious injuries means addressing every aspect of crash risk through the following five elements:



### Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other mode.



### Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



### Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



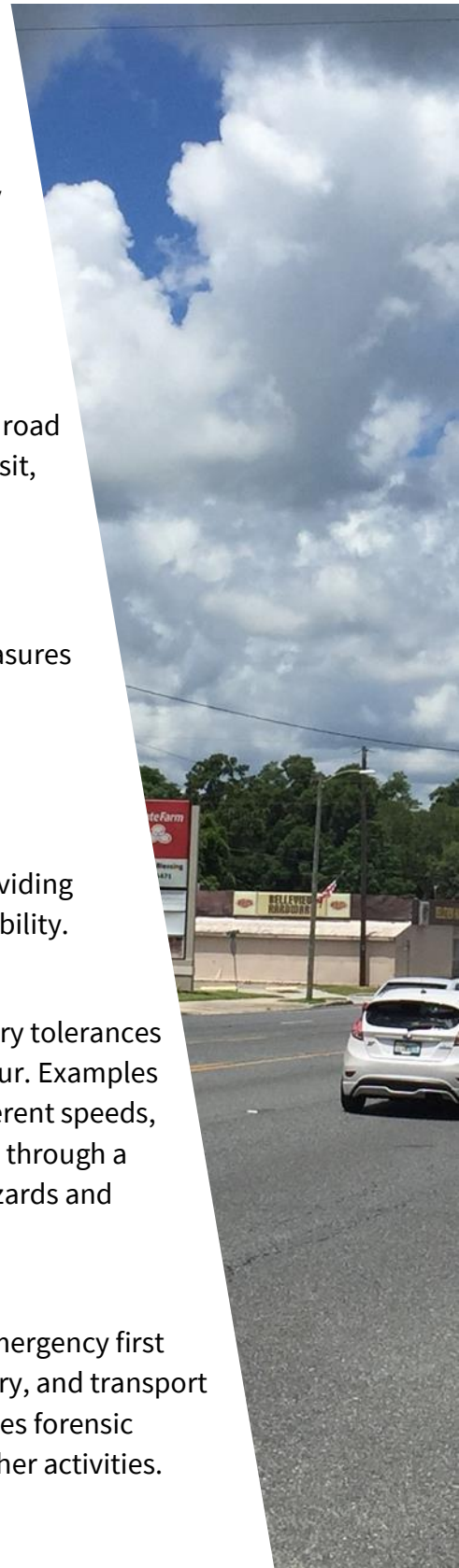
### Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space (e.g., left turn signals), and alerting users to hazards and other road users.



### Post-Crash Care

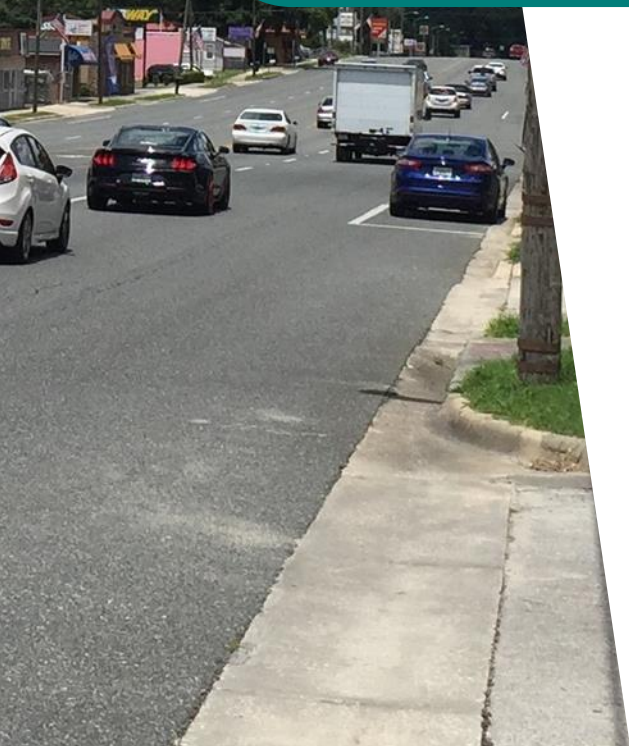
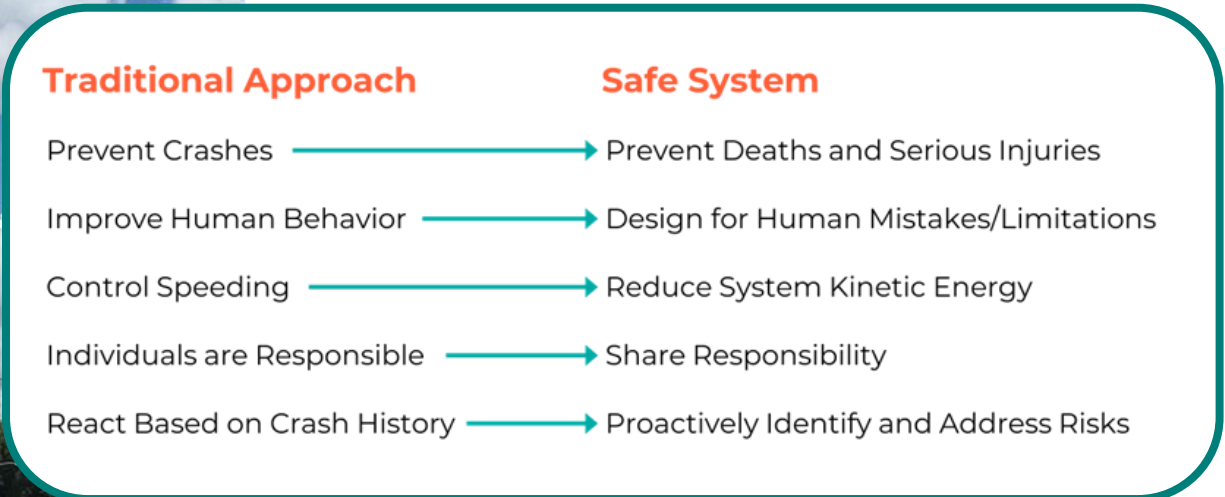
When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic management, and other activities.





## Safe System Approach vs. Traditional Road Safety Practices

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach refocuses transportation system design and operation on anticipated human mistakes and lessening impact forces to reduce crash severity and save lives.





## Strategies for Getting to Zero

The Commitment to Zero Action Plan and its identified actions to eliminate KSI crashes reflect the data driven process, research on best practices and successes from other jurisdictions, and outreach to community members and local agency partners. The identified actions and strategies have been categorized according to the five Safe System approach elements. It is important to recognize that successful implementation of this Action Plan and achieving the goal of zero traffic-related deaths and serious injuries will be reliant on equal implementation across the five elements. Additionally, the success of this Plan is dependent upon everyone working together as one community through ongoing coordination, communication and collaboration.

*The actions and strategies outlined in this Plan reflect a commitment by all partners in the Ocala/Marion community to implement and carry-forward over the next five years.*











## Safe Road Users

*All people who use the road network in the region should be safe, no matter which travel mode they choose.*



### Advocacy

---

- Empower the community's youth to serve as safety ambassadors that promote a culture of safe mobility.
- Encourage partner agencies to fully embrace the goal of Commitment to Zero.
- Identify, foster, and promote safety champions throughout the community.
- Partner with local agencies to identify solutions to the safety needs of the transportation disadvantaged.
- Work together to establish a culture of safety, where residents and practitioners in the Ocala Marion area consider safety in all aspects of their lives.
- Work with local/state partners on improving senior mobility and the transportation disadvantaged through education and collaboration.



### Education

---

- Develop staff training materials and programs to increase knowledge in the Safe Systems approach and strategies to eliminate traffic-related deaths and serious injuries.
- Encourage the maintenance and expansion of free Driver's Education at area high schools.
- Identify opportunities to provide transportation safety education to pre-high school students through school lesson plans, focus on age-appropriate topics such as seatbelt use, safe walking and biking, etc.
- Partner with state, regional and local agencies to share and promote educational resources and ideas, e.g., coordinate Commitment to Zero efforts with FDOT's Target Zero efforts, Stop on Red annual events.
- Provide regular training opportunities for aging drivers, such as the Florida Department of Highway Safety and Motor Vehicles' (FLHSMV) CarFit for Older Drivers program.
- Work with local/regional insurers to spotlight safe driving programs that may result in a premium decrease for drivers.
- Work with state and local officials to improve driver training and education on safety and safe driving for all drivers.
- Improve awareness of School Zone safety through education and information sharing in the community.



## Engagement

---

- Develop a coordinated communications strategy on how to notify the public about upcoming Commitment to Zero events, campaigns, projects, and safety concerns.
- Educate the public about the First Responders in the community and their vital roles and responsibilities for safety.
- Ensure enforcement, education, and outreach are equitable across the County's diverse populations.
- Expand opportunities and build more participation and collaboration in events such as School Safety Week, Safe Walk to School Week, Walk Your Child to School Day, Drive for Life, and potential Commitment to Zero events at schools and in the community.
- Collaboration to initiate a new Mock DUI event in community, prior to prom week.
- Develop an annual School Bus Safety Week education and awareness campaign
- Systematically reach out to the community through engagement and educational activities to encourage and build a culture of safety and safe road users.
- Convene an annual Commitment to Zero community workshop.
- Develop a Commitment to Zero public information online dashboard to support education, awareness and reporting of crash statistics.
- Develop a series of how-to videos and social media posts that describe and demonstrate safety initiatives and appropriate/expected road behavior.
- Emphasize the use of technology, including social media and advances in targeted advertising.
- Increase collaboration for targeted law enforcement events.
- Launch a county-wide Commitment to Zero public campaign to build greater awareness around traffic-safety.
- Sustain Commitment to Zero leadership, collaboration, and accountability through regular meetings with a Commitment to Zero working group or another formalized committee.
- Work with community members to hold informational meetings in neighborhoods and community centers rather than at government offices; utilize technology and virtual meeting platforms to reach a wider and more diverse audience.
- Annually recognize safety weeks and/or months for various members of the community (First Responders, Pedestrians, Schools, etc.)



## Safe Vehicles

*Vehicle design and technology has a direct impact on the safety of all road users.*



### Advocacy

---

- Advocate for the advancement of vehicle design features, such as automatic braking and pedestrian protection regulations.
- Stay apprised of emerging advanced crash avoidance technologies (autonomous braking, pedestrian avoidance systems, speed monitoring, etc.) and their impacts on crash severity.
- Advocate for the inclusion of advanced crash avoidance technologies and the advancement of autonomous vehicle driving technology.
- Coordinate with FDOT's Florida Moves Connected and Automated Vehicle (CAV) Initiative to achieve reductions in fatal crashes.
- Advocate for and assist in the training and education of drivers who utilize government fleet vehicles.
- Work with county and municipal partners to improve the safety of and availability of safety features in government fleet vehicles.
- Work with SunTran and Marion Transit to encourage the use of the existing transit system as an opportunity to reduce vehicle miles traveled and crash exposure.



### Education

---

- Introduce and review regular mandatory driving safety course for all county/municipal employees, with regular refresher courses required for those employees who have access to a fleet vehicle.
- Review existing transit driver training programs and incorporate changes to emphasize safety as needed.
- Review the history of crashes involving government fleet vehicles and provide training and counseling, as needed.
- Utilize public fleet vehicles to advertise Commitment to Zero messaging, as appropriate.
- Work with local universities, including Florida Polytechnic, University of Florida, University of South Florida, University of Central Florida, and Florida Institute of Technology, to research the impacts of emerging vehicle technologies on safety.

## Safe Speeds

***Speed is a key predictor of crash severity; applying appropriate speeds to a roadway based on the context of the roadway is one of the simplest ways to reduce the severity of crashes.***



### Advocacy

- Advocate for establishing target (survivable) speeds for all roads and promote the decoupling of speed zones from the 85<sup>th</sup> percentile speed.
- Advocate for the use of automatic speed enforcement (ASE) at the state level, consider support for use within school zones, work zones, and identified high-crash areas.



### Education

- Educate people on the relationship between speed and safety and work to change drivers' perception of speed related risk.



### Engineering/Planning

- Assess and evaluate posted speed limits countywide and work with partner agencies to develop a speed management program to address speeding concerns based on applicable data.
- Design or redesign streets and intersections to manage speeds as appropriate for the intended use and context of the roadway.
- Develop and implement strategies that help achieve desired target speeds and help improve crash survivability (evaluate survivability rates).
- Create and promote neighborhood-based programs that aim to lower traffic speeds.
- Explore the expanded use of speed feedback signs that also collect speed data to monitor speeds and evaluate effectiveness of strategies.



### Enforcement/Emergency Response

- Program, fund, and conduct more high visibility enforcement campaigns aimed at increasing awareness and compliance of safe speeds.
- Coordinate with emergency response on balancing traffic calming and speed management measures with response times.





## Safe Roads

***Roadway design plays a primary role in reducing speed and conflict while improving safety for all road users. Creating a transportation system that encourages safe behaviors, proactively addresses safety concerns, and quickly responds to new issues is essential to achieving the goal of Commitment to Zero.***



### Advocacy

---

- Advocate for improved roadway design guidelines at the national, state, and local level; urge that safety be the primary decision point in future transportation projects.
- Support legislation to increase funding available for safety projects aimed at eliminating KSI crashes and efforts to establish a reliable, dedicated funding source that allows funds to be directly received by local governments.
- Work with partner and peer agencies to convene a legislative platform to advocate for legislative changes that promote and support Commitment to Zero efforts to eliminate KSI crashes.
- Leverage funding sources, new and existing, to increase the number of safety projects throughout the county.
- Prioritize safety improvements on roadways for all people in historically under-served communities.
- Identify potential legislative barriers to achieving better safety outcomes and identify steps to work through those barriers.
- Continue to participate and contribute to regional, state, and national conversations related to eliminating traffic-related deaths and serious injuries.
- Focus on school-specific safety studies and improvements and Safe Routes to Schools grants.
- Pursue additional resources through outside funding to implement Commitment to Zero projects and programs. Convene a team to identify and pursue funding opportunities.
- Provide grant-writing support to partner agencies for transportation safety-related project funding.



## Education

---

- Develop and organize pop-up safety demonstrations that can be used to show how Commitment to Zero focused strategies and improvements can be implemented, e.g., curb extensions with planters and/or paint, separated bike lanes with temporary flex posts, etc.
- Implement tactical urbanism techniques to enhance safety and increase awareness of Commitment to Zero; engage with local arts and cultural departments and groups and local artists on efforts.



## Engagement

---

- Organize events (e.g., Open Streets) that focus on the livability aspect of the community's streets.
- Participate in state and regional Safe Street Summits and events that focus on transportation safety and on the successful implementation of safety projects.



## Engineering/Planning

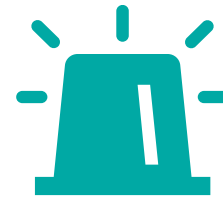
---

- Apply a proactive, systems-based approach to identify and address top crash factors and mitigate potential crashes and crash severity.
- Provide feedback on FDOT and local agency partners' roadway design manual updates and other roadway design strategies and guidance.
- Evaluate resurfacing and pavement maintenance programs and projects for opportunities to expand safety enhancements.
- Implement countermeasure projects to improve safety along the High Injury Network (HIN) corridors. Complete Road Safety Audits (RSAs) to identify short to long range improvements along HIN corridors.
- Implement projects that make it safer to walk, bicycle, and take transit, and work to make these modes of travel more accessible and comfortable.
- Continue to expand and enhance existing sidewalk and bicycle facility networks and create public spaces that are safe and attractive for people to walk and ride a bicycle.
- Incorporate complete streets principles where roadway design reflects the context of the surrounding area.
- Encourage the strengthening of development review standards and traffic study guidelines to incentivize traffic safety enhancements.
- Incentivize enhanced scoring based on positive safety aspects for projects seeking funding through the TPO.

- Encourage updates to local land development codes and comprehensive plans to reflect and support Commitment to Zero goal and principles.
- Establish a systematic lighting enhancement program to evaluate, identify, and improve lighting along roadways.
- Plan and implement safety countermeasure projects to improve transportation safety.
- Encourage the collaboration with utility and stormwater/drainage projects to incorporate safety improvements, especially if significant roadway or curb work is involved.
- Support the initiation of a quick-build program (e.g., design-build push button) to support quick implementation of safety enhancements.
- Work with partner agencies to evaluate existing maintenance of traffic (MOT) processes and requirements to ensure that all roadway users are prioritized and protected, with an emphasis on ensuring walking and bicycling mobility and access.
- Perform systematic reviews of existing conditions through Road Safety Audits (RSA) and safety assessments.
- Conduct regular and expedient reviews of KSI crashes to identify if there are immediate actions that can take place to mitigate future crashes.
- Work with local transit partners to conduct a detailed safety analysis of transit stop locations; focus on higher ridership stops located in locations with higher frequency of KSI crashes.
- Provide technical assistance at the county and municipal level, including incentivizing these jurisdictions to launch their own programs aimed at improving roadway design guidelines.
- Pursue the design of larger street signs and fonts with greater reflectivity in support of visibility and the growing aging driver population.
- Consider the implementation of red-light cameras at targeted high crash intersection locations.
- Track the effectiveness and success of safety-focused projects through before and after studies.
- Incorporate crash reduction factors into the annual TPO Performance Management Safety Target reporting.
- Review and update safety projects annually for the TPO's List of Priority Projects (LOPP) process. Reference LOPP safety projects to the Commitment to Zero Safety Action Plan.

## Pre- and Post-Crash Care & Data Management

*Understanding why serious injuries and fatal crashes occurred historically is the first step towards eliminating them altogether. When crashes do happen, the ability of first responders to quickly reach and treat the injured person is critical.*



### Advocacy

- Advocate for full staffing of law enforcement traffic control groups, fire rescue, emergency medical service (EMS), and other crash response personnel.
- Work with partner agencies to ensure that first responders are appropriately equipped to respond to crash scenes safely and quickly.



### Education

- Organize training for partner agency staff on how to speak to the public and media about KSI crashes and efforts to eliminate them.
- Provide training opportunities for crash scene management with an emphasis placed towards preventing secondary crashes.



### Engagement

- Convene a Commitment to Zero leadership panel consisting of elected officials from various partner agencies to discuss safety efforts, promote safety initiatives, and establish local safety priorities.



### Enforcement/Emergency Response

- Monitor and report crash response times, work to identify opportunities to reduce response times.
- Collaborate with emergency responders to identify priority routes and to ensure rapid response to known frequent KSI crash locations.
- Utilize Transportation Management Centers (TMCs) to enhance response times, including expanding these services from the Interstate Highway System to the arterial and major collector roadway network.





- Expand the role of the Community Traffic Safety Team (CTST) and include their input on safety-focused projects aimed at eliminating KSI crashes.
- Partner with local law enforcement agencies and healthcare providers to provide crash reporting and crash-related injury coding best practices to improve the accuracy and value of crash data analysis. Emphasize the importance of data related to speed, impairment, and distractions.
- Re-focus an emphasis on coordination between first responders, including law enforcement and EMS professionals.
- Coordinate with law enforcement and legal systems (prosecutors and defense attorneys) to review and analyze traffic citations and court convictions. Use findings to inform enhanced penalties for driving offenses that lead to loss of life and repeat offenders.



## Data

---

- Annually report on Commitment to Zero progress, including crash statistics, safety-focused projects, and performance measures.
- Continue to work with safety partners to develop a more comprehensive crash and traffic safety database and utilize data to inform evidence-based strategies and interventions.
- The performance and implementation of all safety actions are routinely evaluated, made public, and shared with decision-makers to inform priorities, budgets, and updates to the Action Plan.
- Track KSI crashes on a regular basis, making redacted crash report information available through a Commitment to Zero public-facing crash dashboard.
- Establish regular pedestrian and bicycle counts and traffic speed data at consistent locations.
- Leverage new and emerging technologies for collecting traffic safety data, e.g., Bluetooth data.
- Encourage media partners to become better educated on how to talk about roadway safety and crashes, e.g., eliminating the term accident and replacing it with crash.
- Coordinate with media partners to ensure the timing of social media and reporting is respectful of a crash incident, the victims, and their families.
- Coordinate with navigation routing services (e.g., Waze, Google, etc.) to provide government data for safe re-routing in response to major crash events.
- Utilize Variable Message Signs to alert drivers of potential routing changes to avoid secondary crash events.

- Ensure that informational materials and resources are available in multiple languages and formats.
- Streamline roadway safety concern submissions through a centralized database that can respond to community traffic safety concerns in a timely manner.



## Action Plan Emphasis Areas

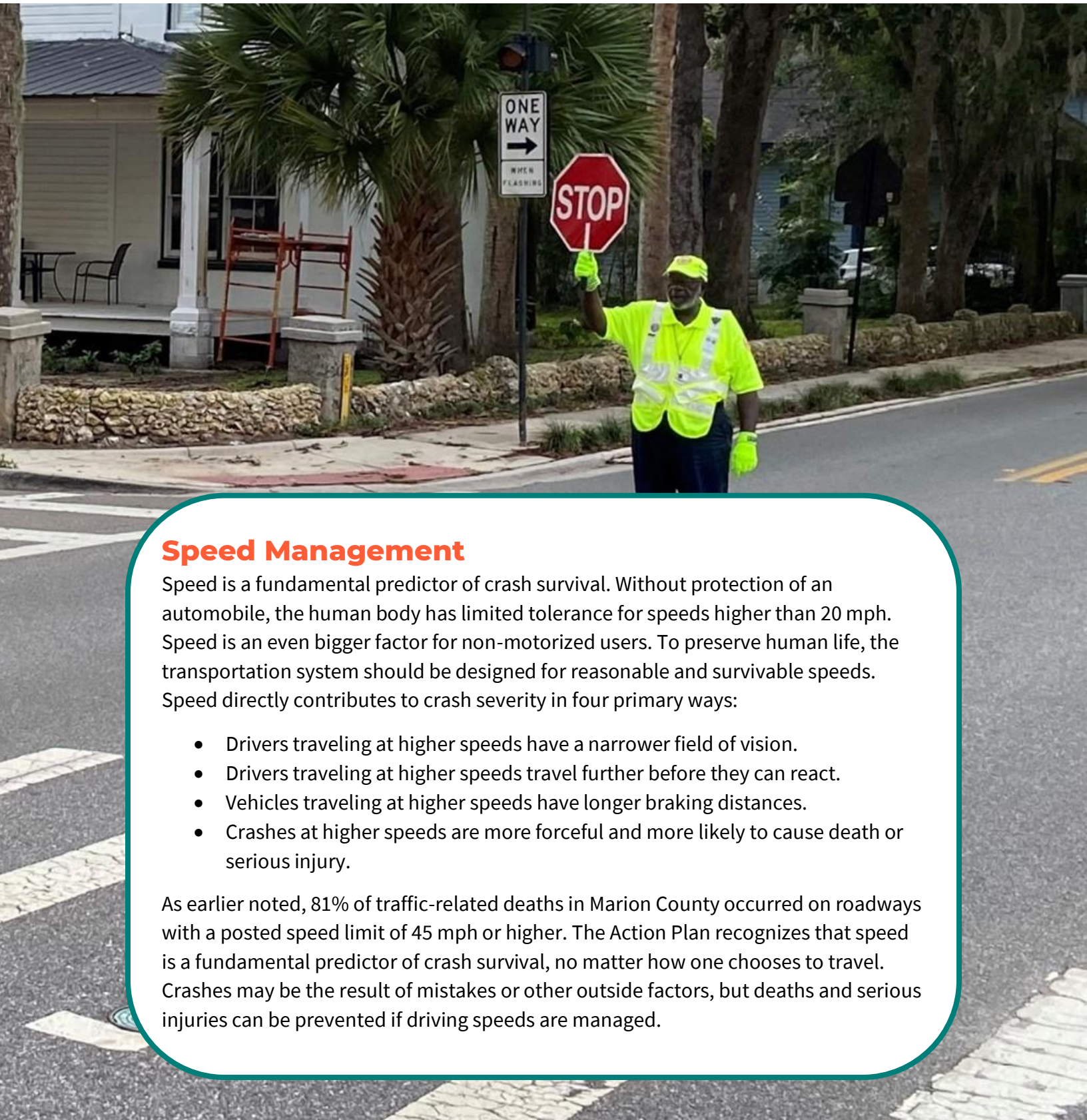
The following are topics and actions that have been identified as priorities for implementing the Commitment to Zero Action Plan.

### Developing a Culture of Safety

A commitment to zero deaths and serious injuries requires a change and shift in culture, both within transportation agencies and other organizations as well as within communities. Everyone must accept that deaths are unacceptable and preventable.

Achieving the goal of zero deaths and serious injuries requires a major commitment from not just the TPO, but from all its partner agencies. Actions identified in this Plan that demonstrate institutional change will help the region achieve its goal of eliminating KSI crashes. These institutional commitments can influence support of the Commitment to Zero effort and actions to eliminate traffic-related deaths and serious injuries. Public support and buy-in will be necessary to implement many of the actions listed in this Plan, but working together, the TPO and its partners can be confident that significant changes can and will take place.





## Speed Management

Speed is a fundamental predictor of crash survival. Without protection of an automobile, the human body has limited tolerance for speeds higher than 20 mph. Speed is an even bigger factor for non-motorized users. To preserve human life, the transportation system should be designed for reasonable and survivable speeds. Speed directly contributes to crash severity in four primary ways:

- Drivers traveling at higher speeds have a narrower field of vision.
- Drivers traveling at higher speeds travel further before they can react.
- Vehicles traveling at higher speeds have longer braking distances.
- Crashes at higher speeds are more forceful and more likely to cause death or serious injury.

As earlier noted, 81% of traffic-related deaths in Marion County occurred on roadways with a posted speed limit of 45 mph or higher. The Action Plan recognizes that speed is a fundamental predictor of crash survival, no matter how one chooses to travel. Crashes may be the result of mistakes or other outside factors, but deaths and serious injuries can be prevented if driving speeds are managed.





## Non-Motorized Users

If streets are designed to meet the needs of the most vulnerable users (people walking and riding bicycles), they will be safer for everyone. It has been well-documented that people walking and riding a bicycle, especially those who are young or old, are more likely to be seriously injured or killed in a crash. Although people walking and biking are involved in a small percentage of total crashes, they represent a disproportionately large percentage of those killed in crashes.

## Run-Off-Road Crashes

There are many factors that contribute to a vehicle leaving a roadway, speed, distraction, impairment, lighting conditions, roadway surface conditions, and roadway edge or shoulder conditions that don't allow for driver error are all factors that contribute to run-off-road crashes. 23% of the traffic-related deaths in Marion County were the result of a vehicle leaving the roadway. Working together to advance roadway designs that are more forgiving to driver error or provide visual and audible cues to the driver either through the physical environment (e.g., rumble strips) or through vehicle technology have potential to help mitigate run off road crashes, especially when combined with other strategies like lighting enhancements and speed management.



## Intersection Operations

Intersections, by design, have higher opportunities for conflict and collisions with the number of vehicles and other users crossing paths and making complex maneuvers. Identifying opportunities that limit conflicts between vehicles and vehicles and other users can help reduce the severity and overall number of crashes at intersection locations. Exploring opportunities for geometric improvements and innovative intersection designs should become part of the regular project review process.





## Performance Measures

Evaluating and measuring progress over time is critical to understanding if the Ocala Marion region is moving towards its goal of zero traffic-related deaths and serious injuries. Tracking progress also provides insight into what is working well and what could be done better in the future. As with the strategies, performance measures should evolve to reflect successes and highlight continued and new needs. While the goal is zero deaths and serious injuries, the following measures serve as key indicators of progress towards implementation of the Action Plan and achieving the goal.



### Data

---

- Total traffic-related deaths and serious injuries.
- The number of traffic-related deaths and serious injuries by crash type.
- The number of traffic-related deaths and serious injuries by crash factors, e.g., roadway type, posted speed limit, lighting condition, impairment, distraction, etc.
- Incorporation of equity measures in crash data analysis and transportation project decision-making.
- Progress towards coordination with public health officials on obtaining data to enhance crash and crash severity reporting.
- Average crash response and clearance times.
- Percentage of traffic stops based on contributing crash factors, i.e., speed, aggressive behavior, distracted driving, impaired driving, seatbelt, etc.



### Engagement

---

- Level of participation in engagement activities in historically underserved communities.
- The number of community members reached by Commitment to Zero engagement activities.
- Number of neighborhoods/communities visited.
- Activity related to online and social media posts about Commitment to Zero.
- The number of Commitment to Zero and safety-focused events held.
- The number of safety demonstrations and pop-up events provided.
- The number of schools visited or spoken to about Commitment to Zero.
- Progress on developing and implementing a public awareness campaign.
- The number and type of agency and community members represented in Commitment to Zero working groups or similar activities.



## Engineering/Planning

---

- The number of safety improvements completed in communities identified as environmental justice areas.
- The number of Commitment to Zero training sessions held with local agency staff.
- The number of safety-focused projects implemented, miles of streets and intersections receiving safety treatments.
- Total number and percentage of street reconstruction projects with multimodal safety needs and improvements made to address those needs.
- The number of completed RSAs and safety assessments.
- The number of roadway miles and intersections where lighting was enhanced.
- The number of speed management studies completed.
- The number of roadway miles where posted speed limits were reduced.
- The number of new/enhanced sidewalk miles installed/completed.
- The number of dedicated bicycle facility miles installed.
- Local policy changes to support and advance Commitment to Zero.
- The number of local governments that adopt Commitment to Zero or a similar Vision Zero approach.
- The number of law enforcement training sessions conducted.
- The number/percentage of intersections enhanced to include priority pre-emption signal technology.
- Progress towards advancing identified legislative priorities.



## Conclusion – Working Together

Commitment to Zero requires a comprehensive and collaborative approach to succeed. Solutions to the fatal and serious injury crashes in Ocala/Marion County will not be achieved overnight and will require steadfast determination and perseverance.

The Commitment to Zero Safety Action Plan is intended to be a living document that will grow and change as initiatives and projects are completed, new types of interventions are explored, and objectives are refined to reflect outcomes and data. The Ocala/Marion community must remain fully engaged with policies and procedures that reflect a Commitment to Zero. As the the community moves forward, we will see the components of the Action Plan lead to the further development of a transportation system that reflects and prioritizes the well-being, health, and lives of the citizens and visitors to the region.





To stay engaged with the Commitment to Zero Action Plan and ongoing community activities, please visit the TPO's Safety Action Plan webpage and follow the TPO on social media.



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

Commitment to Zero Webpage



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

TPO Facebook



<https://twitter.com/ocalamariontpo>

TPO Twitter

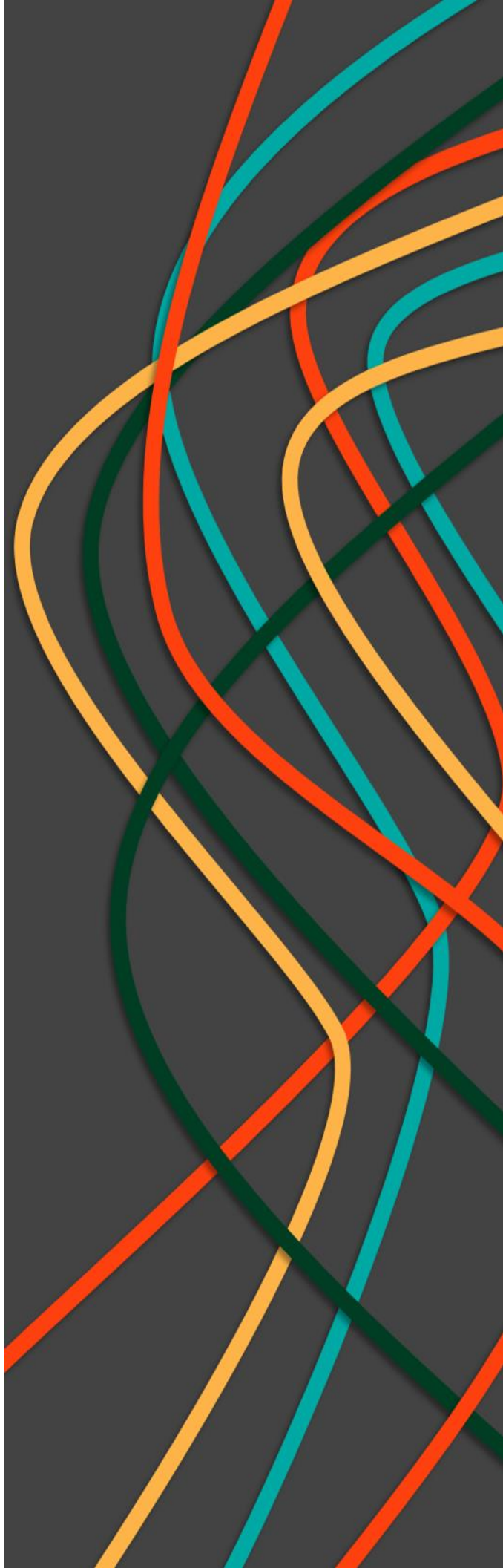




An Action Plan >>> for Safer Streets in Ocala Marion

# Appendix A Crash Assessment

September 2022





## Table of Contents

Crash Assessment Overview .....	1
Introduction .....	2
Data Source .....	2
Crash Trends .....	2
Seasonality .....	3
Annual Crashes.....	3
Annual Crash Rates .....	4
Monthly Crashes.....	6
Daily Crashes .....	6
Hourly .....	7
Crash Types .....	7
Relation to Intersection .....	8
Roadway and Locational Trends .....	8
Equity Assessment .....	13
Environmental Trends .....	15
Lighting.....	15
Road Surface Condition .....	16
Weather Condition .....	17
Behavioral Trends.....	18
Confirmed Alcohol Use.....	18
Confirmed Drug Use .....	19
Confirmed Distraction.....	20
Passenger Restraints.....	21
Age of Involved Parties.....	22
Gender of Involved Parties.....	23
Vulnerable Road Users .....	24
Seasonality.....	24
Relation to Intersection .....	26
Environmental Trends .....	27
Behavior .....	30



## Crash Assessment Overview

The Commitment to Zero crash assessment reviewed fatal and serious (incapacitating) injury (KSI) crashes that occurred on the streets of Marion County during the 2015 to 2020 timeframe. The following are highlights from the assessment. Additional information and details on fatal and serious injury crashes are included in this document.

- During the 6-year assessment period from 2015 to 2020 there were 469 fatal crashes and 1,828 serious injury crashes, totaling 509 deaths and 2,371 serious injuries.
- While annual KSI crashes have decreased since peaking in 2018, the number of KSI crashes has been trending upward during the assessment period.
  - The number of fatal crashes has continued to increase throughout the assessment period.
- Approximately 59% of the KSI crashes occurred during daylight conditions, with 35% occurring during dark (with and without street lighting) conditions, and 7% during dawn/dusk conditions.
  - Approximately 51% of the Fatal crashes occurred during Dark conditions, with 9% of fatal crashes occurring in dark conditions with street lighting and 42% of fatal crashes occurring in dark with no street lighting conditions.
- The crash data shows that 13% of the KSI crashes involved confirmed alcohol use; 35% of the fatal crashes involved confirmed alcohol use.
- The crash data shows the 10% of the KSI crashes involved confirmed drug use; 38% of the fatal crashes involved confirmed drug use.
- 55% of the KSI crashes and 46% of the fatal crashes occurred on Arterial roadways; by comparison, arterial roadways are approximately 8% of the transportation system's centerline miles and carry approximately 37% of the traffic volumes.
- Speed is a well-documented factor in the severity of crashes, 74% of KSI crashes occurred on roadways with a posted speed limit of 45 mph or greater, 81% of fatal crashes occurred on roadways with a posted speed limit of 45 mph or greater.
- 50% of the KSI crashes occurred on state-maintained roadways.
- The crash types associated with the most KSI crashes include Angle/Left Turn crashes (25%), Rear End crashes (19%), Run Off Road crashes (17%), and Bike/Pedestrian crashes (11%).
  - The crash types associated with the most fatal crashes include Run Off Road crashes (23%), Bike/Pedestrian crashes (20%), and Angle/Left Turn crashes (17%).

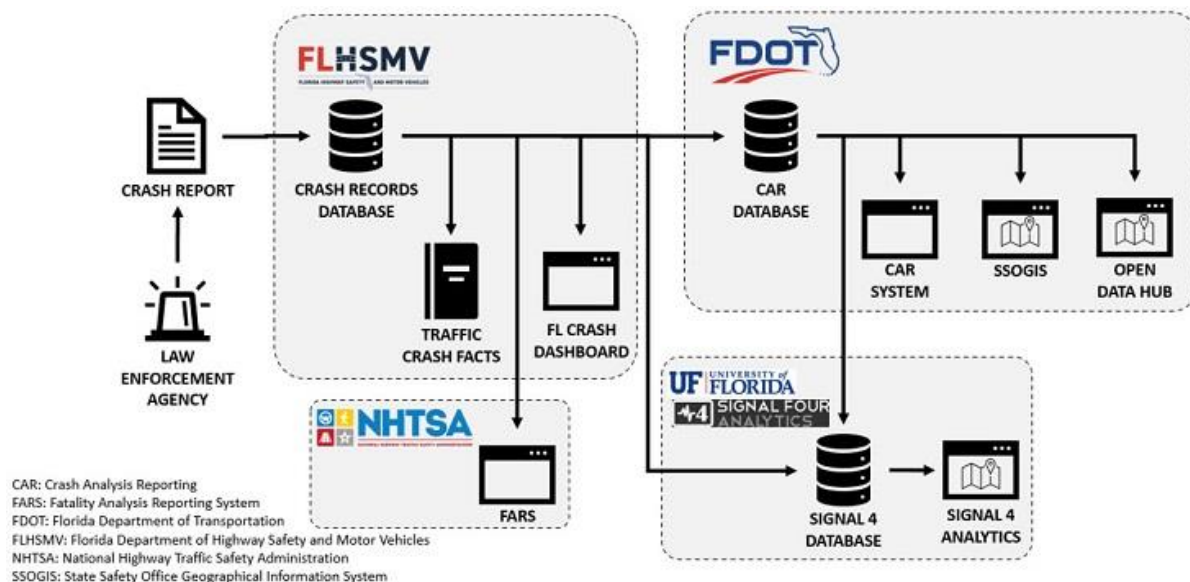


## Introduction

Commitment to Zero is built around a Safe Systems framework. In Safe Systems, a “safety culture” is adopted, whereby the goal of any roadway initiative, whether education, engineering, or any other intervention, is to eliminate the possibility of death. Under Safe Systems, the entirety of the transportation network is designed and studied in a way that inevitable mistakes by roadway users – motorists, walkers, bicyclists, and motorcyclists – do not result in death.

## Data Source

Crash data were retrieved from Signal Four Analytics, a collaborative statewide crash analytical tool developed by the University of Florida Geoplan Center, for the period between 2015 and 2020. Signal Four receives its crash data via the Florida Department of Highway Safety and Motor Vehicles (FHSMV) and enhances this data using citation data retrieved from the Florida Court Clerks & Comptrollers (FCCC). After retrieving these data, Signal Four then performs quality control as needed.



## Crash Trends

To better understand which interventions will have the highest safety benefit, an analysis of five-year crash data was undertaken to identify crash trends within Ocala / Marion County. An additional sixth year, 2015, was included to account for the unusual circumstances in 2020 stemming from the initial onset of the Covid-19 pandemic. Because Commitment to Zero focuses on eliminating deaths and serious injuries, only crashes where someone was killed or severely injured (KSI) were reviewed. Certain trends were further identified for KSI crashes involving people riding bikes or walking, who make up a disproportionate share of total KSI crashes.

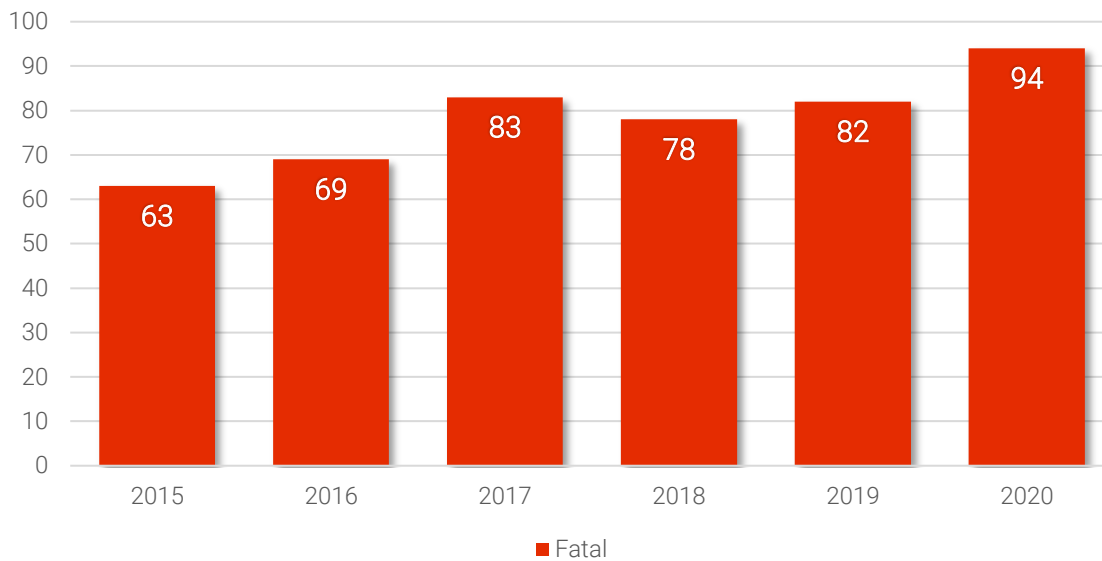
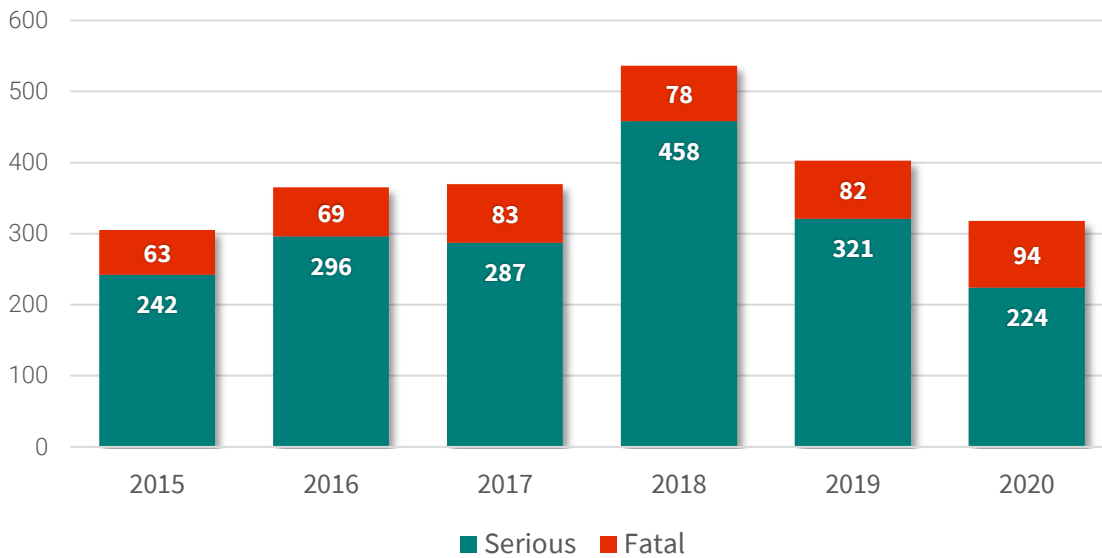


## Seasonality

Crashes were reviewed by year, month, day of the week, and hour of the day.

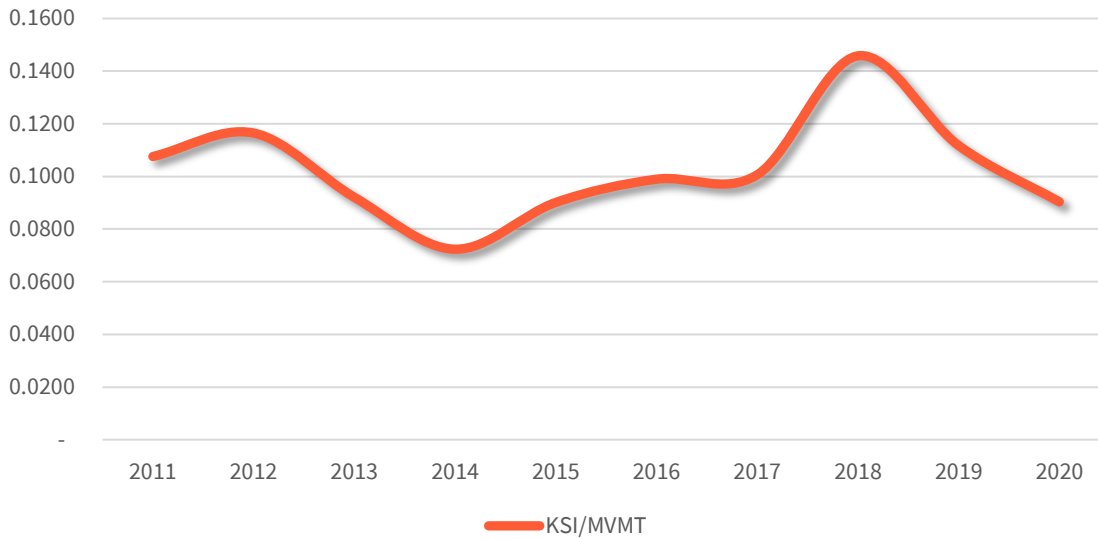
## Annual Crashes

On an annual basis, KSI crashes have been progressively increasing. In 2018 there was a noted spike in serious injury crashes. Although total KSI crashes were lower in 2020, the proportion of fatal crashes to serious injury crashes was higher than in any other reviewed year. Fatal crashes have increased throughout the 6-year assessment period, with 2020 having approximately 49% more fatal crashes compared to 2015.

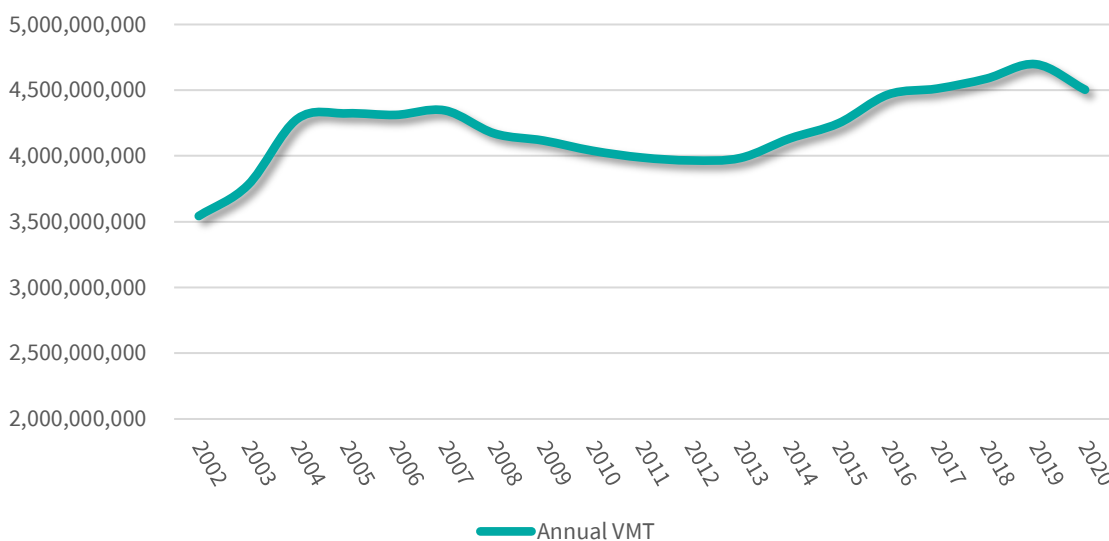


## Annual Crash Rates

How does vehicle miles travel (VMT) impact KSI crash statistics? Looking at crash rates normalized by VMT, it is possible to observe the relationship between increased and decreased driving impact KSI crashes. Evaluating the number of fatalities and serious injuries against the amount of traffic provides a baseline for how traffic might impact KSI crashes. The figure below shows the rate of KSIs per million VMT from 2011 through 2020. While the KSI rate decreased in 2020, the 10-year trend has been increasing.



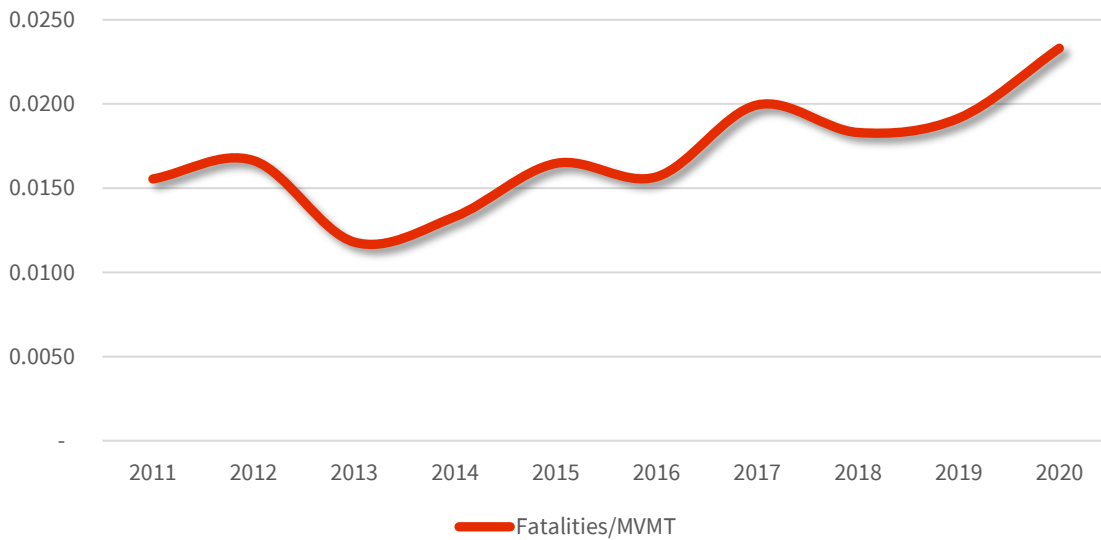
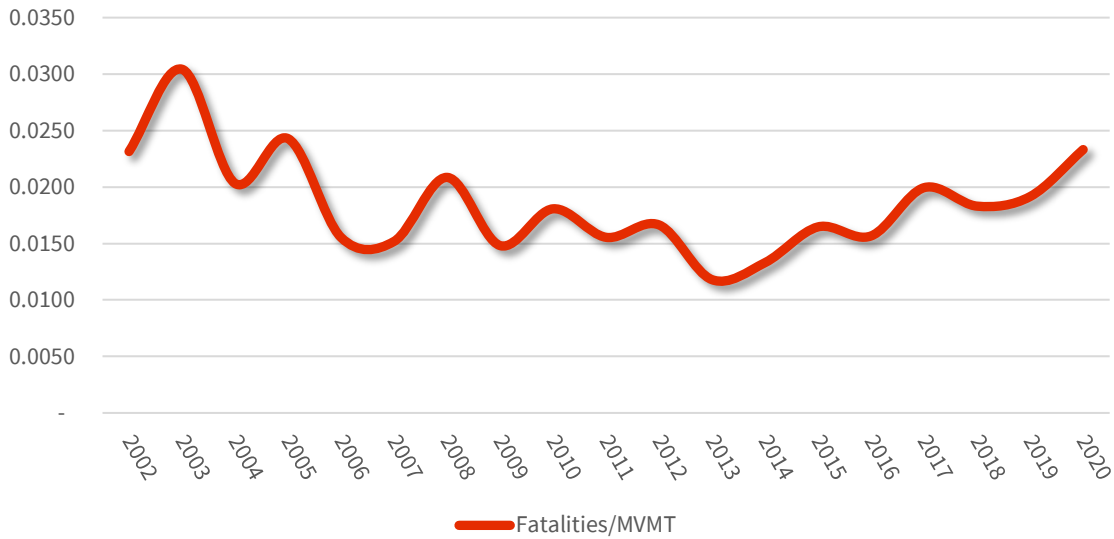
The following figure shows annual VMTs for Marion County for the years 2002 through 2020. As shown VMTs were relatively stable through the mid-2000s, began to decrease during the recession beginning in 2008, and then started rising again starting in 2014.





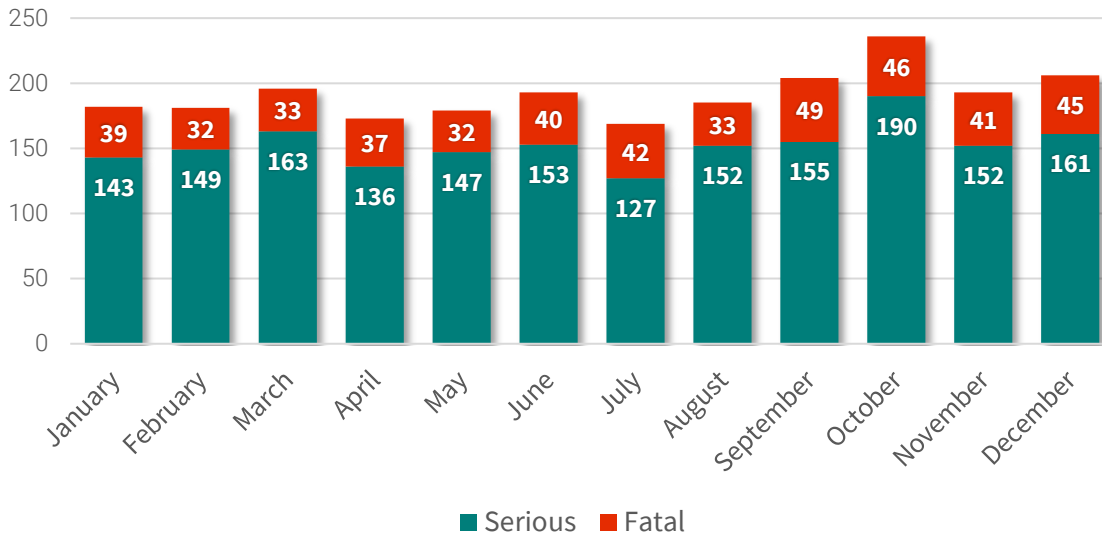


The rate of fatalities per million VMT is shown in the following figures. The first figure shows the fatality rate from 2002 through 2020, as shown the fatality rate has decreased during the 19-year period but starting in 2014 the fatal crash rate has increased. The next figure shows the fatality rate for the years 2011 through 2020, and how that rate has continued to increase during the past decade.



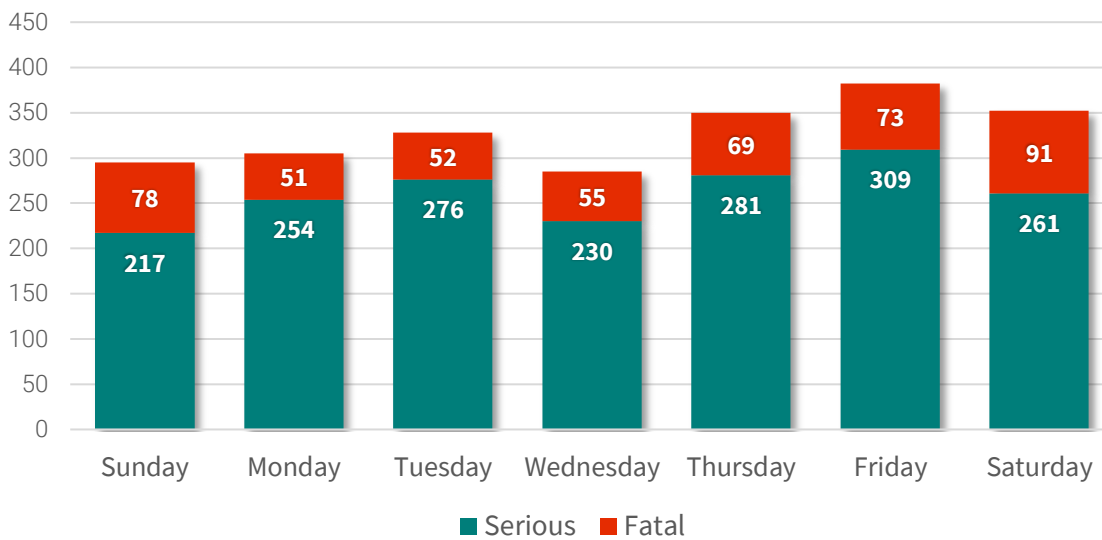
## Monthly Crashes

On a monthly basis, total KSI crashes are generally stable month over month. The highest period is between September and December, with September having the highest number of deadly crashes and October having the highest number of crashes resulting in serious injuries.



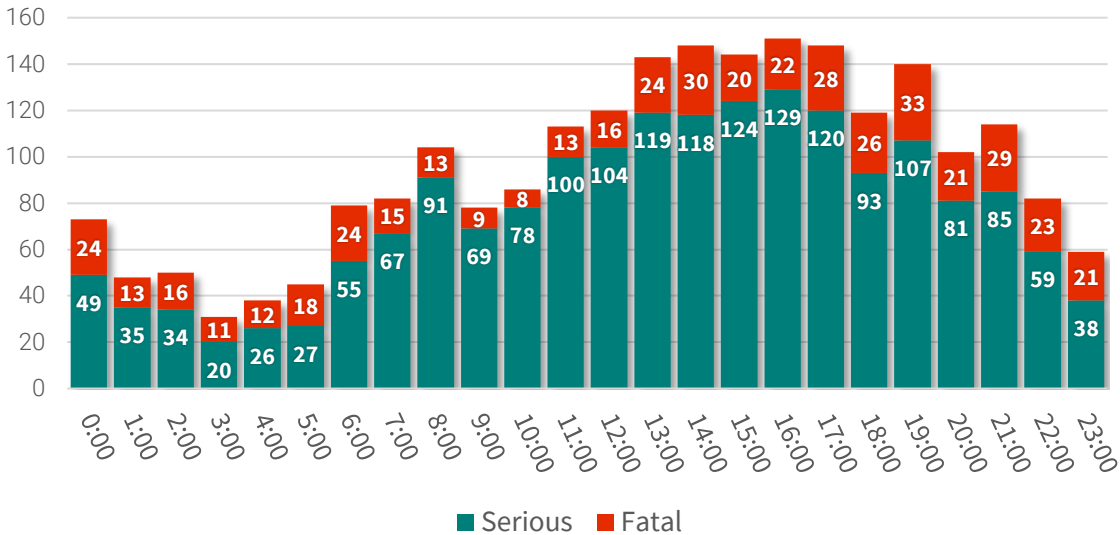
## Daily Crashes

By day of the week, Thursdays and Fridays had the highest frequency of KSI crashes. Saturdays had the highest number of crashes resulting in death with 91; combined the two weekend days (Saturday and Sunday) had approximately 36% of the fatal crashes.



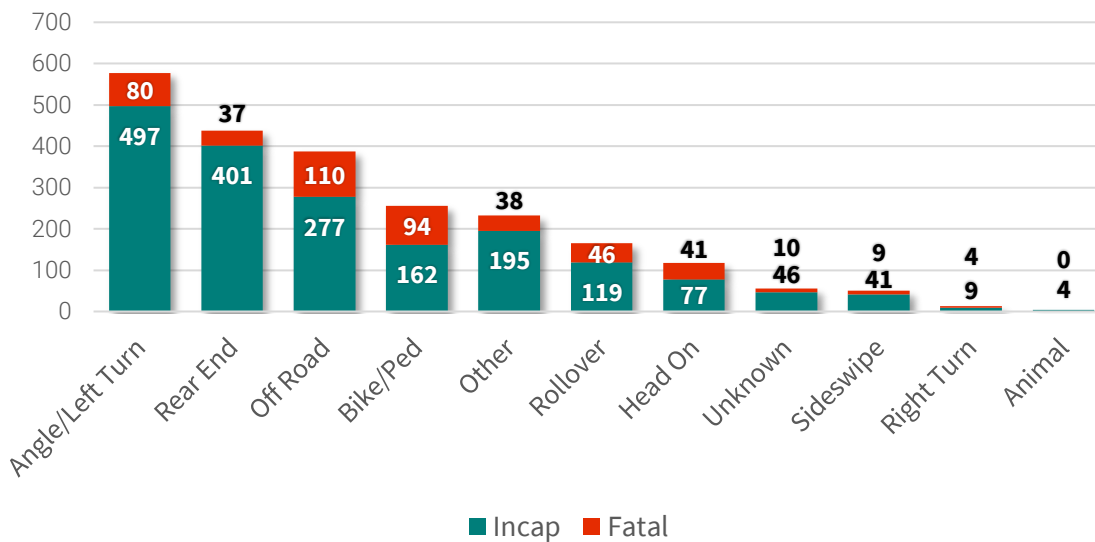
## Hourly

Examining KSI crashes by time of day shows a distinct peak in crash frequency through the afternoon and early evening hours between 1 pm and 6 pm. The highest number of crashes resulting in serious injuries occurred during the 4 pm hour, with 129 severe injury crashes. The 7 pm hour had the highest frequency of fatal crashes with 33. Approximately 32% of the KSI crashes occurred during the 5-hour period between 1 pm and 6 pm.



## Crash Types

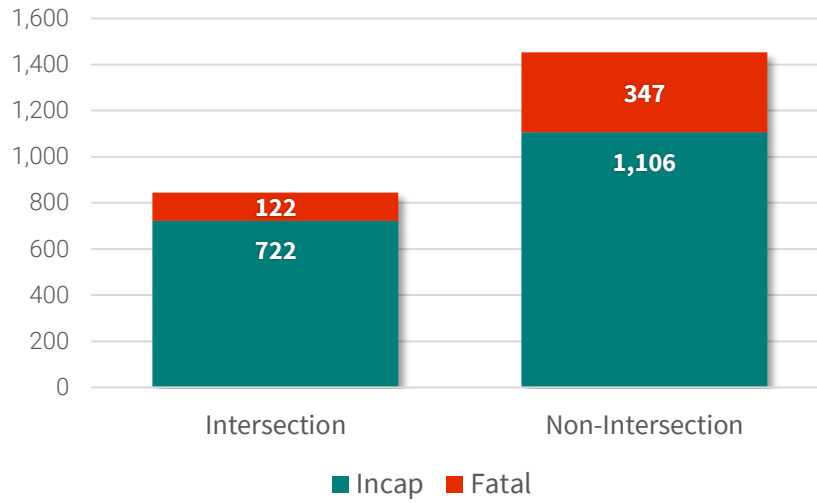
Crashes were placed into 11 crash type categories, shown as the figure below. Angle and Left Turn crashes made up the largest share of total KSI crashes (25%) and serious injury crashes (27%). Run Off Road accounted for the largest share (23%) of crashes that resulted in a death.





## Relation to Intersection

Crashes were categorized based on the crash locations relationship to an intersection. 63.3% of KSI crashes occurred at non-intersection locations, these locations include driveways, side street locations, and the areas between formal intersections. The proportion of fatal crashes at non-intersection locations was higher compared to intersection crashes, with 23.9% of the non-intersection KSI crashes resulting in a death compared to 14.5% of the intersection related crashes.

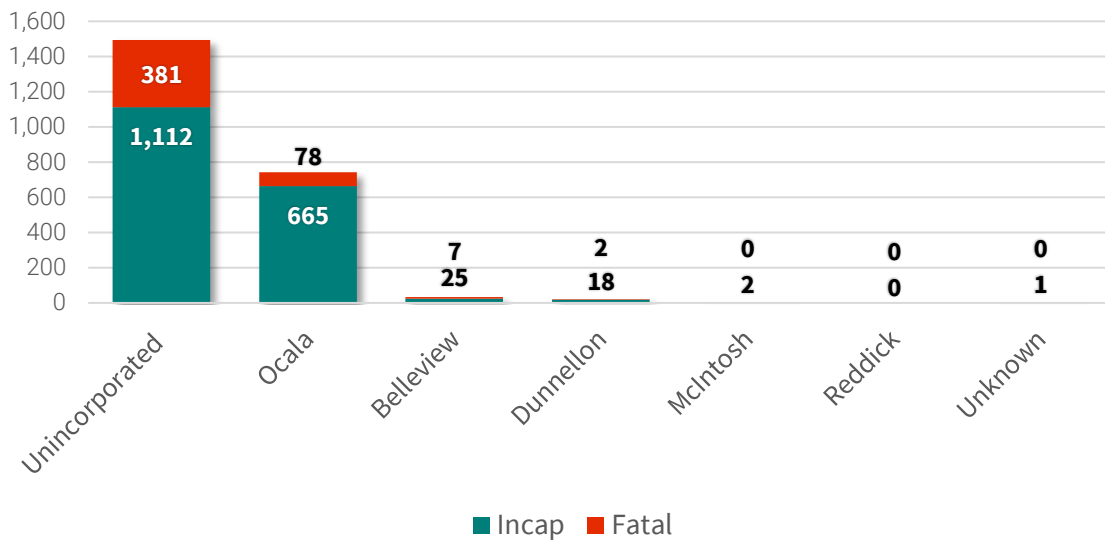


## Roadway and Locational Trends

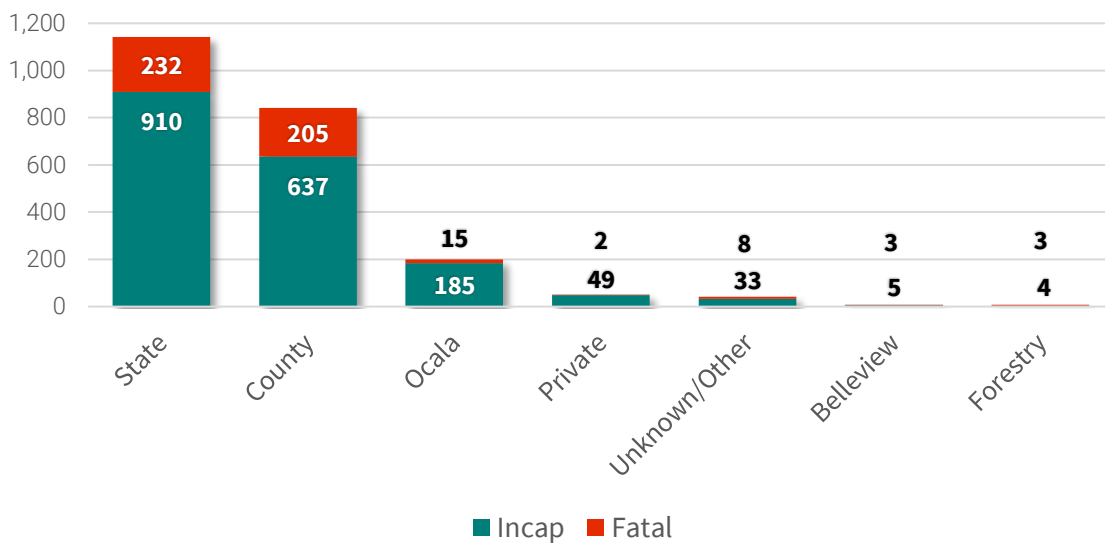
A review of roadway data was completed to better understand the types of roads where KSI crashes are occurring with the highest frequency.

Most crashes are documented as occurring within unincorporated Marion County and the City of Ocala. Together, the lane miles of roads within these areas make up for about 98% of total miles, matching their total share of about 98% of KSI crashes.

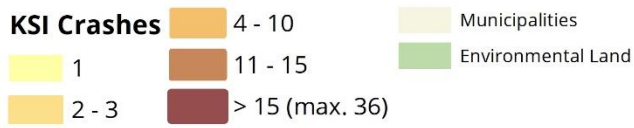
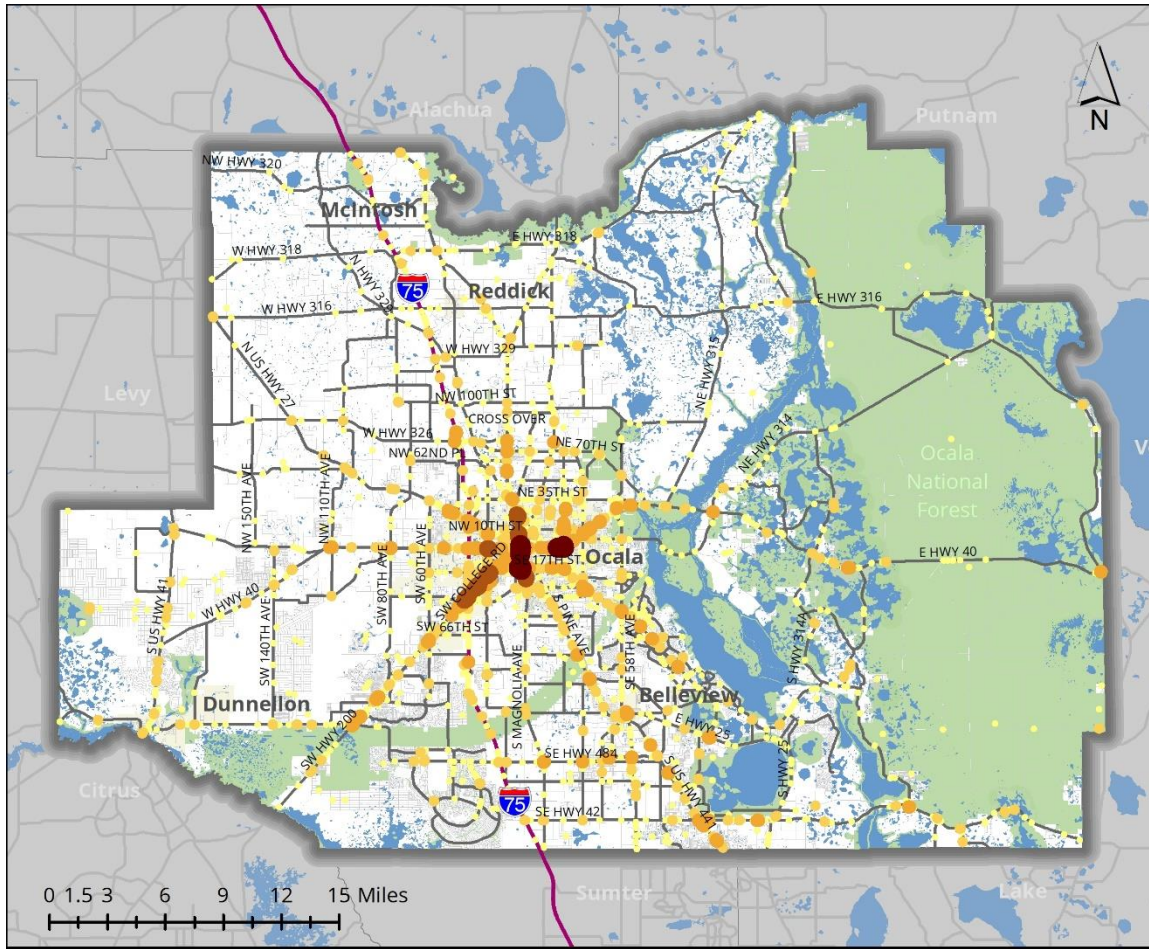


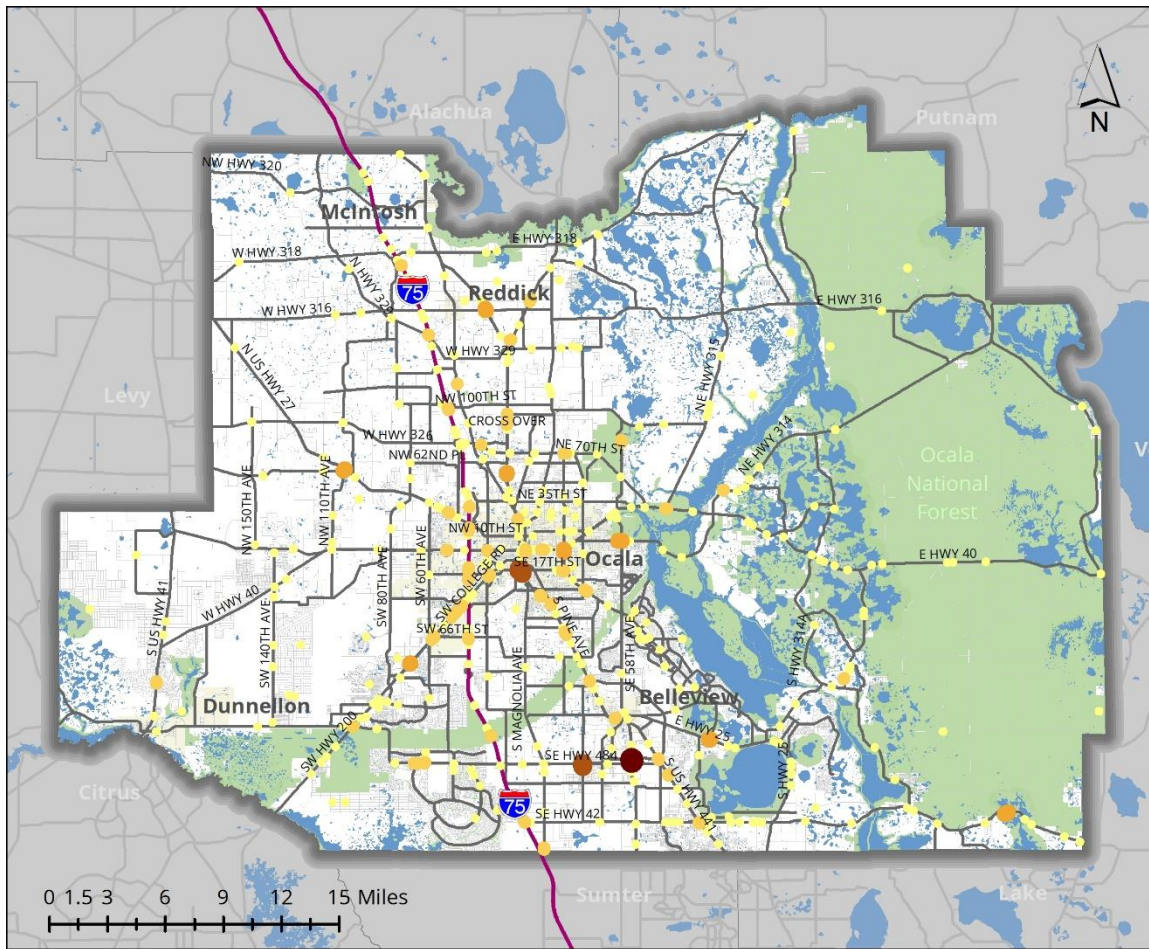


Most crashes occur on State and County maintained roads. These roads carry the highest volume of traffic at the highest speeds, two factors that contribute significantly to the probability and severity of a crash.

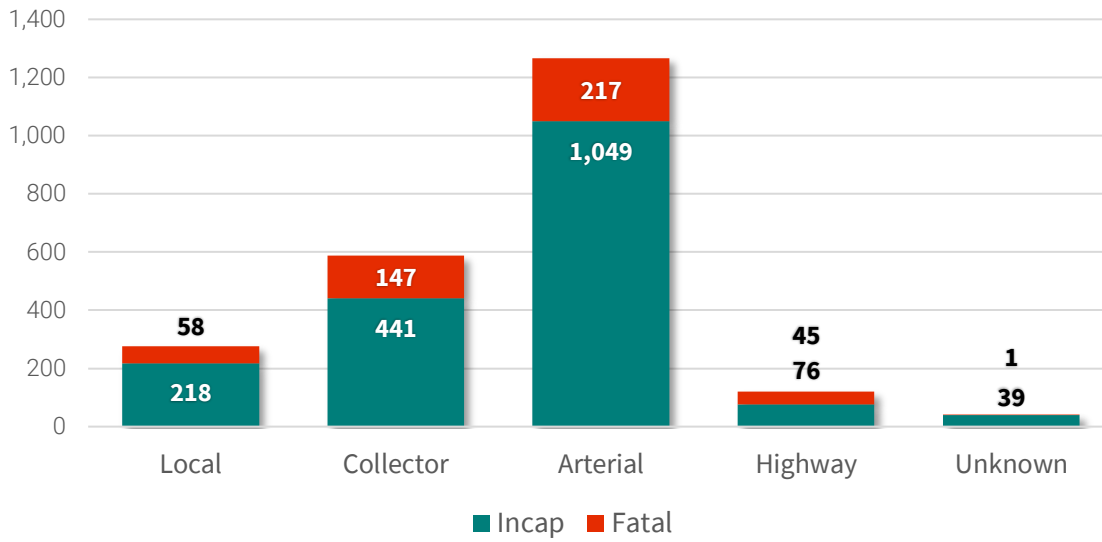


The following maps show the location and frequencies of KSI and Fatal crashes. As shown, the highest concentration of KSI crashes is in the most urban areas of the county, specifically within and near the City of Ocala. Fatal crashes are a little more dispersed throughout the county.

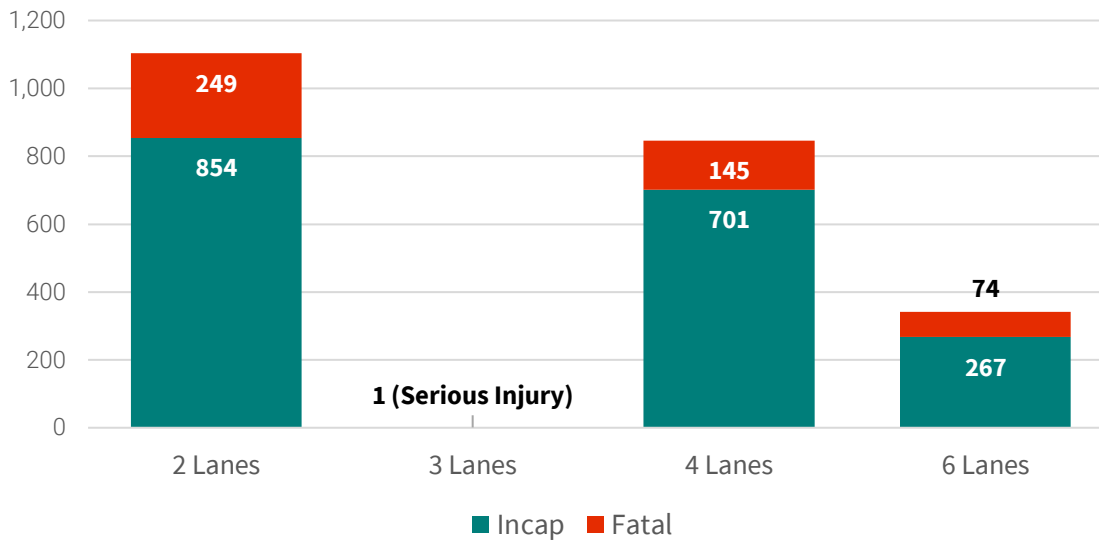




Arterial roadways make up about 8% of total centerline miles in Marion County, carry approximately 37% of the traffic, yet have 55% of total KSI crashes and 46% of total fatal crashes. Collector streets, which make up about 15% of total centerline miles and carry about 20% of the traffic, have about 26% of the total KSI crashes. Conversely, local streets, which make up 77% of total centerline miles and 20% of the traffic, have 12% of total KSI crashes – including 12% of serious injury crashes and 12% of fatal crashes. This is due in part to the much lower volume and speed encountered on local roads compared to their arterial and collector counterparts.

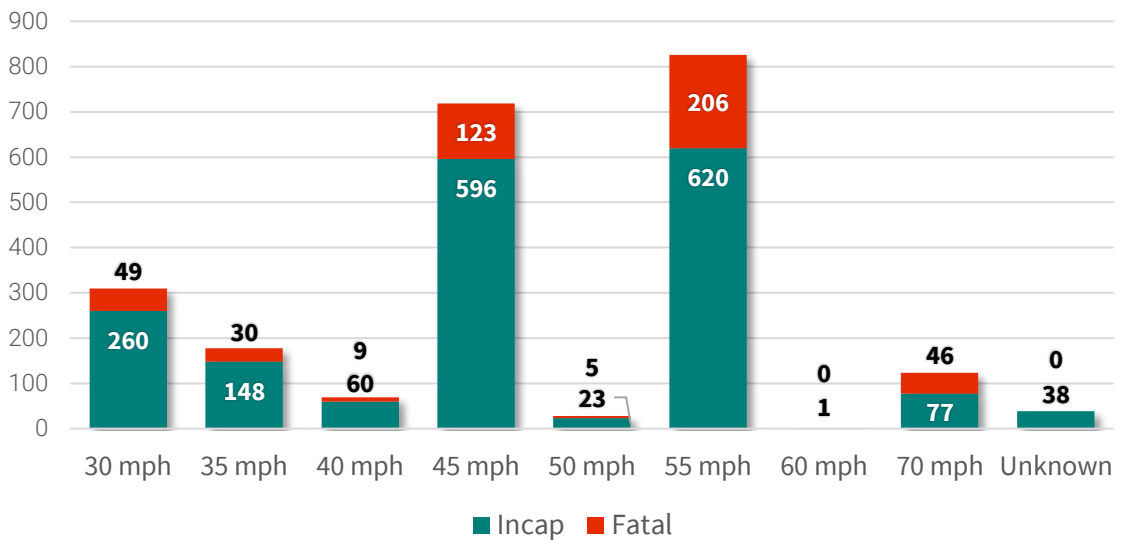


Most KSI crashes occurred on 2-lane roadways, with 48% of the KSI crashes. 4-lane roadways had 37% of the KSI crashes and 31% of the fatal crashes.



Roads with a posted speed limit of 45 MPH or 55 MPH made up about two-thirds of total KSI crashes. Additionally, roads with a posted speed limit of 55 MPH made up 44% of fatal crashes, despite only making up 36% of total KSI crashes.

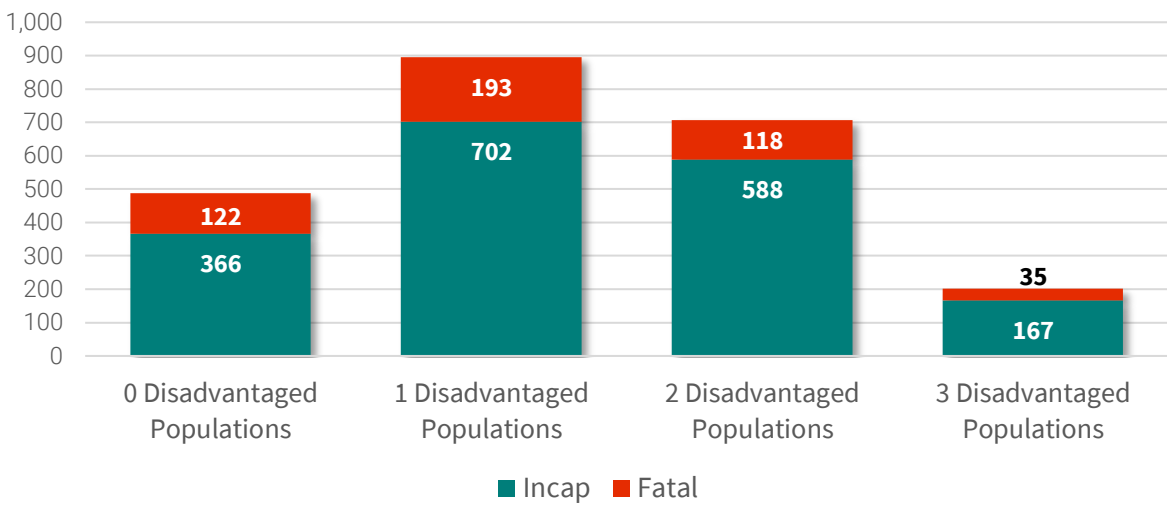


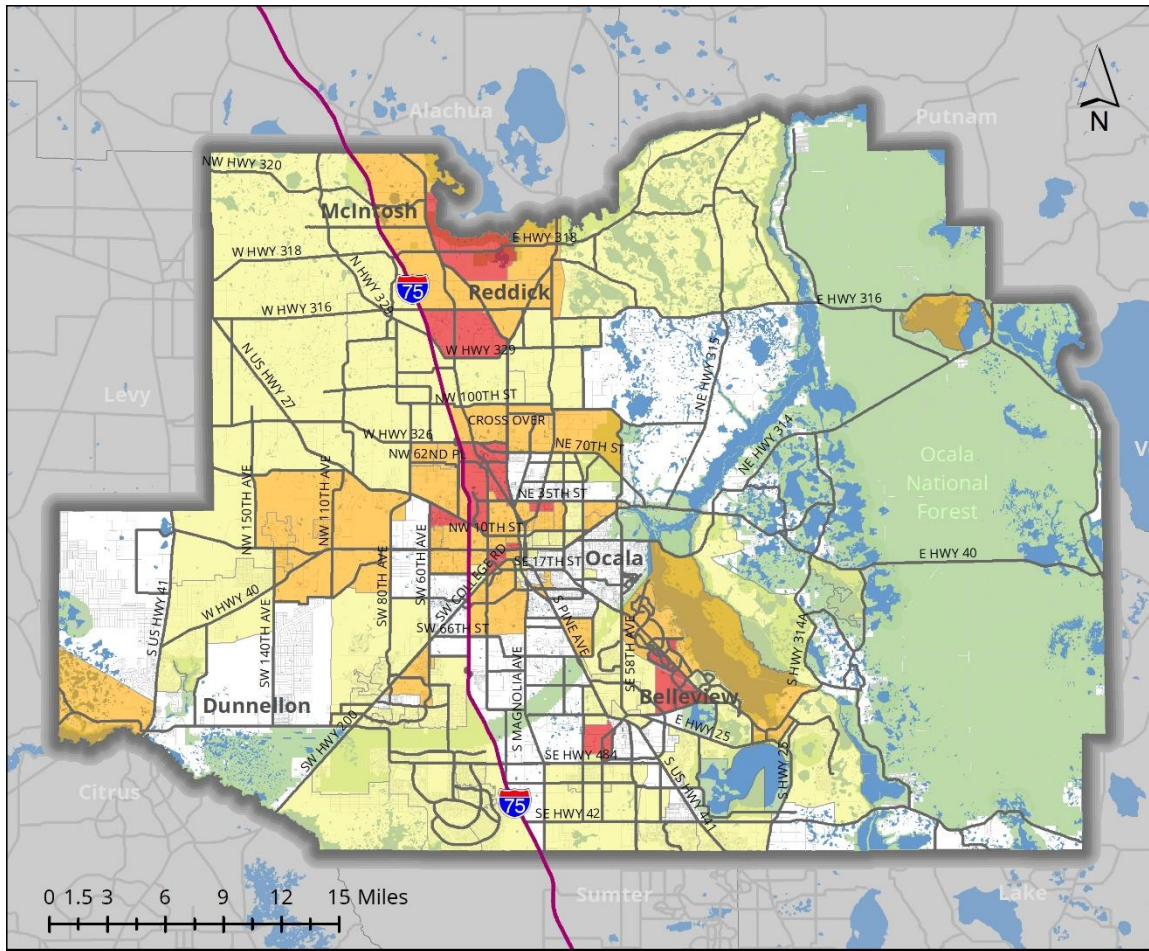





## Equity Assessment

Demographic and socioeconomic factors including age, race/ethnicity, household poverty, and zero-vehicle households were obtained and analyzed at the Census block group level. The composite equity score identifies concentrations of these factors relative to the County as a whole. Block groups with one or more demographic/socioeconomic indicators were identified; crashes that occurred within these areas were also identified.

A low equity score has a lower concentration of demographic/socioeconomic indicators that are often associated with increased barriers to mobility. Locations with a High and Very High equity score represent locations that have higher percentages indicators. Approximately 65.3% of the KSI crashes occurred in medium equity indicator locations, 16.5% in high equity indicator locations, and 18.2% in very high equity indicator locations.





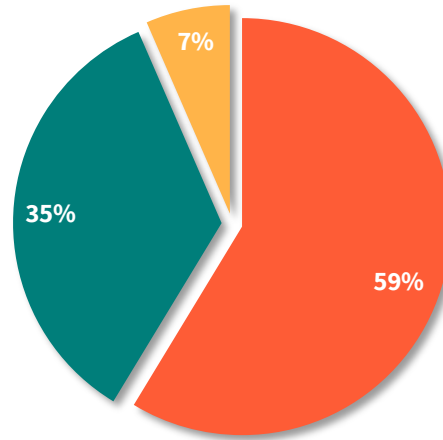
**Equity Areas**  1 Disadvantaged Populations  3 Disadvantaged Populations  
 2 Disadvantaged Populations

### Environmental Trends

#### Lighting

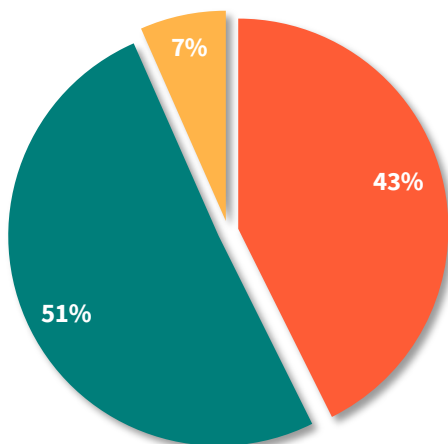
Dark lighting conditions were a significant indicator that a crash would result in death when compared to total KSI and serious injury crashes.

**Total KSI**



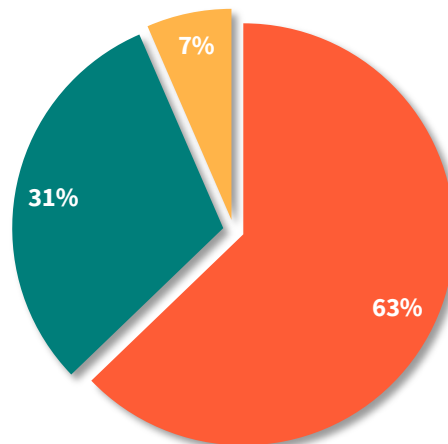
Daylight Dark Dawn / Dusk / Other

**Fatal**



Daylight Dark Dawn / Dusk / Other

**Serious Injury**

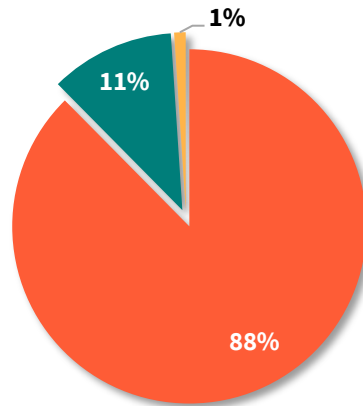


Daylight Dark Dawn / Dusk / Other

## Road Surface Condition

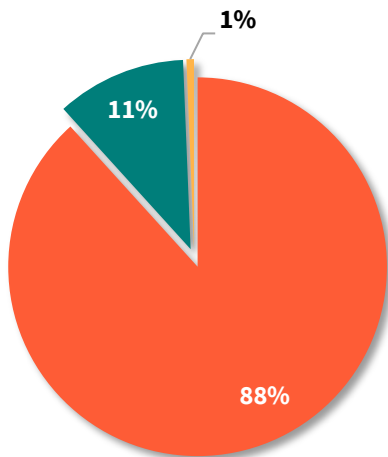
Most KSI crashes occurred during dry road surface conditions. There was no distinct trend to indicate that road surface conditions are a contributing factor between crash severities.

**Total KSI**



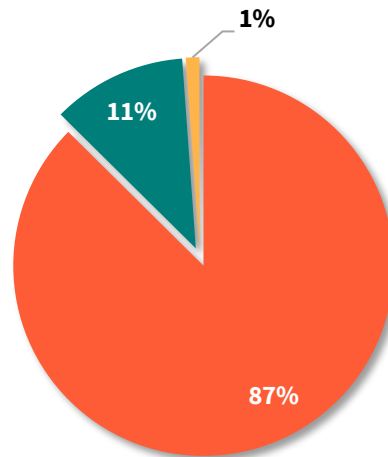
■ Dry ■ Wet ■ Other

**Fatal**



■ Dry ■ Wet ■ Other

**Serious Injury**



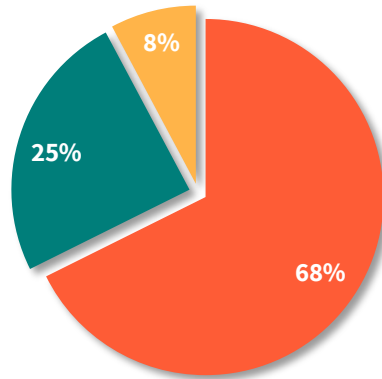
■ Dry ■ Wet ■ Other



## Weather Condition

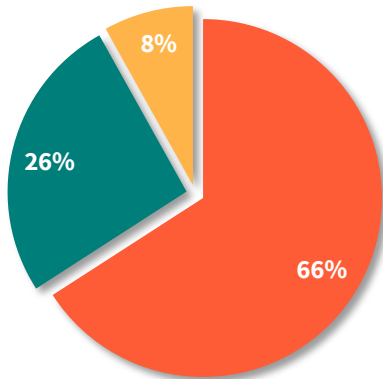
Most KSI crashes occurred during clear weather conditions. There was no distinct trend to indicate that weather conditions are a contributing factor between crash severities.

**Total KSI**



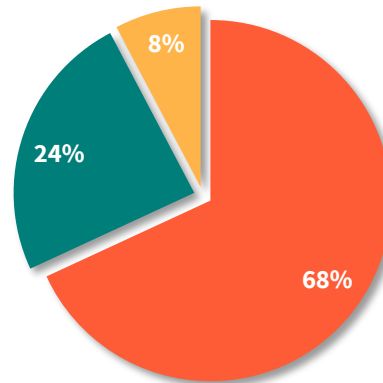
- Clear
- Cloudy
- Inclement or Other Weather

**Fatal**



- Clear
- Cloudy
- Inclement or Other Weather

**Serious Injury**



- Clear
- Cloudy
- Inclement or Other Weather

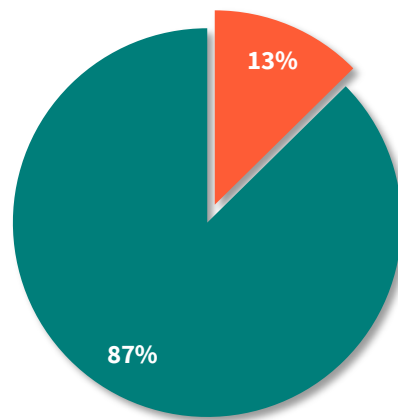
## Behavioral Trends

Studying contributing behavior is another way to better understand how crashes occurred, and thus how they can be prevented from reoccurring. The reliability of behavioral trend data is limited to cases where the behavior could be confirmed by a reporting officer. Actual occurrences of these behavioral attributes may be higher, but unable to be confirmed at the time of the crash.

### Confirmed Alcohol Use

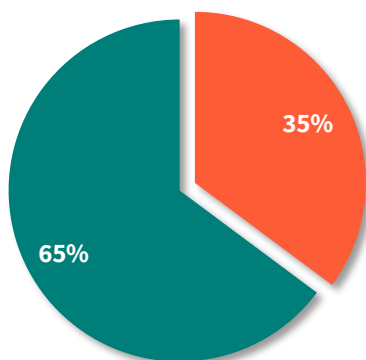
Crashes that resulted in a death were more likely to involve alcohol use when compared to total KSI crashes and serious injury crashes.

**Total KSI**



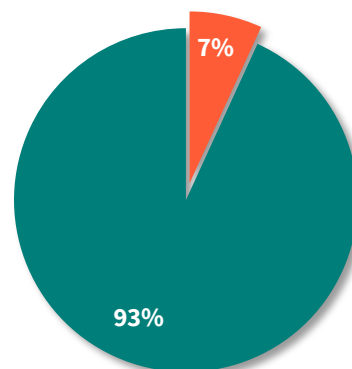
Yes No

**Fatal**



Yes No

**Serious Injury**

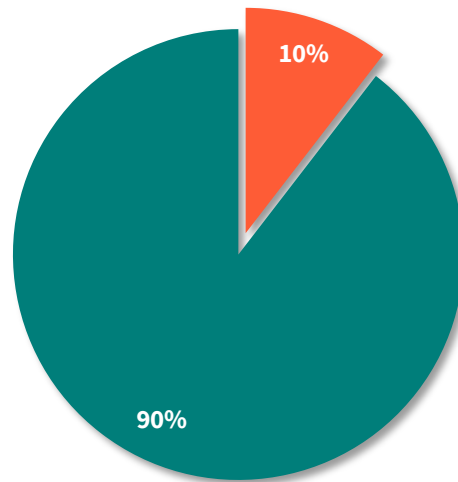


Yes No

## Confirmed Drug Use

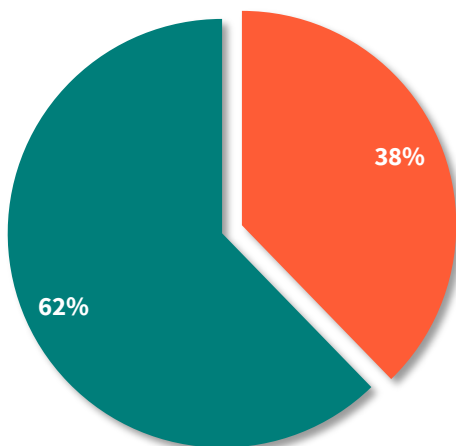
Crashes that resulted in a death were more likely, and serious injury crashes were less likely, to involve drug use when compared to total KSI crashes.

**Total KSI**



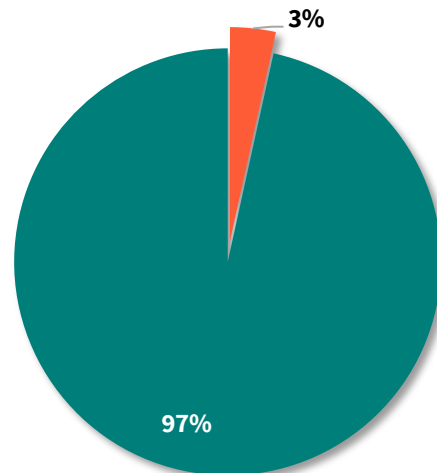
Yes No

**Fatal**



Yes No

**Serious Injury**

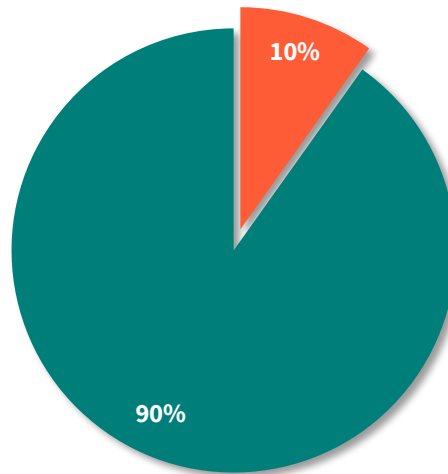


Yes No

## Confirmed Distraction

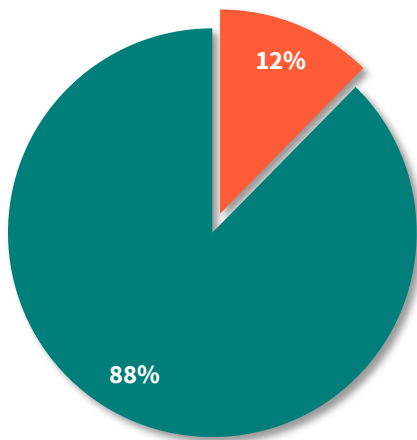
According to the crash report data, distraction isn't a significant indicator in the severity of a KSI crash.

**Total**



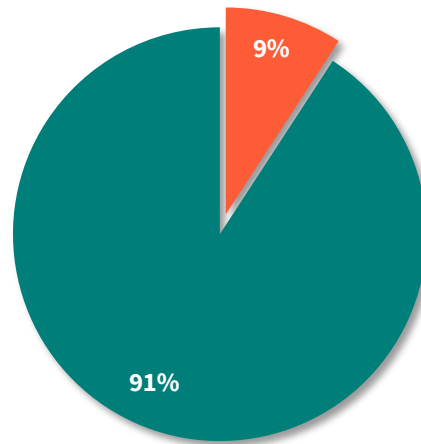
■ Yes ■ No

**Fatal**



■ Yes ■ No

**Serious Injury**



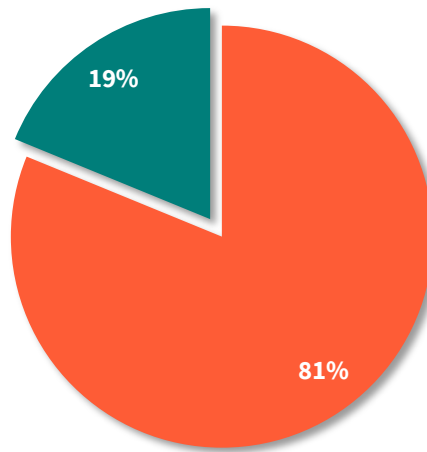
■ Yes ■ No



### Passenger Restraints

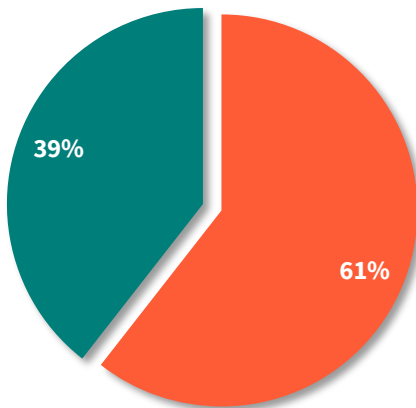
The lack of a passenger restraint, or seatbelt, is a significant indicator that a crash results in a death.

Total KSI



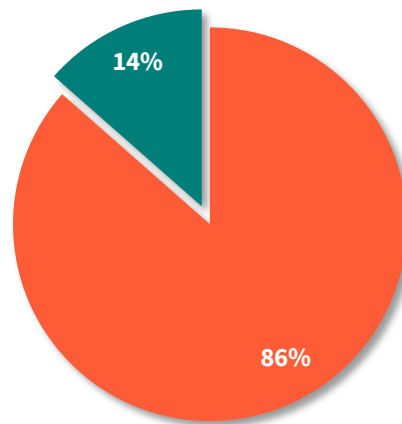
Yes No

Fatal



Yes No

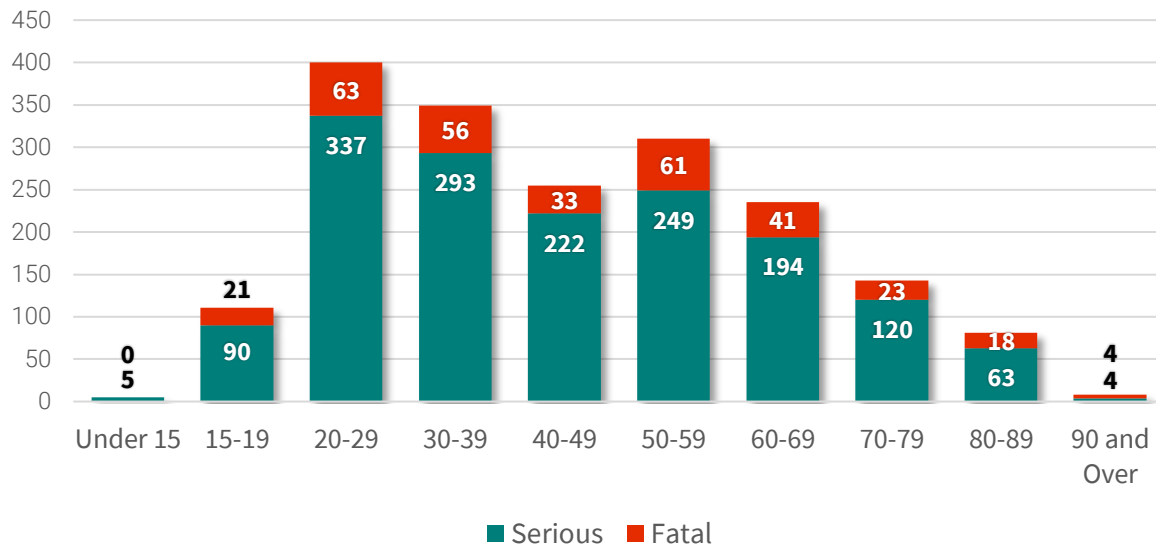
Serious Injury



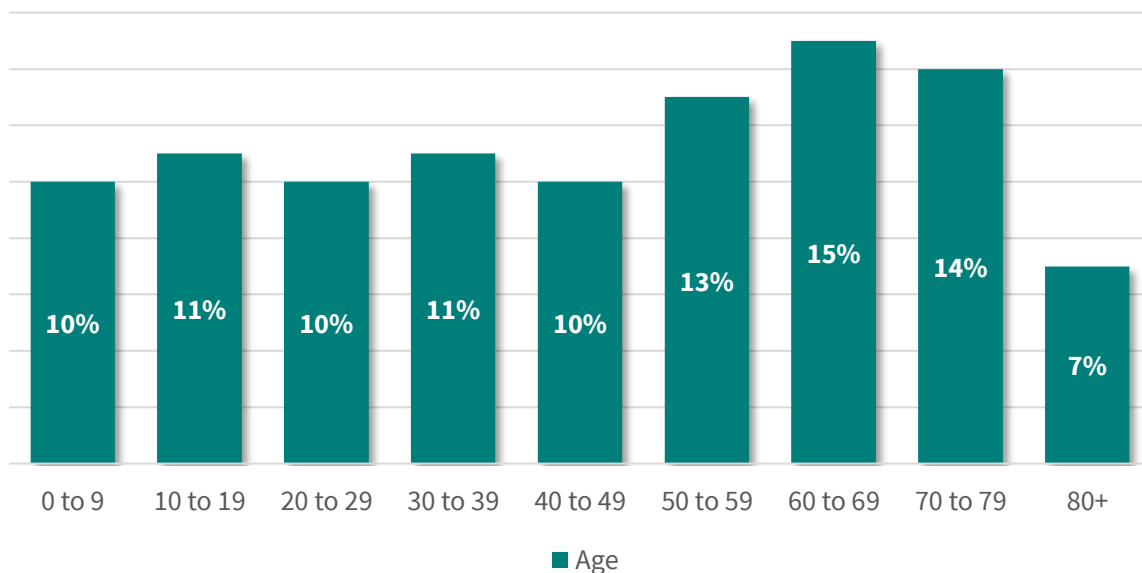
Yes No

## Age of Involved Parties

A review of the age of involved parties was completed, showing that people between the age of 20 and 39 are more likely than others to be involved in a KSI crash. Two cases were excluded where the age of the involved party was unknown.



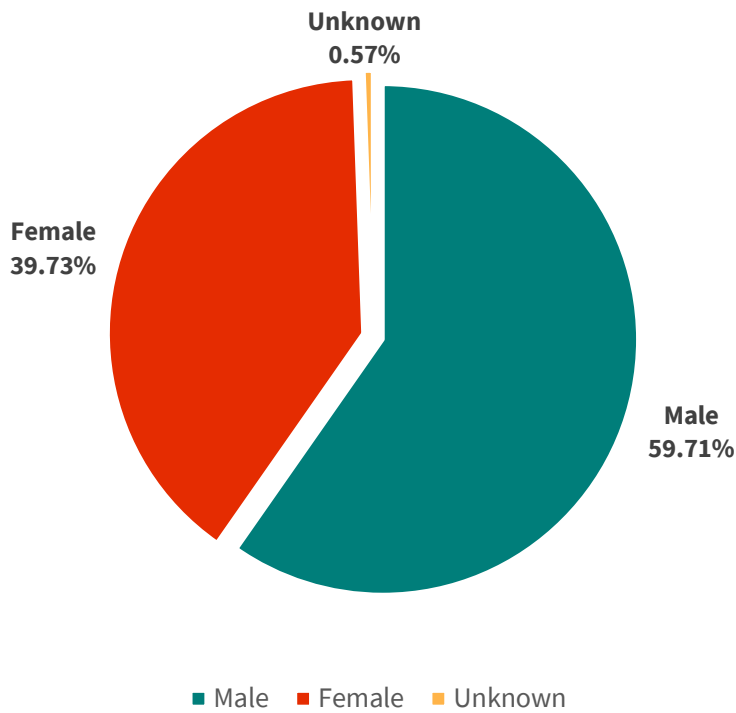
Upon a review of ACS 2019 data, seen in figure below, the disproportionate share of total crashes compared to total population for the 20 to 29 and 30 to 39 age groups becomes more apparent.



Source: ACS 2019

## Gender of Involved Parties

A review of the gender of involved parties was completed, showing that approximately 60% of the fatal and serious injuries were to males; nearly 68% of the fatalities were males. According to the U.S. Census Bureau 2019 American Community Survey (ACS) data, approximately 48% of Marion County’s population is male, this highlights a disproportionate involvement of males in KSI crashes.





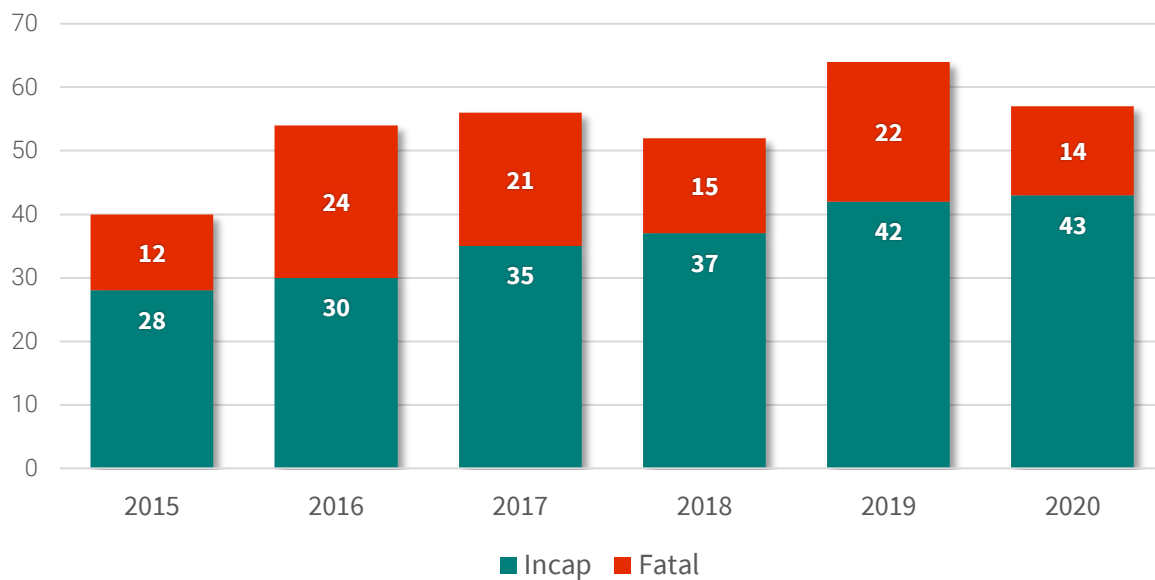
## Vulnerable Road Users

People walking or riding a bike, collectively referred to as vulnerable road users, are at unique risk for death or serious injury when compared to people driving. In Marion County, vulnerable road users made up a disproportionate 11% of total KSI crashes, 20% of total crashes resulting in death, and 9% of serious injury crashes, despite making up a comparatively small number of total road users. For this reason, KSI crashes involving vulnerable users are further broken down to identify trends that may be unique from overall KSI crashes.

### Seasonality

#### Annual Crashes

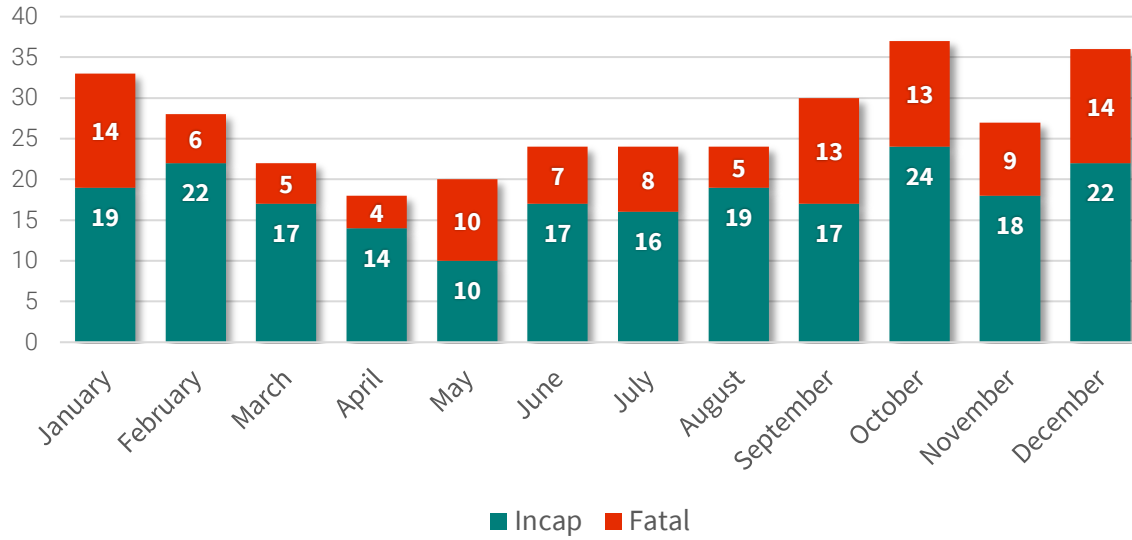
KSI crashes have been steadily increasing since 2015, with 2016 serving as the year with the highest number of crashes causing death and 2020 as the year with the highest number of serious injury crashes.





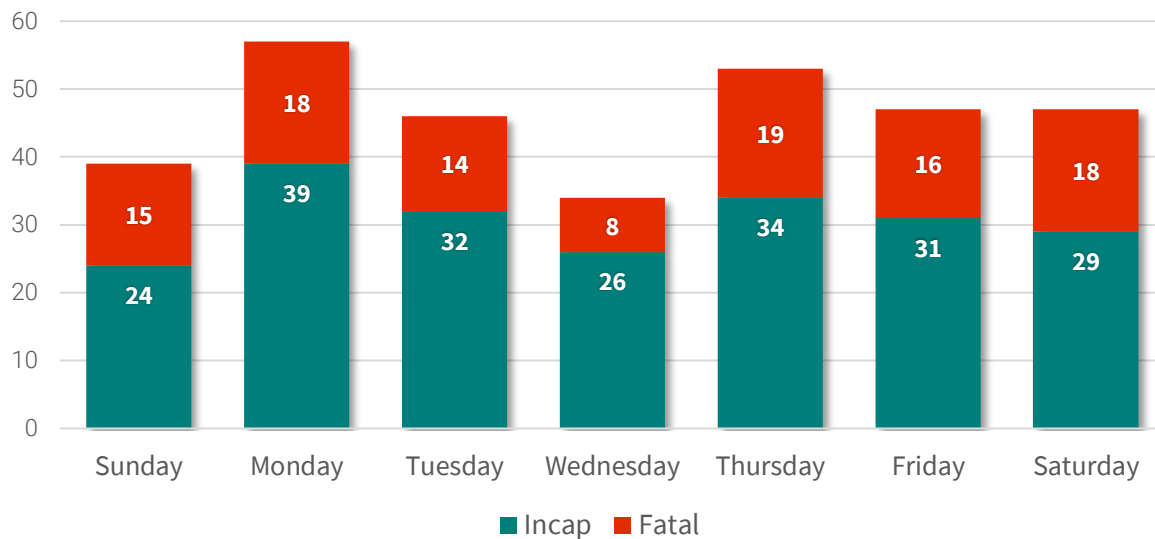
## Monthly Crashes

Crashes involving vulnerable road users tend to peak in the Fall and Winter months, with October having the highest number of serious injury crashes and December and January having the highest number of fatal crashes.



## Daily Crashes

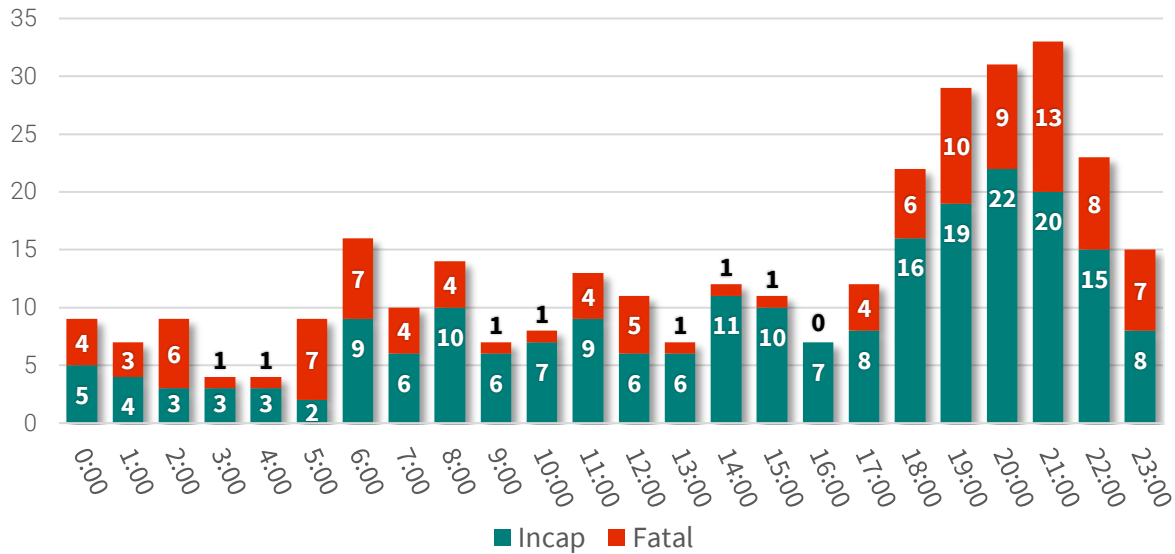
KSI crashes involving vulnerable road users are, on average, highest on Monday and Thursday. Monday was the day with the highest average number of serious injury crashes, and Thursday with the highest number of fatal crashes.





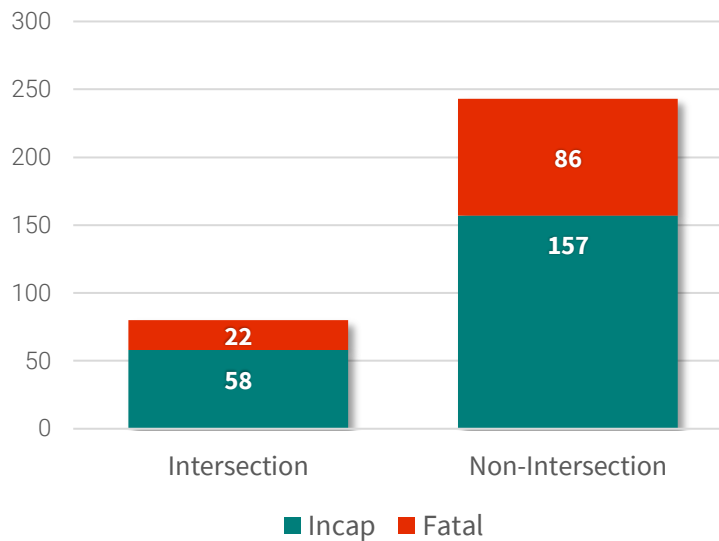
## Crashes By Hour

Crashes involving vulnerable road users are low all morning and most of the afternoon, sharply peaking between 4:00 p.m. and beginning to drop off around 10:00 p.m., closely correlating with lighting conditions. This pattern is distinct from total KSI crashes involving all road users, which do not peak as sharply or as late in the day.



## Relation to Intersection

Similar to total KSI crashes involving all road users, most crashes involving vulnerable road users occur outside of intersections. However, vulnerable user crashes were more likely to result in death in non-intersection crashes than total KSI non-intersection crashes.

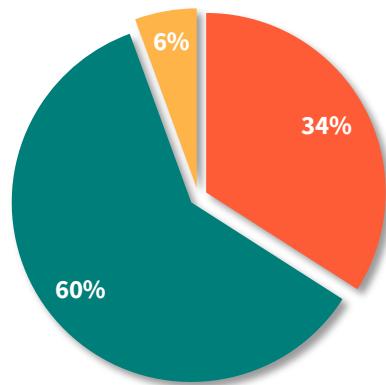


**Environmental Trends**

**Lighting**

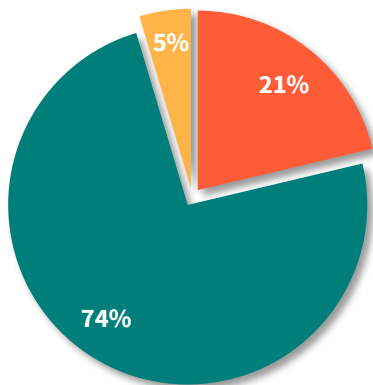
Compared to total KSI crashes involving vulnerable road users, crashes occurring during dark lighting conditions were more likely to result in a death. Serious injury crashes followed a similar trend to total KSI crashes.

**Total Vulnerable KSI**



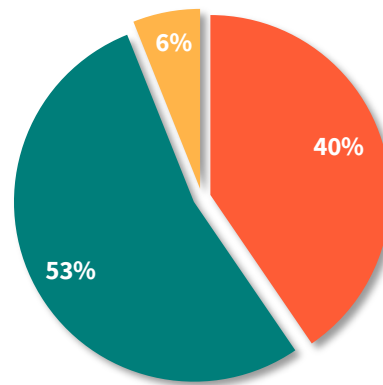
Daylight Dark Dawn / Dusk / Other

**Fatal**



Daylight Dark Dawn / Dusk / Other

**Serious Injury**



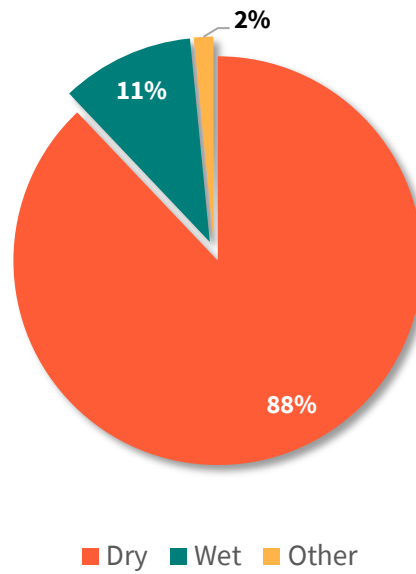
Daylight Dark Dawn / Dusk / Other



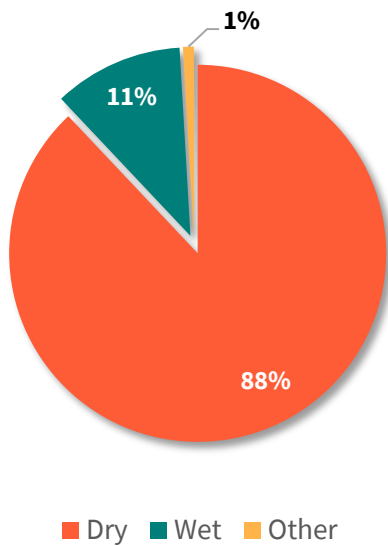
## Road Surface Condition

Most KSI crashes involving vulnerable road users occurred under dry road surface conditions. There was no distinct trend to indicate that road surface condition is a contributing factor between crash severities.

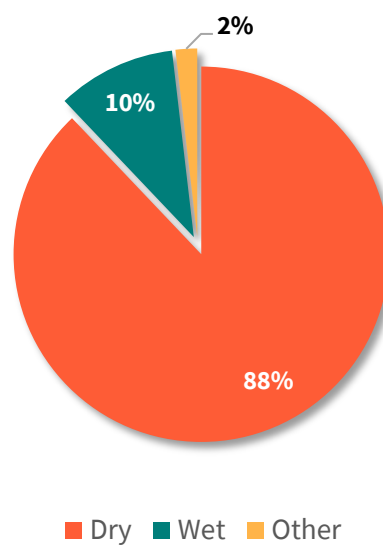
**Total Vulnerable User KSI**



**Fatal**



**Serious Injury**

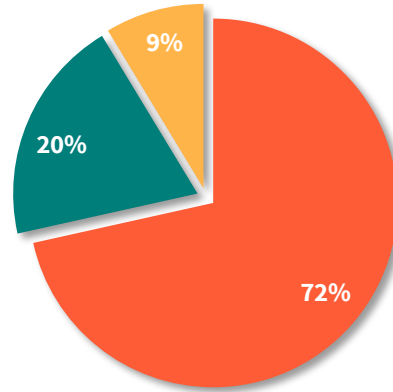




**Weather Condition**

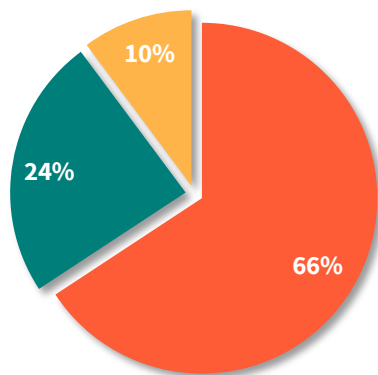
Most KSI crashes involving vulnerable road users occurred during clear weather conditions. There was no distinct trend to indicate that weather conditions are a contributing factor between crash severities.

**Total Vulnerable User KSI**



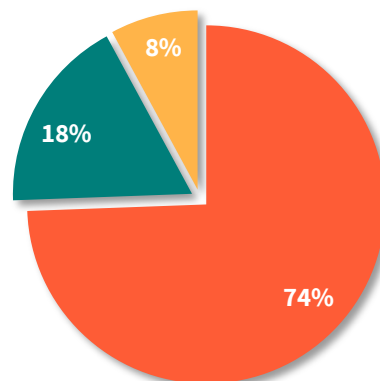
Clear Cloudy Inclement or Other Weather

**Fatal**



Clear  
Cloudy  
Inclement or Other Weather

**Serious Injury**



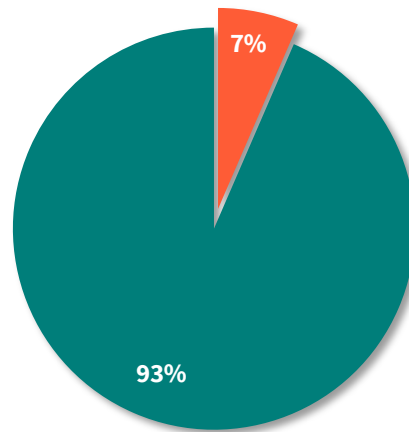
Clear  
Cloudy  
Inclement or Other Weather

## Behavior

### Confirmed Alcohol Use

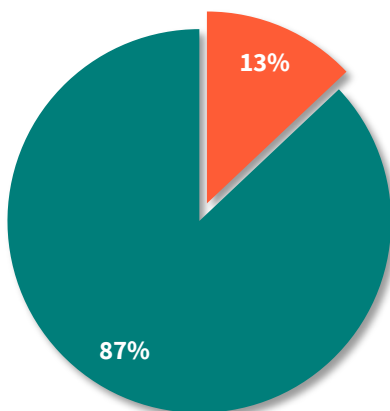
Similar to total KSI crashes involving all road users, confirmed alcohol use was a definitive indicator that a crash would result in a death.

**Total KSI**



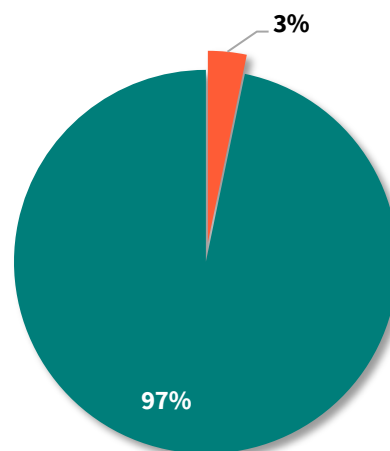
Yes No

**Fatal**



Yes No

**Serious Injury**

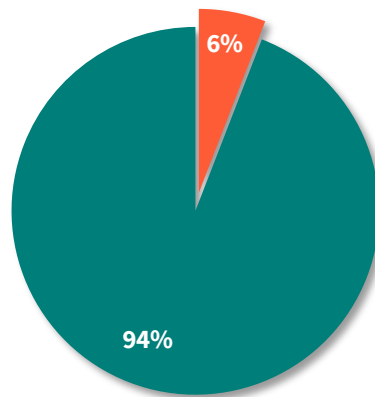


Yes No

## Confirmed Drug Use

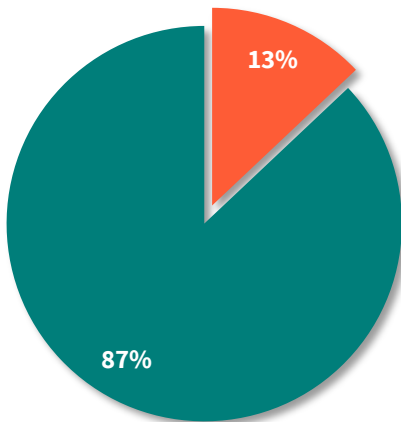
Similar to total KSI crashes involving all road users, confirmed drug use was a definitive indicator that a crash would result in a death.

**Total KSI**



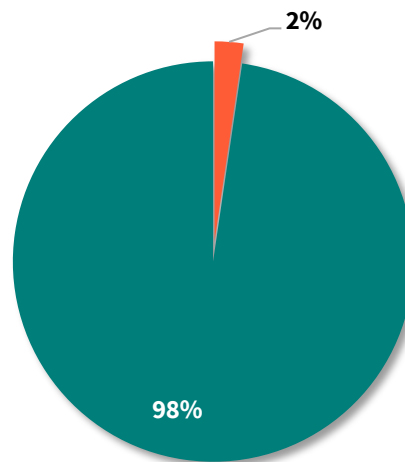
Yes No

**Fatal**



Yes No

**Serious Injury**

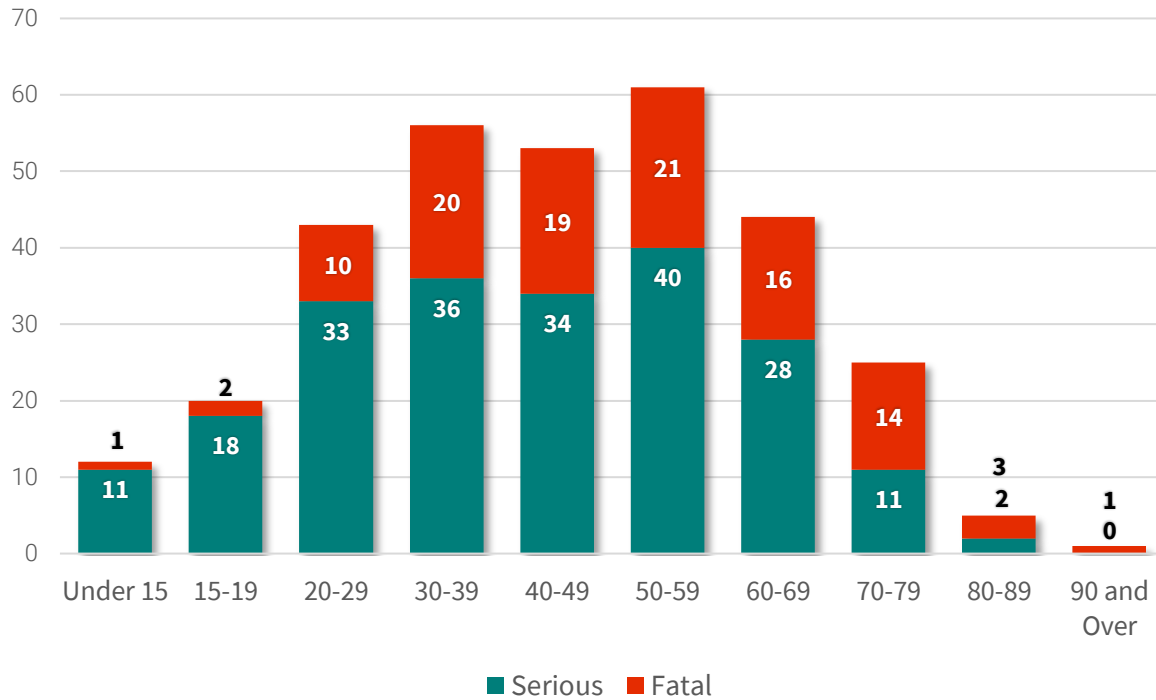


Yes No



## Age of Involved Parties

A review of the age of involved parties was undertaken, showing that people between the age of 30 and 59 are more likely to be involved in a nonmotorized KSI crash, which is comparatively older than those involved in total KSI crashes of any mode. Two cases were excluded where the age of the involved party was unknown.



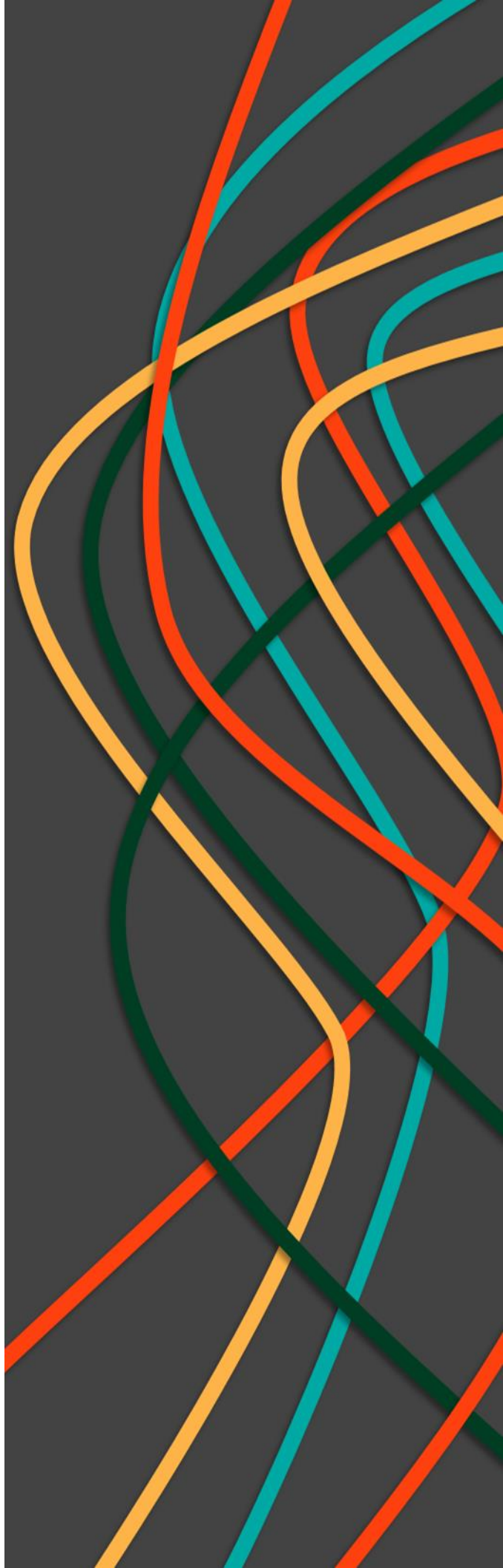




An Action Plan >>> for Safer Streets in Ocala Marion

# Appendix B High Injury Network

September 2022





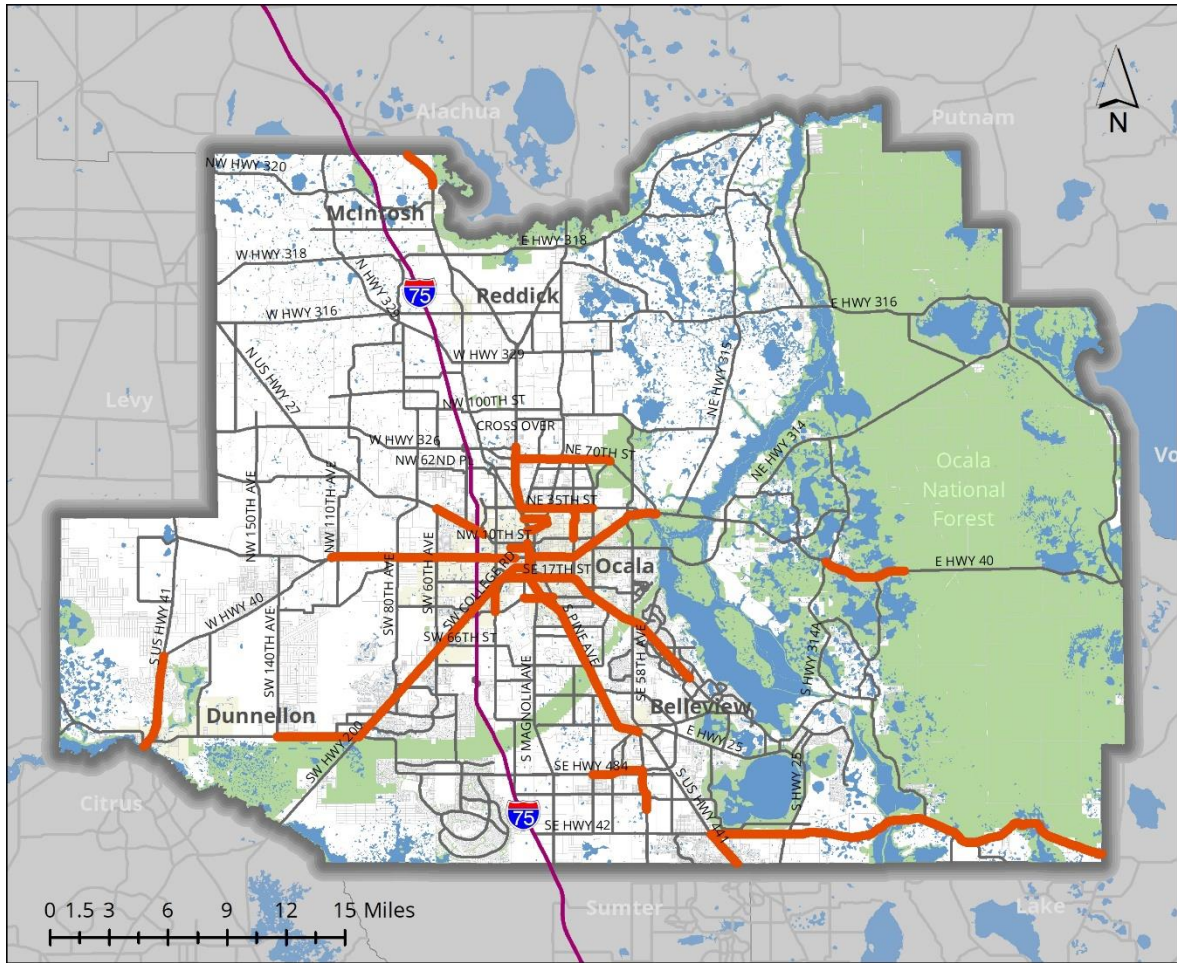
## High Injury Network

While Commitment to Zero follows the Safe System approach that focuses on system-wide improvements and the notion that KSI crashes can occur anywhere and we should work to eliminate KSI crashes everywhere, it recognizes that there are streets where KSI crashes are more prevalent. As part of Commitment to Zero's data-driven approach, the streets with some of the highest frequencies of KSI crashes have been identified to create the High Injury Network (HIN). One purpose of the HIN is to help understand where KSI crashes are occurring by identifying high-risk street segments, but the HIN can also be used to gain a better understanding of characteristics that contribute to KSI crashes, and it can be used to help focus safety efforts and prioritize improvements on the streets that historically have the highest frequencies of KSI crashes.

Development of the HIN focused on identifying street segments that support multiple modes, users, and engage with the community; I-75 was not included in the HIN development process since it only accommodates vehicular traffic through limited points of access. Using 2015 – 2020 crash data, the street segments with the highest frequencies of KSI crashes were identified and added to the HIN. The result of the HIN identification process was 38 street segments, these segments, which make-up approximately 2.9% of the total (centerline) street network, accounted for 40.7% of the total KSI crashes (32.4% of fatal crashes and 42.9% of serious injury crashes). The following are some additional observations of the HIN:

- 25 (65.8%) of the 38 segments are in the Urban portions of the county.
- 31 (81.6%) segments have posted speeds of 45 mph or greater, with 17 (44.7%) have posted speeds of 55 mph.
- 26 (68.4%) segments have four or more travel lanes,
- 32 (84.2%) segments are classified as Arterial roadways
- 25 (65.8%) segments don't have roadway lighting and 4 segments have significant lighting gaps
- 12 (31.6%) segments have complete sidewalks along both sides of the street
- 7 (18.4%) segments have a dedicated bicycle facility (i.e., bike lane or path)
- 20 (52.6%) segments are located near a school or park
- 27 (71.1%) segments are streets that are maintained by FDOT
- 30.3% of the HIN KSI crashes were Angle/Left Turn crashes
- 12.5% of the HIN KSI crashes were pedestrian/bicycle crashes (9.9% pedestrian crashes)
- 7.6% of the HIN KSI crashes were run-off-road crashes

The figure and table on the following pages show and list the HIN segments. Additional information on each of the HIN segments is provided on the pages following the figure and table.



- High Injury Network
- Municipalities
- Environmental Land

Figure 1: High Injury Network



**Table 1: High Injury Network Segments**

ID	Segment	Length (Miles)	SI Crashes	K Crashes	KSI Crashes	Maintaining Jurisdiction
1	SR 200/College Rd, I-75 to S Pine Ave	3.511	62	5	67	FDOT
2	SR 40/Silver Springs Blvd, 25 <sup>th</sup> Ave to NE 35 <sup>th</sup> Ave	3.432	50	6	56	FDOT
3	SR 40/Silver Springs Blvd, Pine Ave to 25 <sup>th</sup> Ave	2.248	46	8	54	FDOT
4	US 27/301/441/S Pine Ave, SE 17 <sup>th</sup> St to SR 40/Silver Springs Blvd	1.064	47	4	51	FDOT
5	SR 200/College Rd, SE 60 <sup>th</sup> Ave to I-75	3.044	39	11	50	FDOT
6	SR 40, NW 113 <sup>th</sup> Cir to I-75	7.414	39	6	45	FDOT
7	SR 464/SE 17 <sup>th</sup> St, S Pine Ave to SE 25 <sup>th</sup> Ave	2.234	42	3	45	FDOT
8	SE Hwy 42, S Hwy 25 to County Line	17.523	24	12	36	Marion County
9	US 441, NE 35 <sup>th</sup> St to N of 77 <sup>th</sup> St	3.153	29	5	34	FDOT
10	SR 464/Maircamp Rd, SE 58 <sup>th</sup> Ave to Emerald Rd	4.145	30	3	33	FDOT
11	US 27/Blitchton Rd, W of NW 60 <sup>th</sup> Ave to NW 34 <sup>th</sup> Ave	2.718	25	7	32	FDOT
12	SR 40/Silver Springs Blvd, I-75 to NW Martin L King Ave	1.941	30	2	32	FDOT
13	SR 464/Maircamp Rd, SE 25 <sup>th</sup> Ave to SE 58 <sup>th</sup> Ave	3.742	26	5	31	FDOT
14	US 27/301/441/S Pine Ave, SE 32 <sup>nd</sup> St to SE 17 <sup>th</sup> St	1.214	27	3	30	FDOT
15	SR 200/College Rd, SE Hwy 484 to SW 80 <sup>th</sup> Ave	2.838	23	5	28	FDOT
16	SR 464/SW 17 <sup>th</sup> St, SR 200/College Rd to S Pine Ave	1.228	26	1	27	FDOT
17	SR 326/NE 70 <sup>th</sup> St, US 441 to NE 36 <sup>th</sup> Avenue Rd	4.823	20	6	26	FDOT
18	US 27/301/441/N Pine Ave, SR 40/Silver Springs Blvd to NW 10 <sup>th</sup> St	0.698	25	1	26	FDOT
19	SE Hwy 42, US 441 to S Hwy 25	3.814	17	8	25	Marion County
20	SE Hwy 484/SE 132 <sup>nd</sup> Street Rd, SE 36 <sup>th</sup> Ave to US 301	2.572	17	7	24	Marion County
21	US 27/301/441/S Pine Ave, SE 92 <sup>nd</sup> Place Rd to SE 52 <sup>nd</sup> St	3.664	17	7	24	FDOT
22	US 301, S of 151 <sup>st</sup> St to SE 132 Street Rd	2.076	16	7	23	FDOT
23	US 441, Marion/Sumter County Line to SE Hwy 42	2.025	19	4	23	FDOT
24	SR 40, S Hwy 314A to 196 <sup>th</sup> Ter	4.265	15	7	22	FDOT
25	NE 35 <sup>th</sup> St, US 441 to NE 36 <sup>th</sup> Ave	3.650	20	2	22	Marion County
26	US 27/301/441/SE Abshier Blvd, SE 62 <sup>nd</sup> Ave to SE 92 <sup>nd</sup> Place Rd	3.135	16	5	21	FDOT
27	SR 200/College Rd, SW 80 <sup>th</sup> Ave to SW 60 <sup>th</sup> Ave	3.075	18	3	21	FDOT
28	US 41/Williams St, Marion/Citrus County Line to SR 40	4.825	17	3	20	FDOT
29	SW Hwy 484, SW 104 <sup>th</sup> Ave to SR 200/College Rd	4.174	15	3	18	Marion County
30	SW 27 <sup>th</sup> Ave, SW 42 <sup>nd</sup> St to SR 200/College Rd	1.382	17	0	17	Ocala
31	US 27/301/441/S Pine Ave, SE 52 <sup>nd</sup> St to SE 32 <sup>nd</sup> St	2.050	11	5	16	FDOT
32	NE 25 <sup>th</sup> Ave, NE 14 <sup>th</sup> St to NE 35 <sup>th</sup> St	1.601	15	1	16	Ocala
33	SR 40/Silver Springs Blvd, NE 35 <sup>th</sup> Ave to E Hwy 326	1.516	11	2	13	FDOT
34	20 <sup>th</sup> St/Jacksonville Rd/Hwy 200A and NE 24 <sup>th</sup> St, US 441/301/N Pine Ave to NE 10 <sup>th</sup> Ct	1.079	9	3	12	Marion County/Ocala
35	US 441, NW 214 <sup>th</sup> Ln to NW 230 <sup>th</sup> St	2.132	9	2	11	FDOT
36	NE 28 <sup>th</sup> St, US 441/301/N Pine Ave to Jacksonville Rd	1.131	8	2	10	Ocala
37	SW 32 <sup>nd</sup> St, SW 7 <sup>th</sup> Ave to SE Lake Weir Ave	1.537	10	0	10	Ocala
38	NW 7 <sup>th</sup> St, NW Old Blitchton Rd to NW 6 <sup>th</sup> Ter	0.734	8	0	8	Ocala





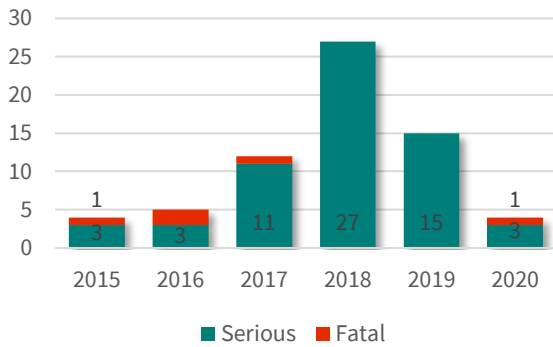
## 1. SR 200/College Rd, I-75 to S Pine Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.511	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45	6	22,000 – 42,500
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes (Gaps)	No	Yes

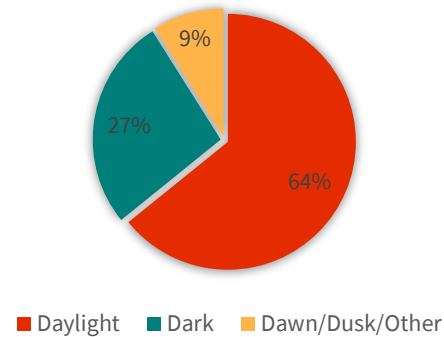
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
67	5	5	62	73

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Rear End	23	34.3%	0	0%	23	37.1%
Angle/Left Turn	21	31.3%	1	20%	20	32.3%
Unknown	8	11.9%	0	0%	8	12.9%
Other	7	10.4%	2	40%	5	8.1%
Head On	3	4.5%	0	0%	3	4.8%
Off Road	2	3%	1	20%	1	1.6%
Bicycle/Pedestrian	1	1.5%	0	0%	1	1.6%
Sideswipe	1	1.5%	0	0%	1	1.6%
Rollover	1	1.5%	1	20%	0	0%
<b>Total</b>	<b>67</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>62</b>	<b>100%</b>

# High Injury Network

  
**COMMITMENT  
TO ZERO**



An Action Plan  for Safer Streets in Ocala Marion

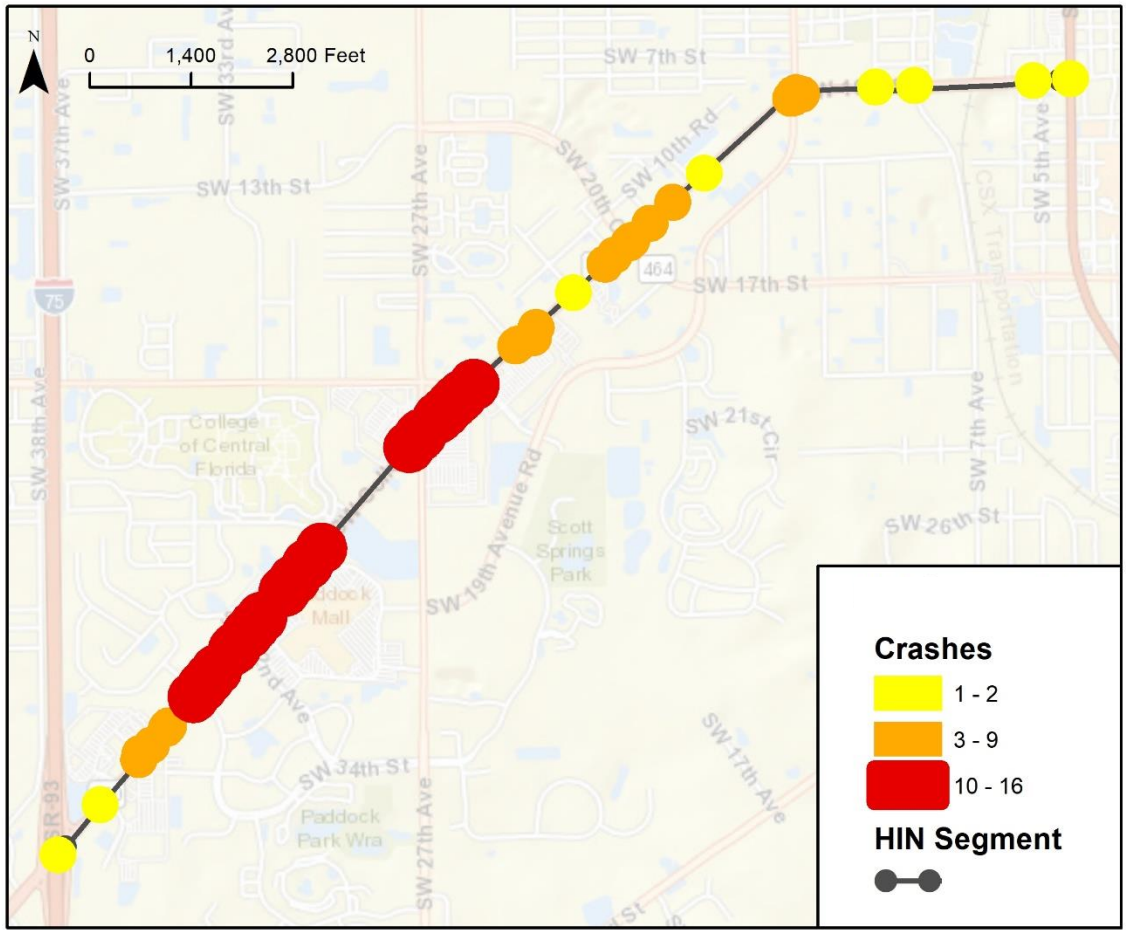


Image Source: Google Streetview



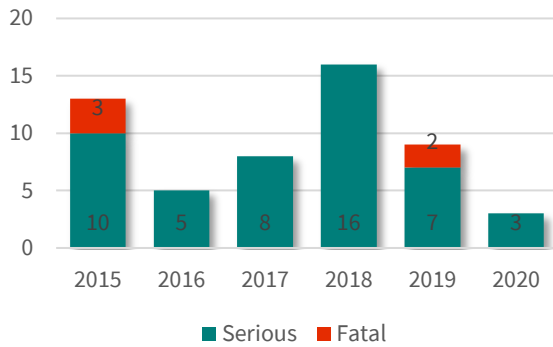
## 2. SR 40/Silver Springs Blvd, 25th Ave to NE 36th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.432	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45	4	24,500
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	No	Yes

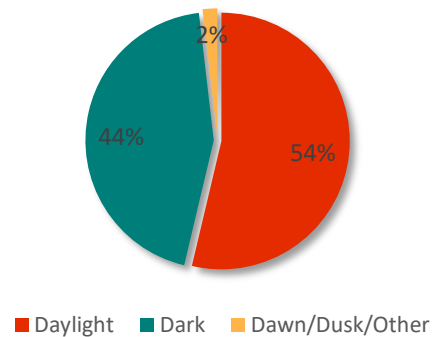
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
54	5	5	49	52

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	19	35.2%	1	20%	18	36.7%
Rear End	13	24.1%	0	0%	13	26.5%
Bicycle/Pedestrian	11	20.4%	3	60%	8	16.3%
Other	6	11.1%	0	0%	6	12.2%
Off Road	2	3.7%	1	20%	1	2%
Rollover	2	3.7%	0	0%	2	4.1%
Sideswipe	1	1.9%	0	0%	1	2%
<b>Total</b>	<b>54</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>49</b>	<b>100%</b>

# High Injury Network

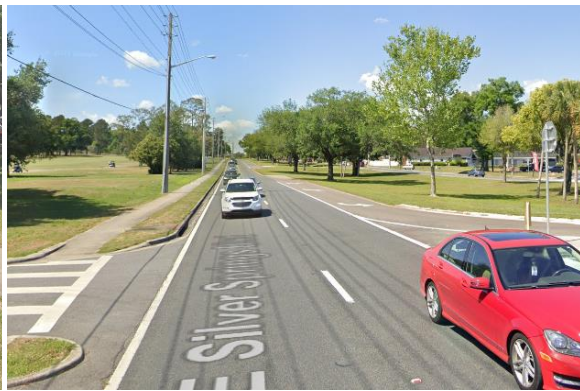
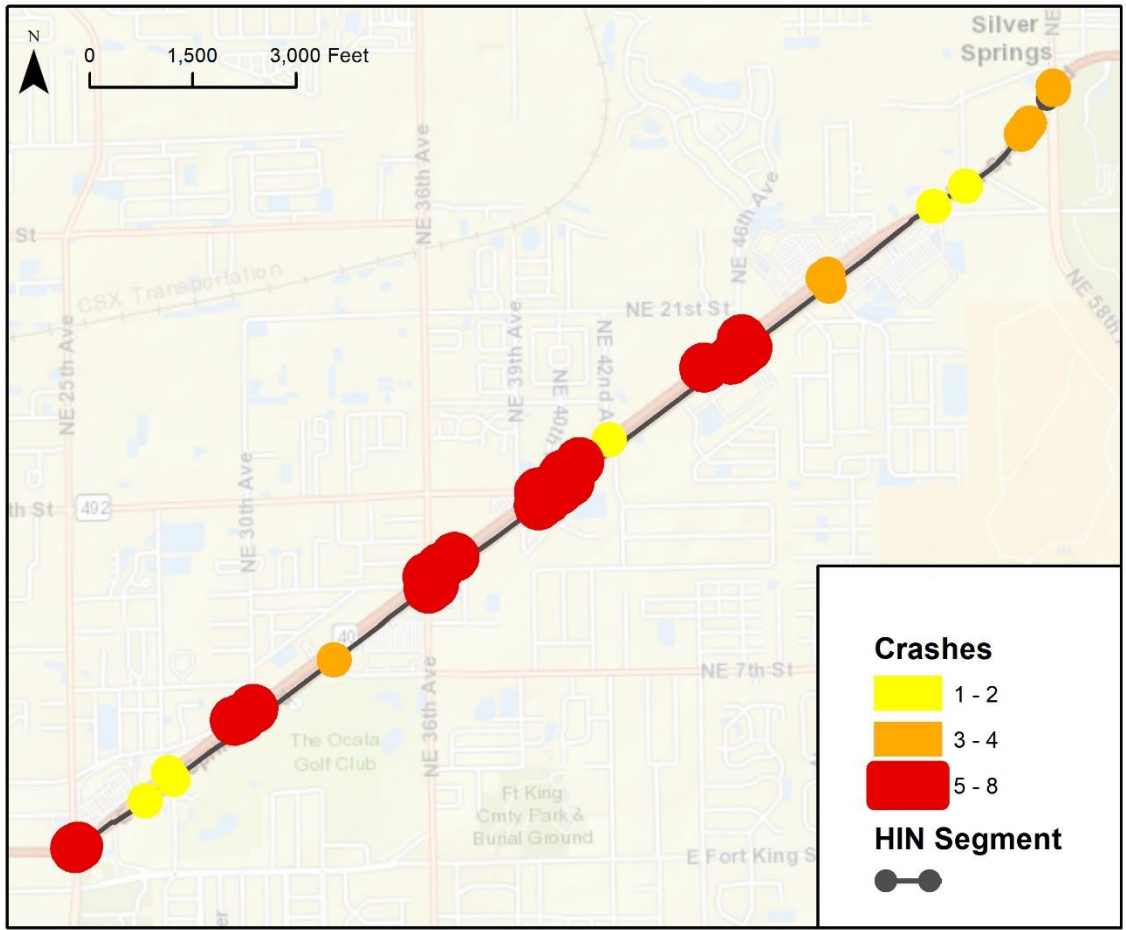


Image Source: Google Streetview





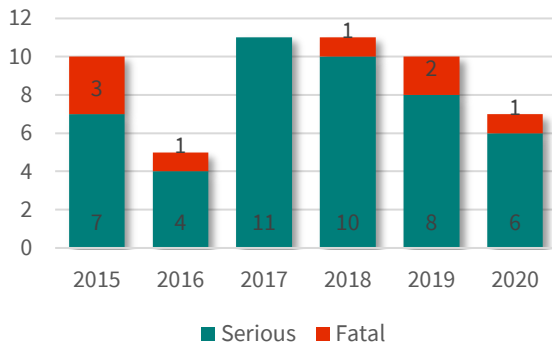
### 3. SR 40/Silver Springs Blvd, Pine Ave to 25th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.248	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
30 - 40	4	27,000 - 31,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	No	Yes

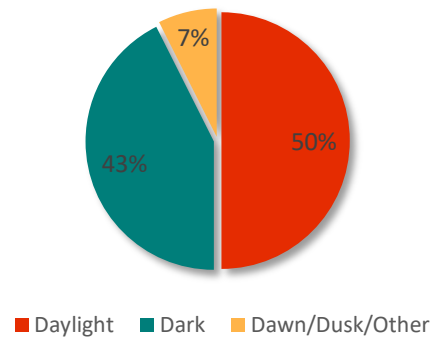
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
54	8	9	46	58

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	19	35.2%	4	50%	15	32.6%
Bicycle/Pedestrian	10	18.5%	1	12.5%	9	19.6%
Rear End	9	16.7%	0	0%	9	19.6%
Other	7	13%	1	12.5%	6	13%
Off Road	4	7.4%	1	12.5%	3	6.5%
Unknown	2	3.7%	0	0%	2	4.3%
Head On	1	1.9%	0	0%	1	2.2%
Sideswipe	1	1.9%	0	0%	1	2.2%
Right Turn	1	1.9%	1	12.5%	0	0%
<b>Total</b>	<b>54</b>	<b>100%</b>	<b>8</b>	<b>100%</b>	<b>46</b>	<b>100%</b>

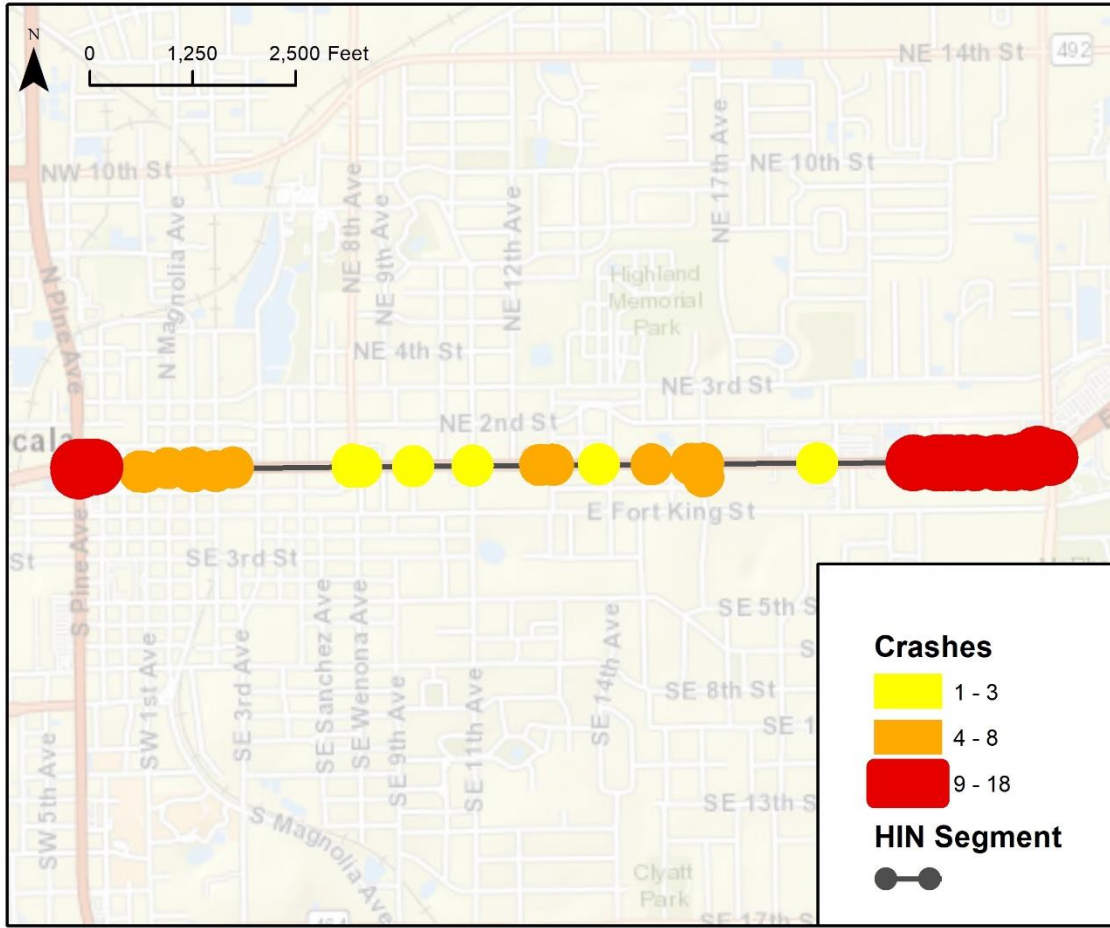


Image Source: Google Streetview

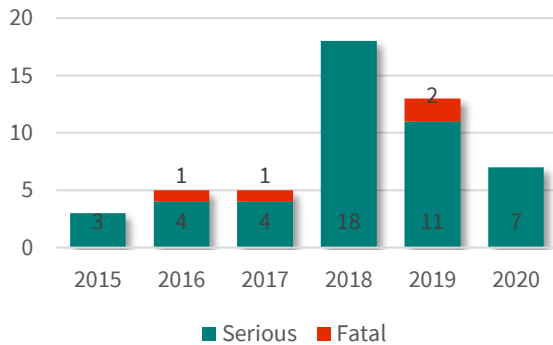
## 4. US 27/301/441/S Pine Ave, SE 17th St to SR 40/Silver Springs Blvd

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.064	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35	6	26,000 - 34,500
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	No	Yes

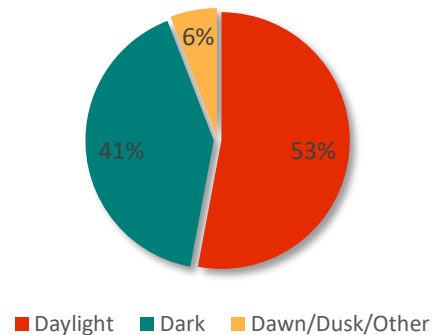
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
51	4	4	47	55

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	23	45.1%	1	25%	22	46.8%
Rear End	12	23.5%	0	0%	12	25.5%
Bicycle/Pedestrian	7	13.7%	2	50%	5	10.6%
Other	4	7.8%	1	25%	3	6.4%
Off Road	2	3.9%	0	0%	2	4.3%
Head On	1	2%	0	0%	1	2.1%
Right Turn	1	2%	0	0%	1	2.1%
Unknown	1	2%	0	0%	1	2.1%
<b>Total</b>	<b>51</b>	<b>100%</b>	<b>4</b>	<b>100%</b>	<b>47</b>	<b>100%</b>

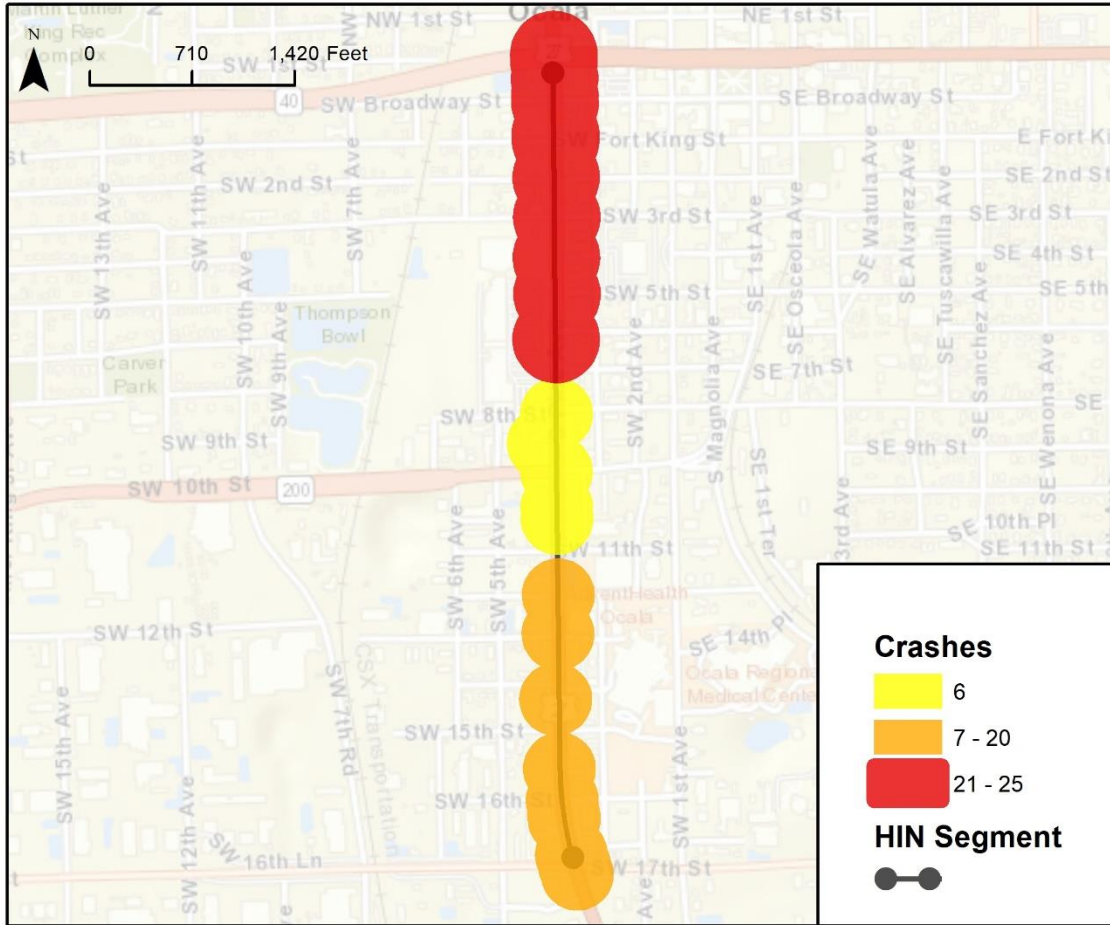


Image Source: Google Streetview



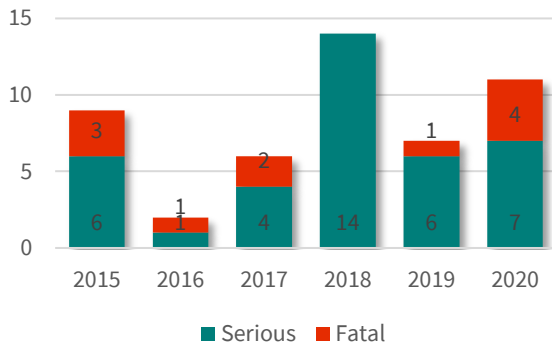
## 5. SR 200/College Rd, SE 60th Ave to I-75

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.044	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45 - 50	6	41,000 - 49,900
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	Yes	No

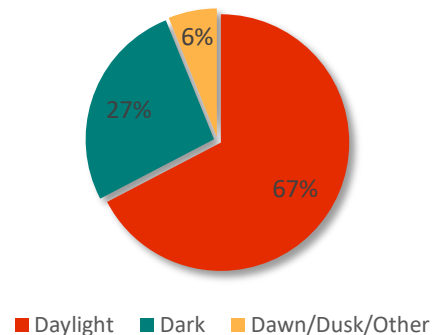
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
49	11	11	38	52

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	24	49%	0	0%	24	63.2%
Bicycle/Pedestrian	11	22.4%	7	63.6%	4	10.5%
Angle/Left Turn	5	10.2%	1	9.1%	4	10.5%
Other	4	8.2%	1	9.1%	3	7.9%
Sideswipe	2	4.1%	0	0%	2	5.3%
Rollover	2	4.1%	1	9.1%	1	2.6%
Unknown	1	2%	1	9.1%	0	0%
<b>Total</b>	<b>49</b>	<b>100%</b>	<b>11</b>	<b>100%</b>	<b>38</b>	<b>100%</b>

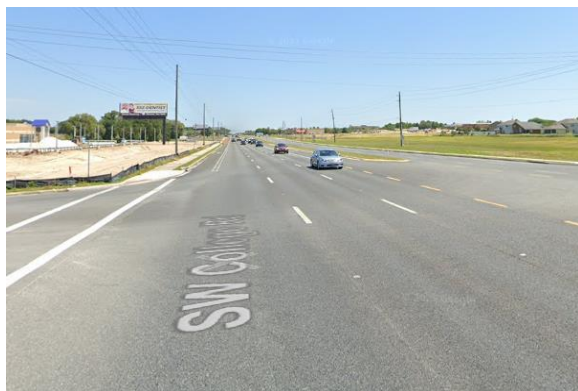
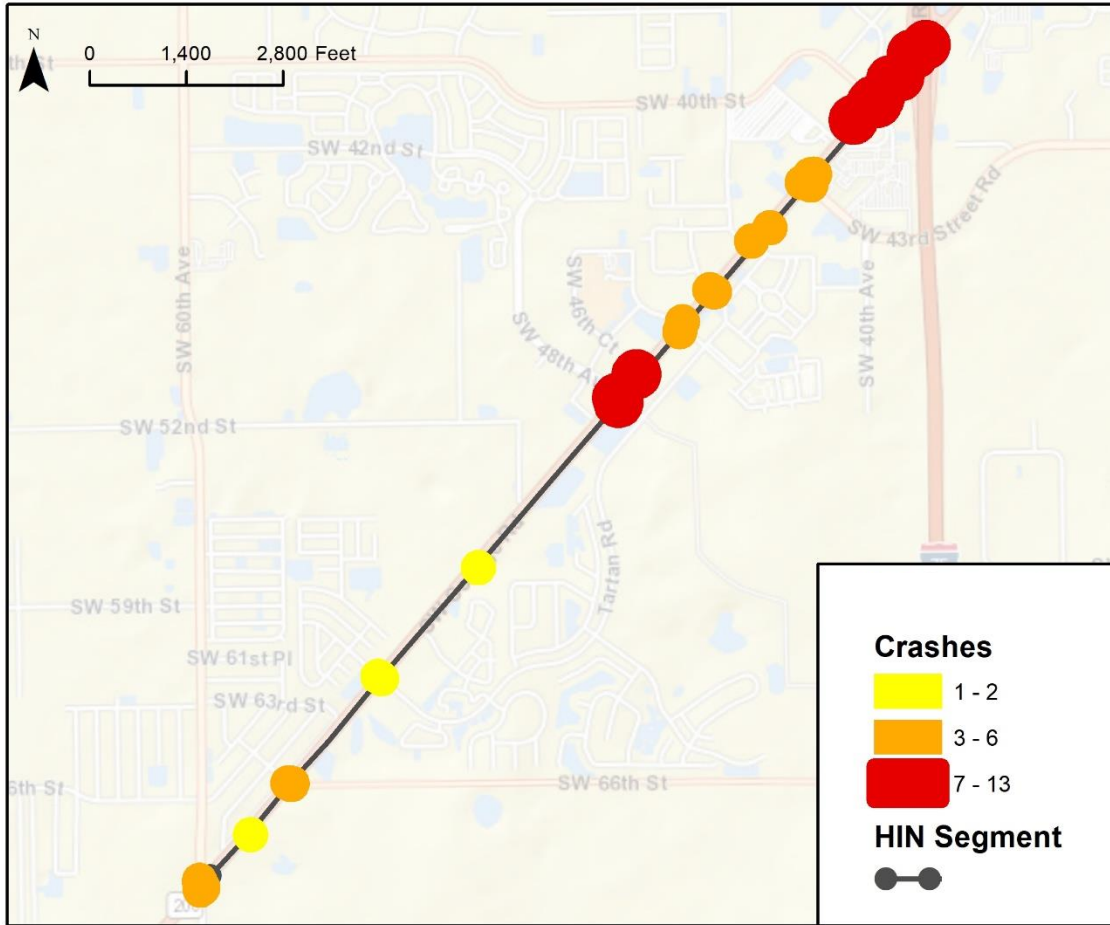


Image Source: Google Streetview

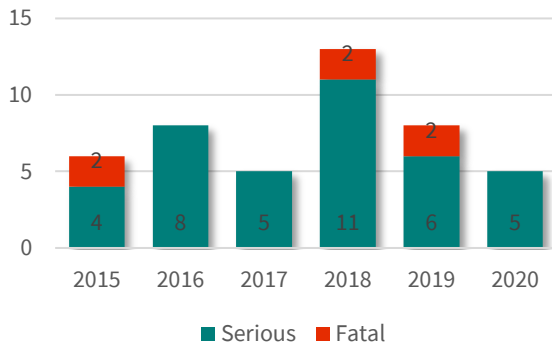
## 6. SR 40, NW 113th Cir to I-75

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	7.414	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
50	4	21,700 - 30,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	Yes	No

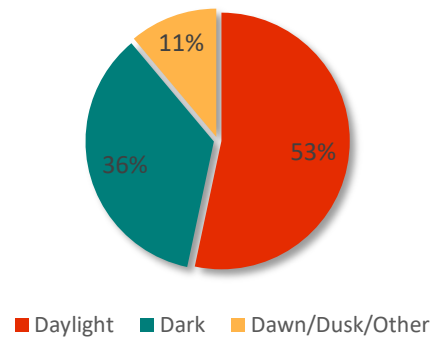
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
45	6	6	39	46

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	13	28.9%	1	16.7%	12	30.8%
Rear End	13	28.9%	2	33.3%	11	28.2%
Other	7	15.6%	2	33.3%	5	12.8%
Bicycle/Pedestrian	5	11.1%	1	16.7%	4	10.3%
Rollover	2	4.4%	0	0%	2	5.1%
Head On	1	2.2%	0	0%	1	2.6%
Unknown	1	2.2%	0	0%	1	2.6%
Off Road	1	2.2%	0	0%	1	2.6%
Sideswipe	1	2.2%	0	0%	1	2.6%
Right Turn	1	2.2%	0	0%	1	2.6%
<b>Total</b>	<b>45</b>	<b>100%</b>	<b>6</b>	<b>100%</b>	<b>39</b>	<b>100%</b>





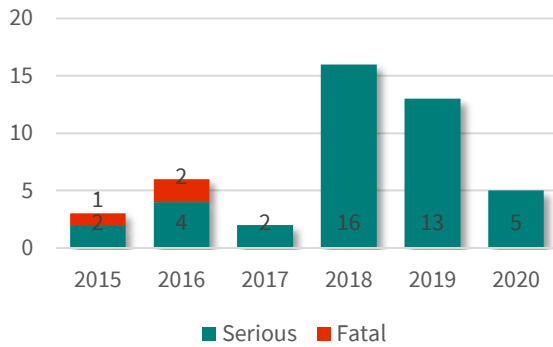
## 7. SR 464/SE 17th St, S Pine Ave to SE 25th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.234	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
40 - 50	4	29,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes (Gaps)	No	Yes (Gaps)

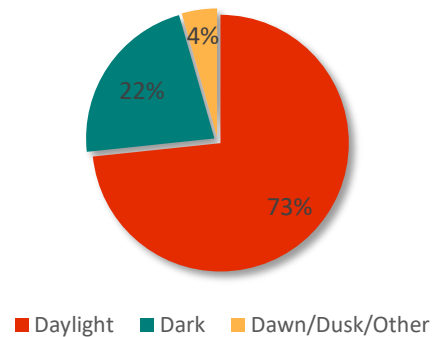
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
45	3	4	42	55

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	18	40%	0	0%	18	42.9%
Rear End	16	35.6%	1	33.3%	15	35.7%
Other	4	8.9%	0	0%	4	9.5%
Bicycle/Pedestrian	3	6.7%	1	33.3%	2	4.8%
Head On	2	4.4%	1	33.3%	1	2.4%
Unknown	1	2.2%	0	0%	1	2.4%
Rollover	1	2.2%	0	0%	1	2.4%
<b>Total</b>	<b>45</b>	<b>100%</b>	<b>3</b>	<b>100%</b>	<b>42</b>	<b>100%</b>

# High Injury Network

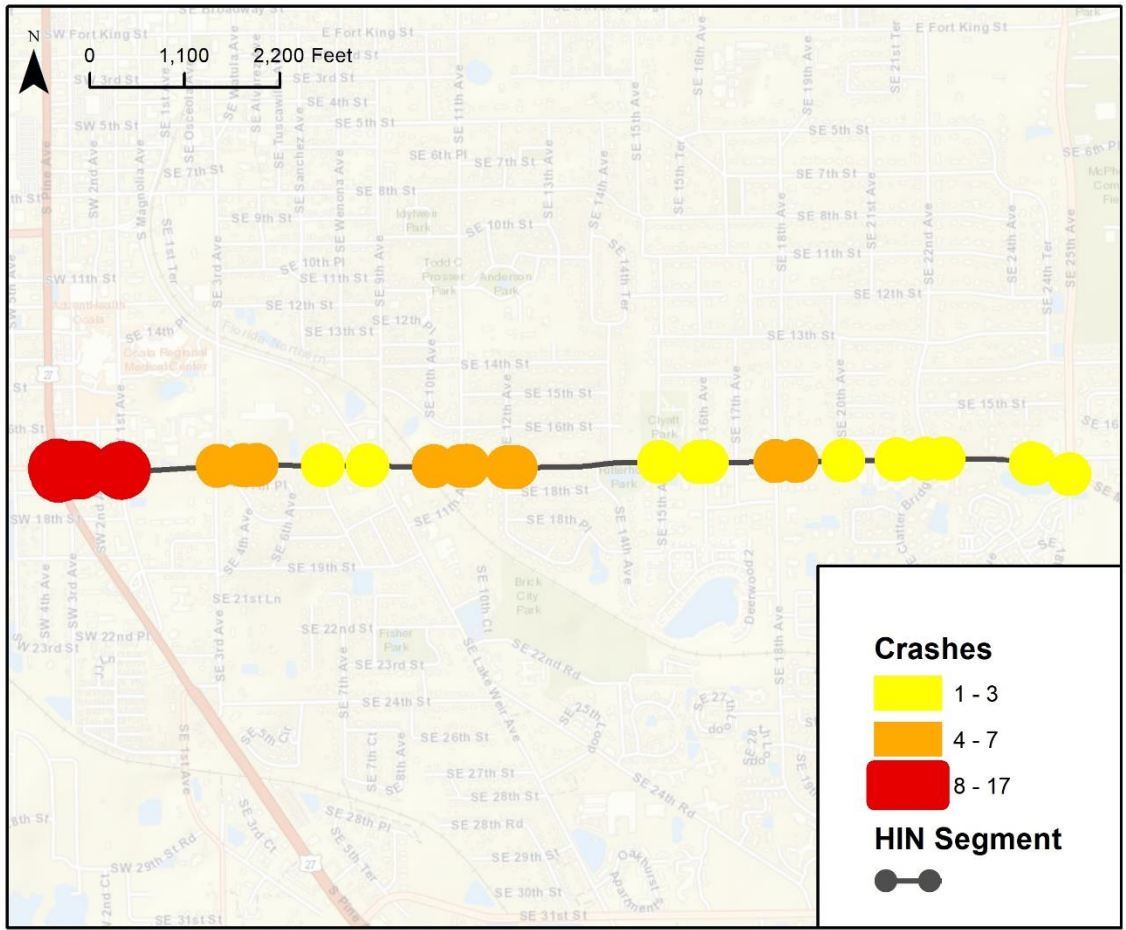


Image Source: Google Streetview



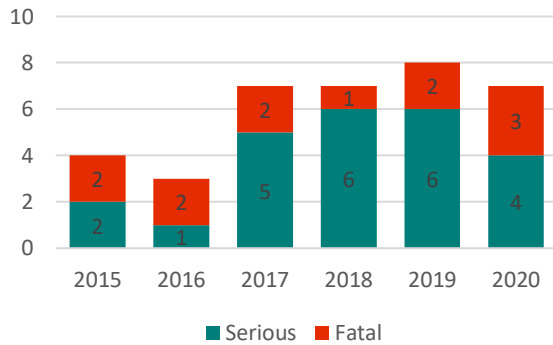
## 8. SE Hwy 42, S Hwy 25 to County Line

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	17.523	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	2	4,100 – 10,600
Functional Class	Within Equity Area	Near School, Park, etc.
Collector	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

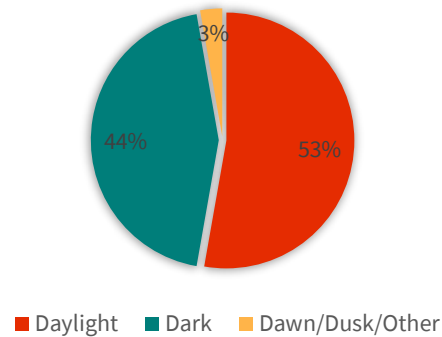
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
36	12	12	24	29

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Off Road	14	38.9%	5	41.7%	9	37.5%
Angle/Left Turn	6	16.7%	0	0.0%	6	25.0%
Head On	4	11.1%	3	25.0%	1	4.2%
Rear End	4	11.1%	0	0.0%	4	16.7%
Rollover	4	11.1%	2	16.7%	2	8.3%
Other	2	5.6%	1	8.3%	1	4.2%
Pedestrian	1	2.8%	1	8.3%	0	0.0%
Sideswipe	1	2.8%	0	0.0%	1	4.2%
<b>Total</b>	<b>36</b>	<b>100%</b>	<b>12</b>	<b>100%</b>	<b>24</b>	<b>100%</b>

# High Injury Network

COMMITMENT  
TO ZERO

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

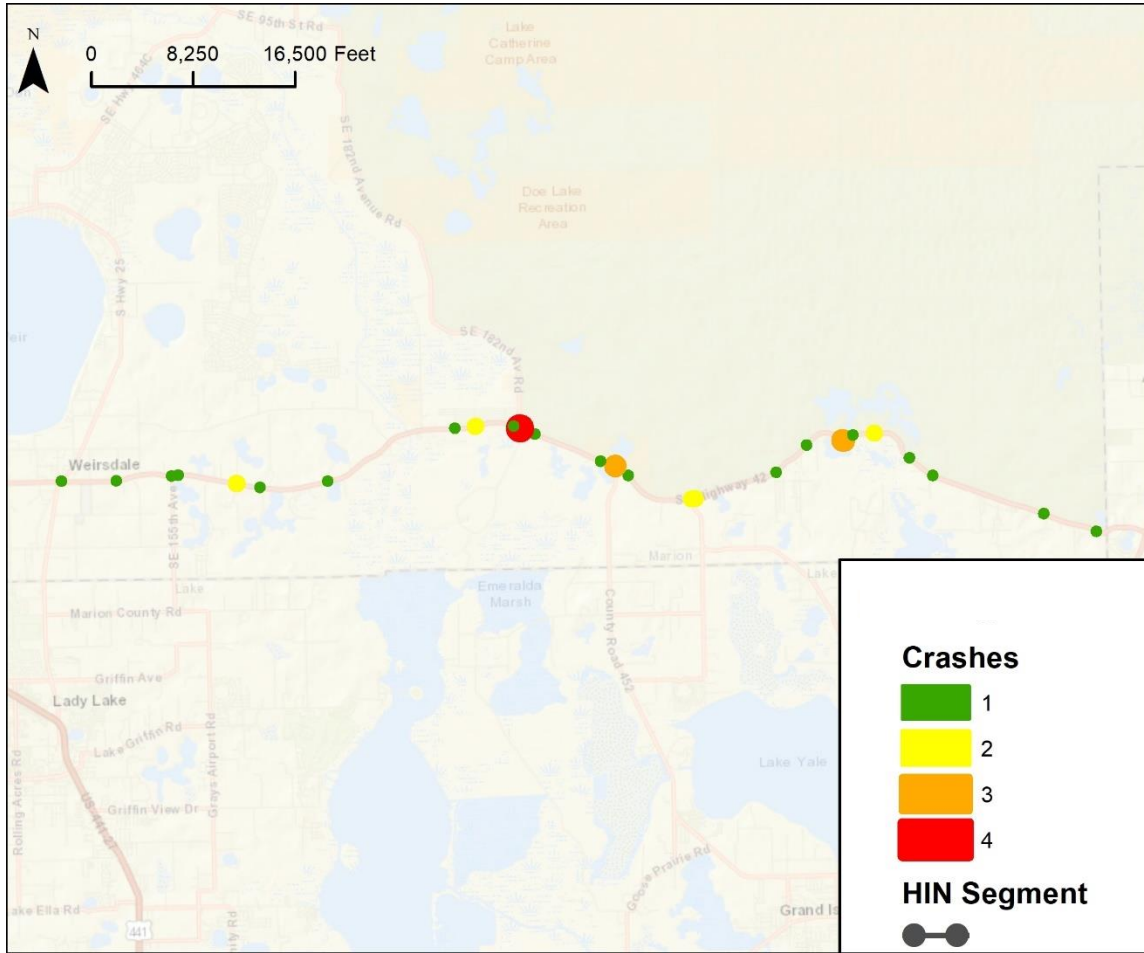


Image Source: Google Streetview



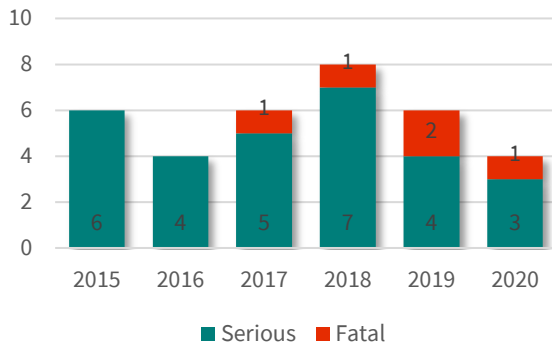
## 9. US 441, NE 35th St to N. of 77th St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.153	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	4	16,300 - 22,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

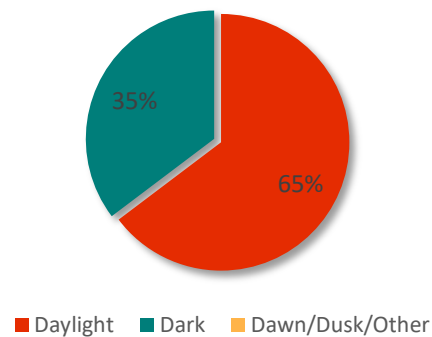
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
34	5	5	29	42

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Rear End	12	35.3%	1	20%	11	37.9%
Angle/Left Turn	10	29.4%	1	20%	9	31%
Bicycle/Pedestrian	4	11.8%	2	40%	2	6.9%
Unknown	2	5.9%	0	0%	2	6.9%
Off Road	2	5.9%	0	0%	2	6.9%
Head On	1	2.9%	0	0%	1	3.4%
Other	1	2.9%	0	0%	1	3.4%
Right Turn	1	2.9%	1	20%	0	0%
Rollover	1	2.9%	0	0%	1	3.4%
<b>Total</b>	<b>34</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>29</b>	<b>100%</b>

# High Injury Network

  
**COMMITMENT  
TO ZERO**

An Action Plan  for Safer Streets in Ocala Marion

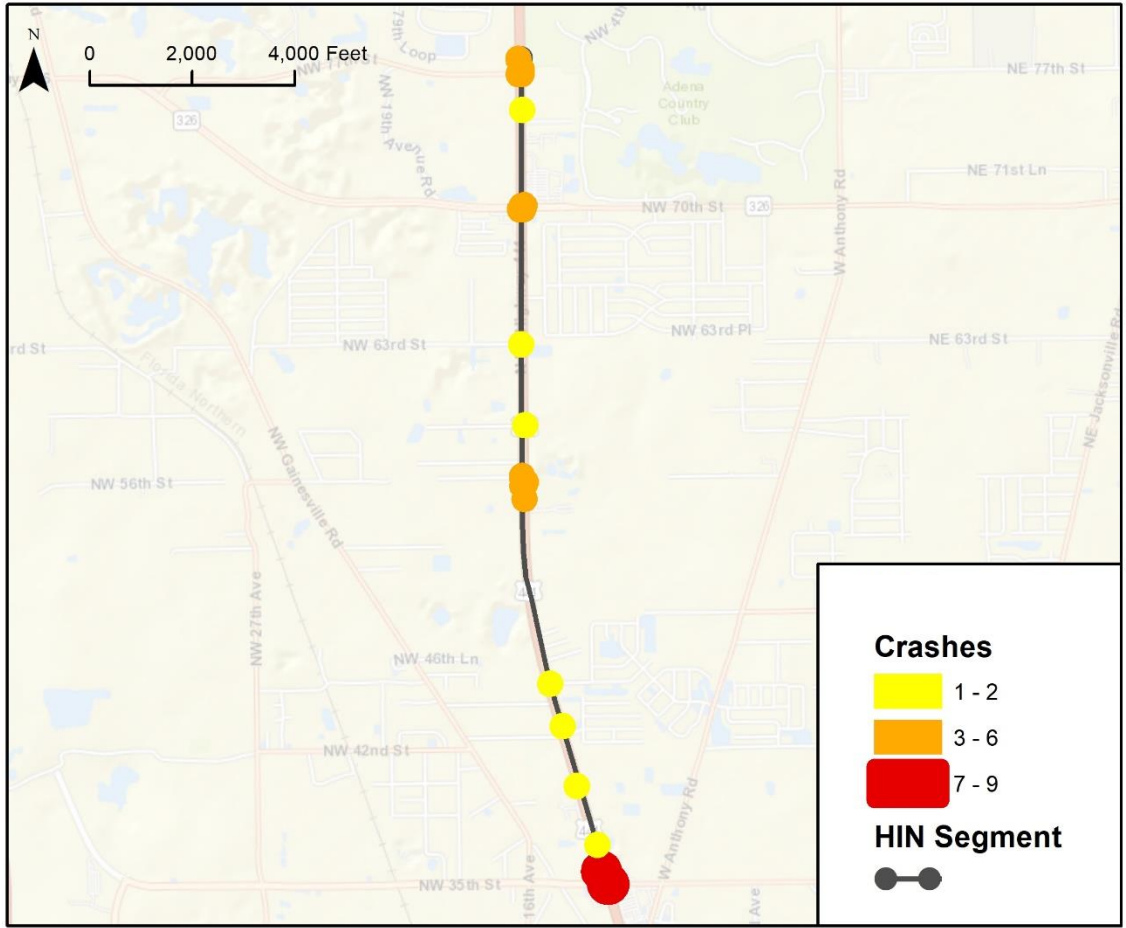


Image Source: Google Streetview

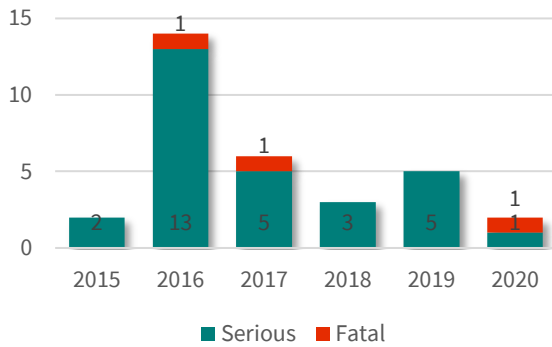
## 10. SR 464/Maircamp Rd, SE 58th Ave to Emerald Rd

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	4.145	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
50	4	35,900
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes (Gaps)	No	No

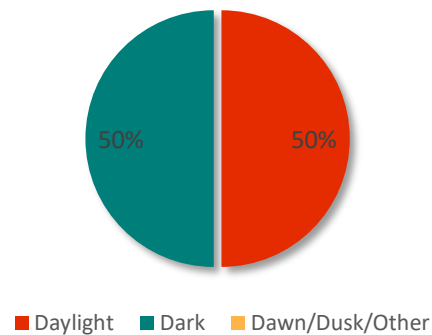
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
32	3	3	29	34

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	15	46.9%	1	33.3%	14	48.3%
Rear End	10	31.3%	0	0%	10	34.5%
Bicycle/Pedestrian	3	9.4%	1	33.3%	2	6.9%
Rollover	3	9.4%	1	33.3%	2	6.9%
Off Road	1	3.1%	0	0%	1	3.4%
<b>Total</b>	<b>32</b>	<b>100%</b>	<b>3</b>	<b>100%</b>	<b>29</b>	<b>100%</b>

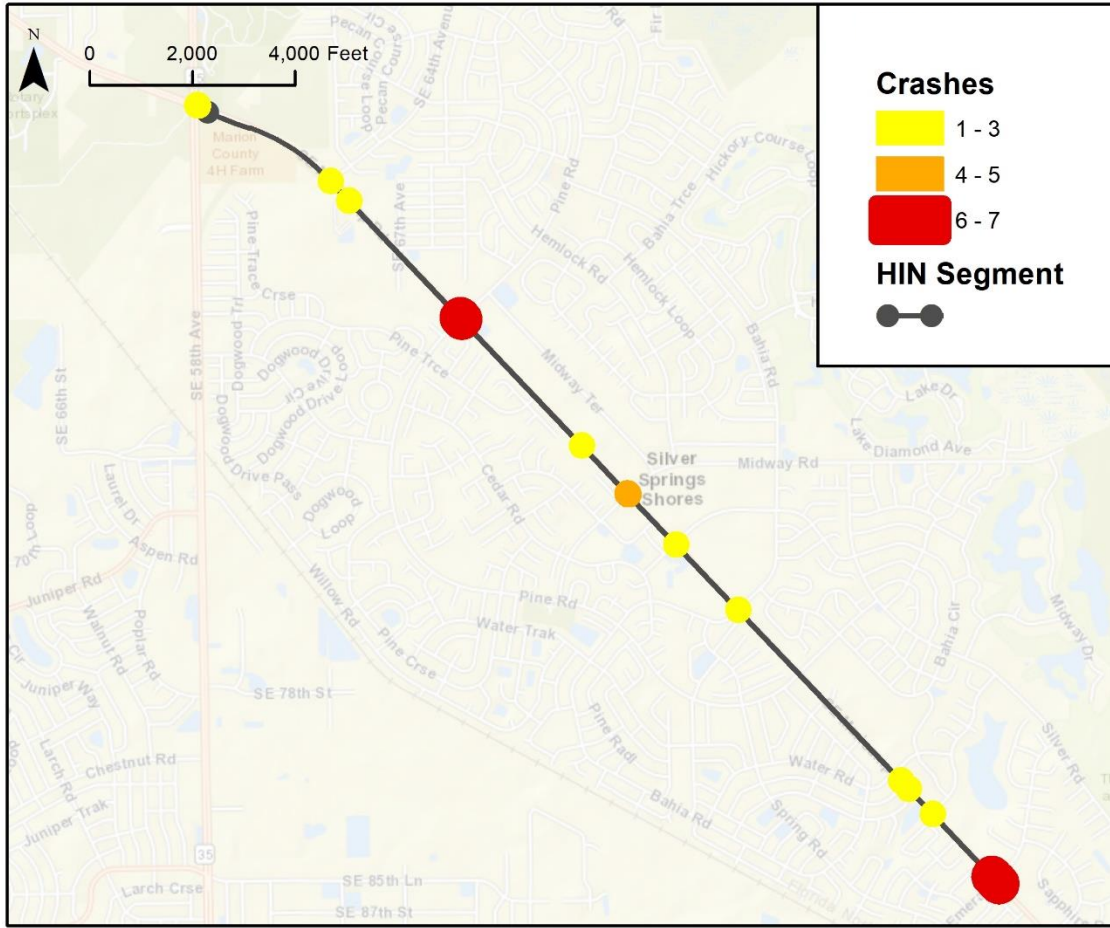


Image Source: Google Streetview





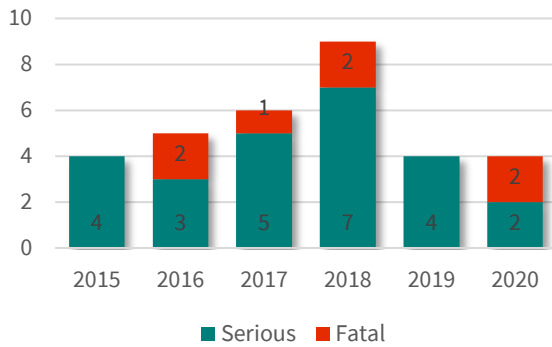
## 11. US 27/Blitchton Rd, W. of NW 60th Ave to NW 34th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.718	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45-55	4	21,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes (Gaps)	Yes	No

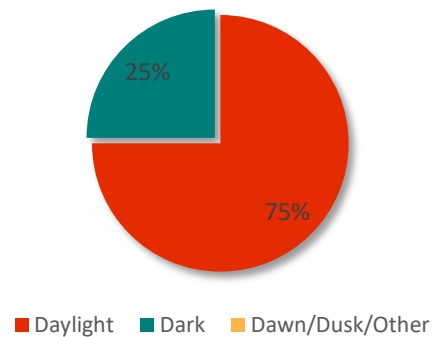
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
32	7	7	25	26

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Rear End	10	31.3%	2	28.6%	8	32%
Angle/Left Turn	6	18.8%	0	0%	6	24%
Bicycle/Pedestrian	4	12.5%	2	28.6%	2	8%
Off Road	4	12.5%	1	14.3%	3	12%
Other	3	9.4%	0	0%	3	12%
Rollover	3	9.4%	1	14.3%	2	8%
Head On	1	3.1%	1	14.3%	0	0%
Sideswipe	1	3.1%	0	0%	1	4%
<b>Total</b>	<b>32</b>	<b>100%</b>	<b>7</b>	<b>100%</b>	<b>25</b>	<b>100%</b>

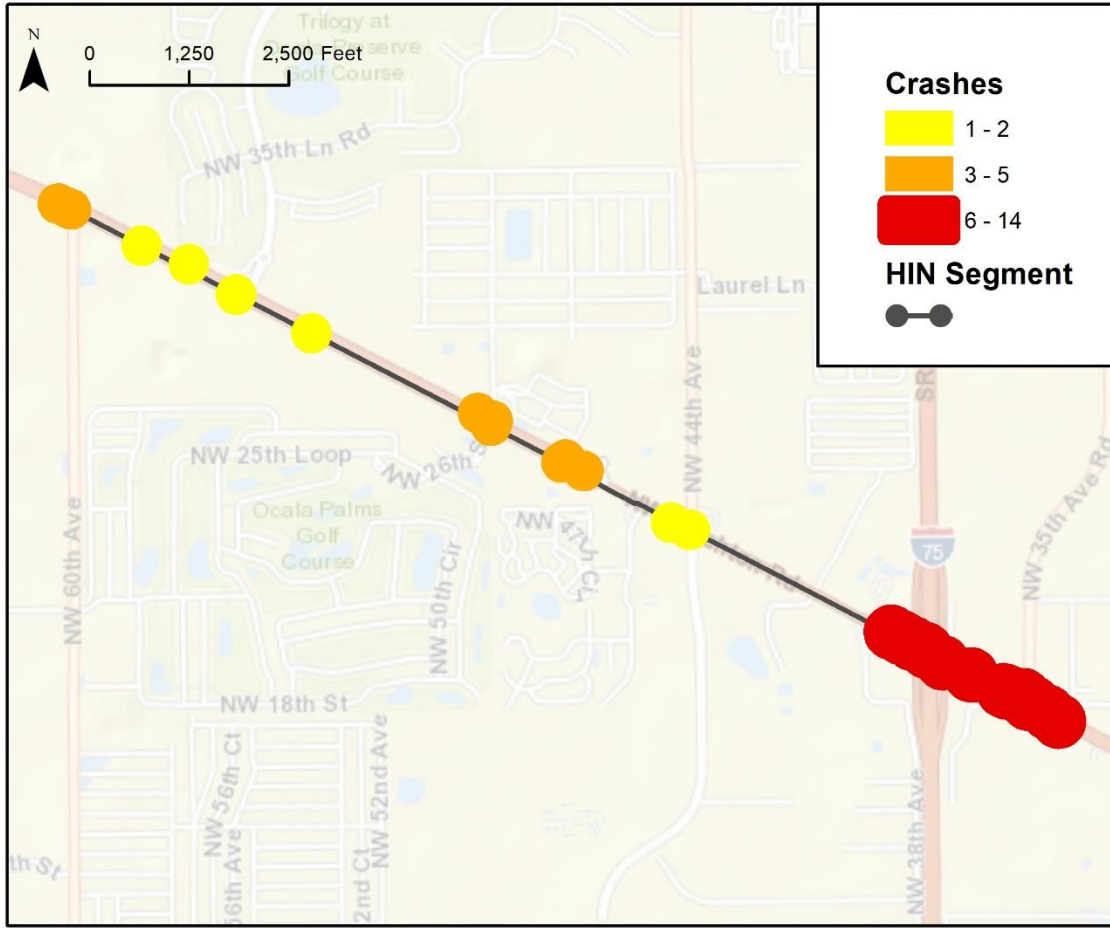


Image Source: Google Streetview

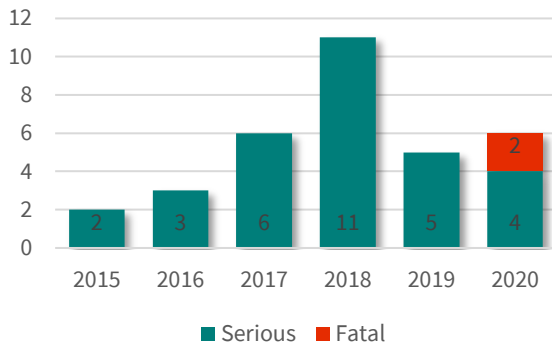
## 12. SR 40/Silver Springs Blvd, I-75 to NW Martin L King Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.941	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45	4	23,000 - 33,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	No	Yes

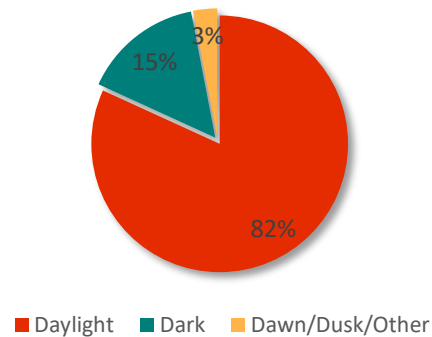
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
33	2	2	31	34

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	12	36.4%	1	50%	11	35.5%
Rear End	12	36.4%	0	0%	12	38.7%
Other	4	12.1%	0	0%	4	12.9%
Bicycle/Pedestrian	3	9.1%	1	50%	2	6.5%
Head On	1	3%	0	0%	1	3.2%
Unknown	1	3%	0	0%	1	3.2%
<b>Total</b>	<b>33</b>	<b>100%</b>	<b>2</b>	<b>100%</b>	<b>31</b>	<b>100%</b>

# High Injury Network

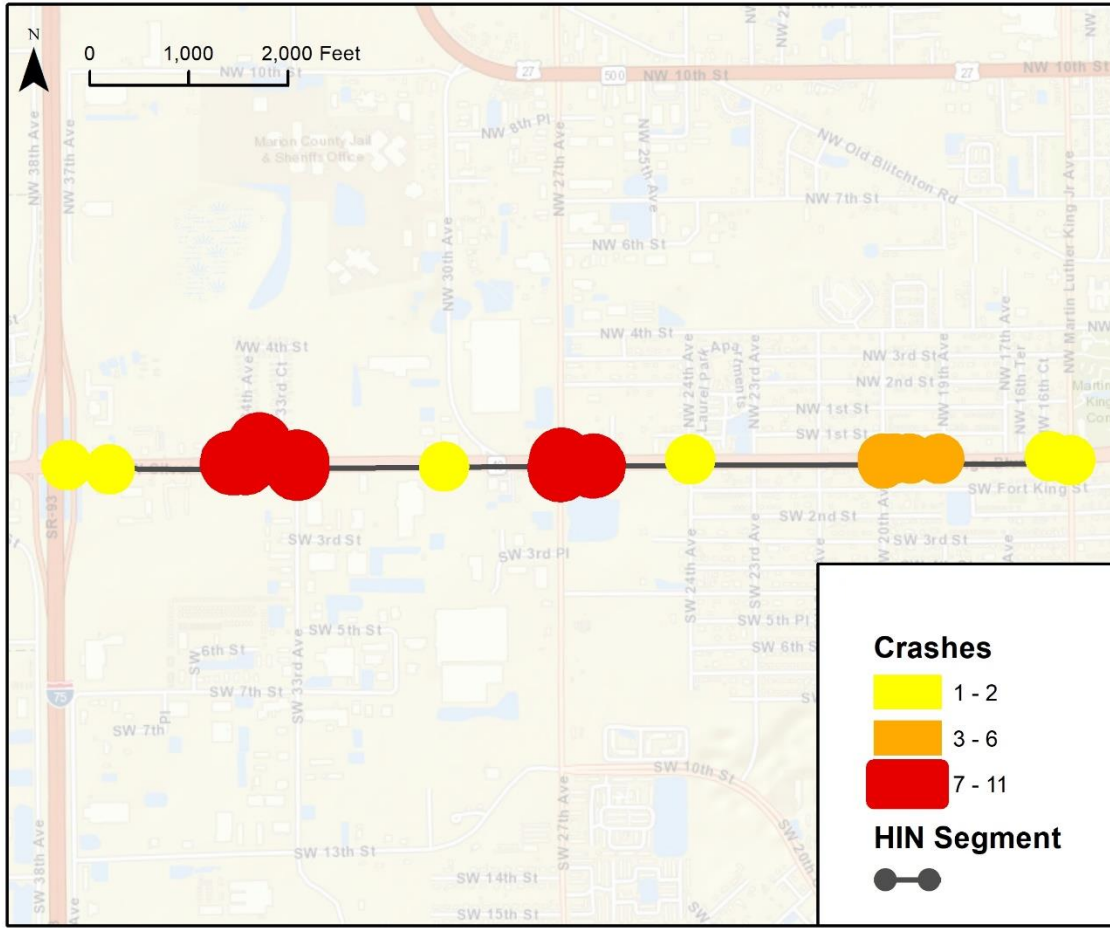


Image Source: Google Streetview



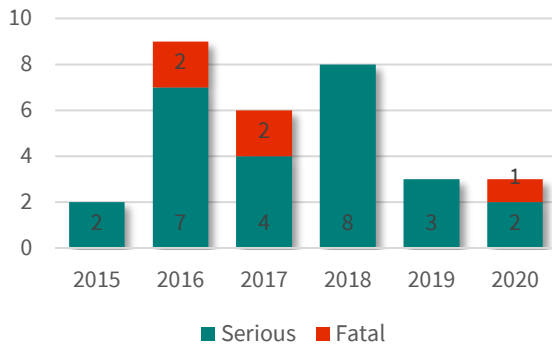
## 13. SR 464/Maircamp Rd, SE 25th Ave to SE 58th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.941	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45	4	23,000 - 33,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	No	Yes

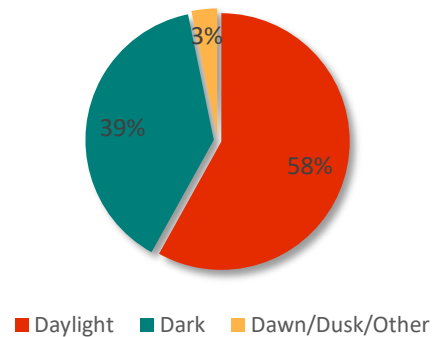
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
33	2	2	31	34

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Rear End	13	41.9%	1	20%	12	46.2%
Angle/Left Turn	5	16.1%	0	0%	5	19.2%
Other	4	12.9%	2	40%	2	7.7%
Bicycle/Pedestrian	4	12.9%	1	20%	3	11.5%
Off Road	2	6.5%	0	0%	2	7.7%
Rollover	2	6.5%	1	20%	1	3.8%
Head On	1	3.2%	0	0%	1	3.8%
<b>Total</b>	<b>31</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>26</b>	<b>100%</b>

# High Injury Network

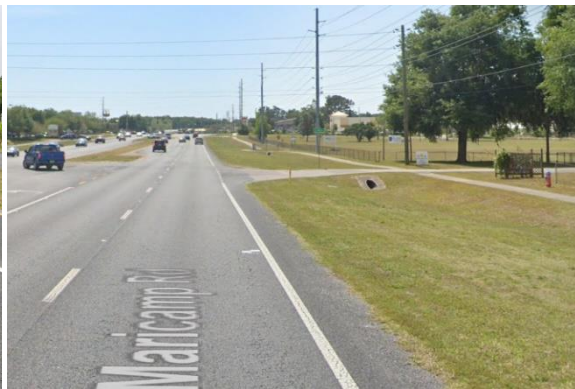
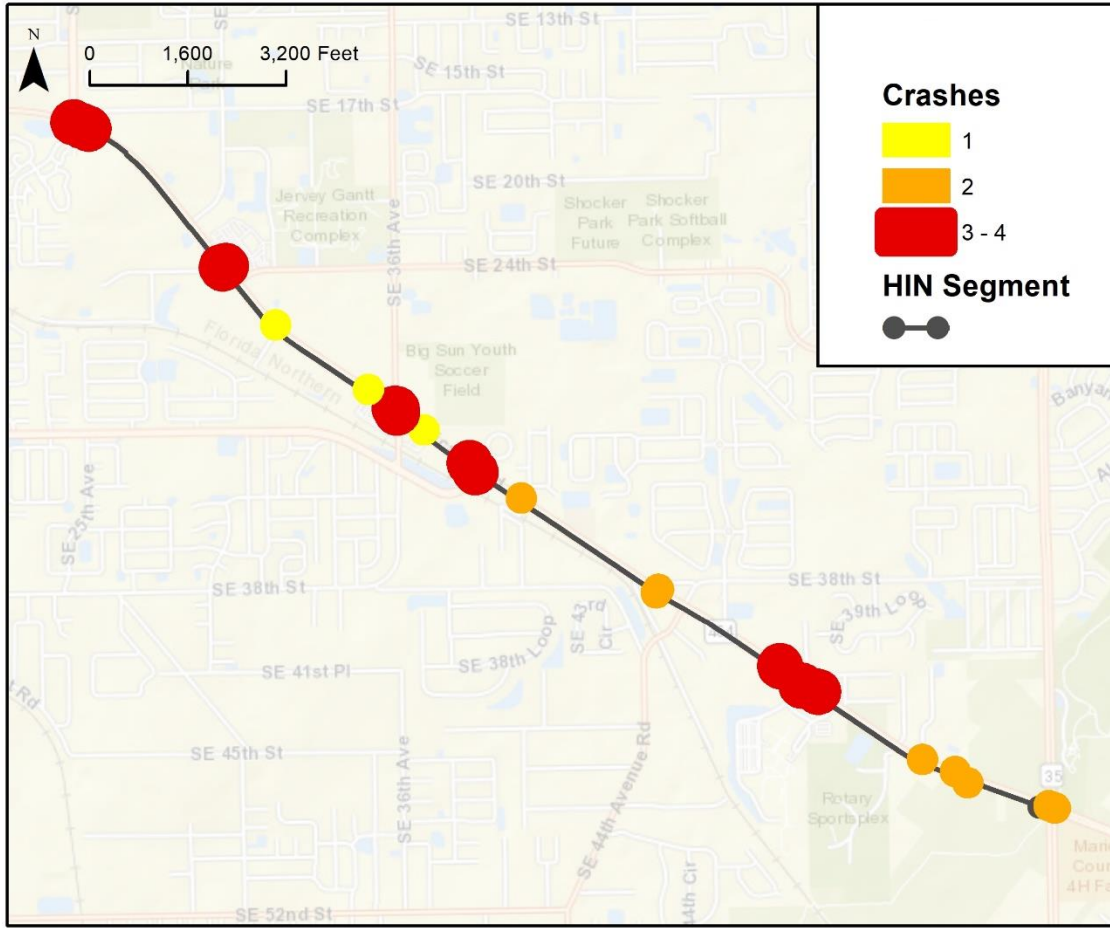


Image Source: Google Streetview

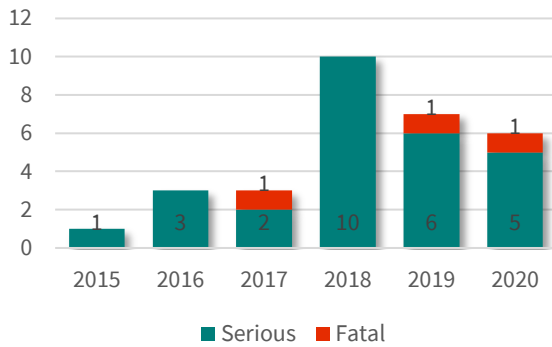
## 14. US 27/301/441/S Pine Ave, SE 32nd St to SE 17th St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.214	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35 - 50	4 to 6	25,500 - 30,300
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	No	Yes

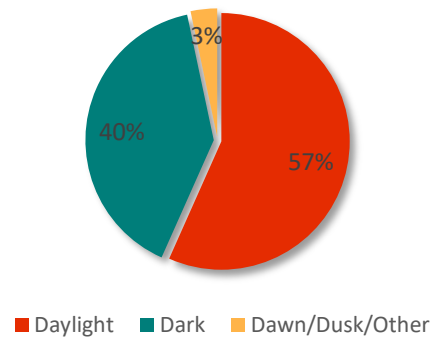
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
30	3	3	27	32

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	14	46.7%	0	0%	14	51.9%
Rear End	7	23.3%	0	0%	7	25.9%
Bicycle/Pedestrian	5	16.7%	1	33.3%	4	14.8%
Other	3	10%	2	66.7%	1	3.7%
Right Turn	1	3.3%	0	0%	1	3.7%
<b>Total</b>	<b>30</b>	<b>100%</b>	<b>3</b>	<b>100%</b>	<b>27</b>	<b>100%</b>

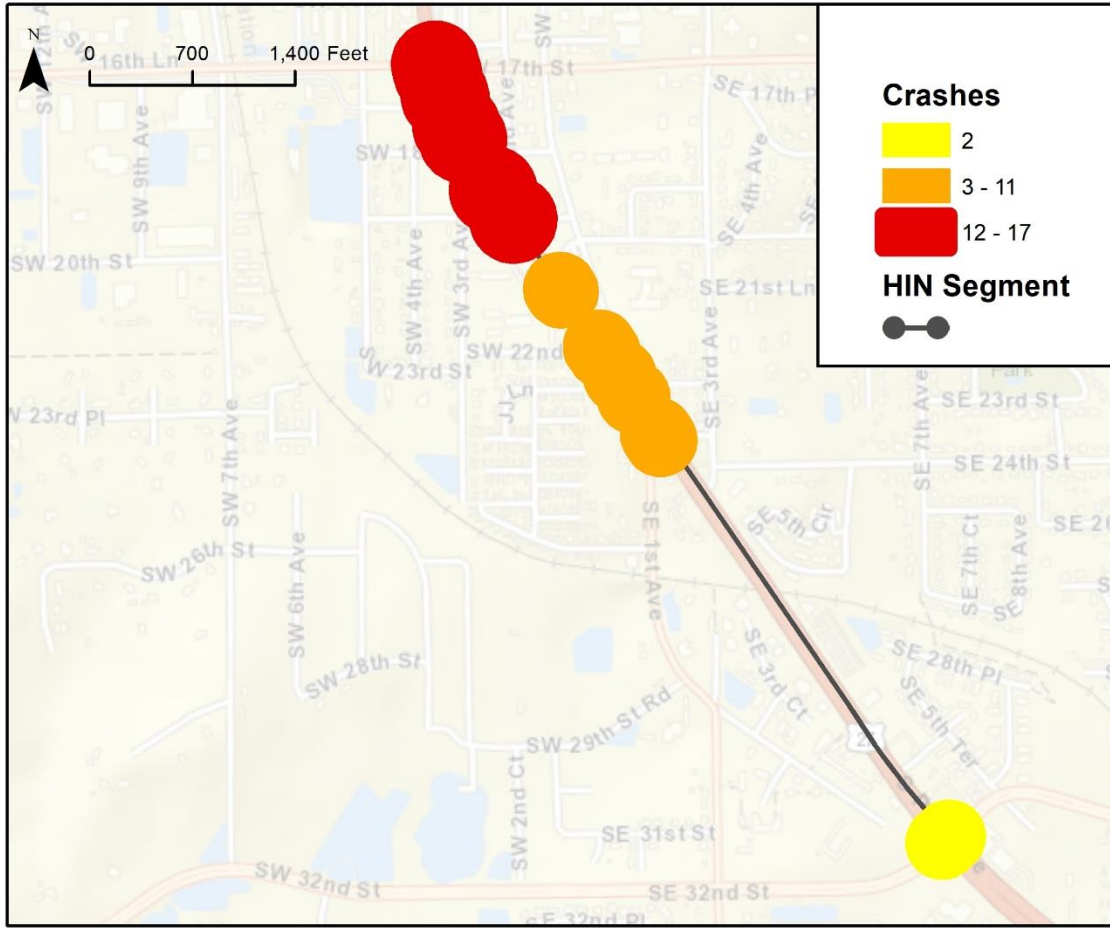


Image Source: Google Streetview



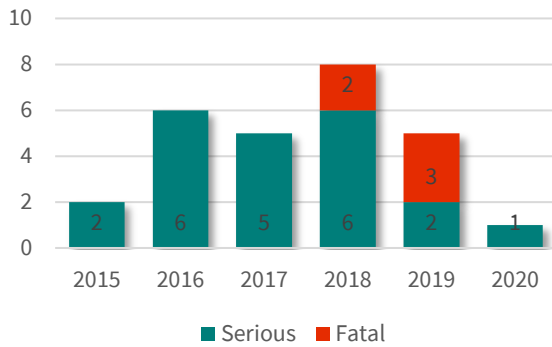
## 15. SR 200/College Rd, SW Hwy 484 to SW 80th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.838	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
50	6	21,000 - 30,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	Yes	No

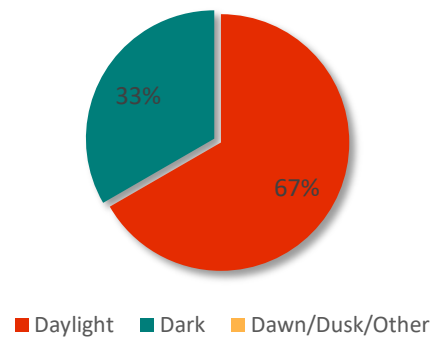
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
27	5	6	22	26

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	10	37%	2	40%	8	36.4%
Rear End	10	37%	0	0%	10	45.5%
Bicycle/Pedestrian	5	18.5%	3	60%	2	9.1%
Other	1	3.7%	0	0%	1	4.5%
Sideswipe	1	3.7%	0	0%	1	4.5%
<b>Total</b>	<b>27</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>22</b>	<b>100%</b>

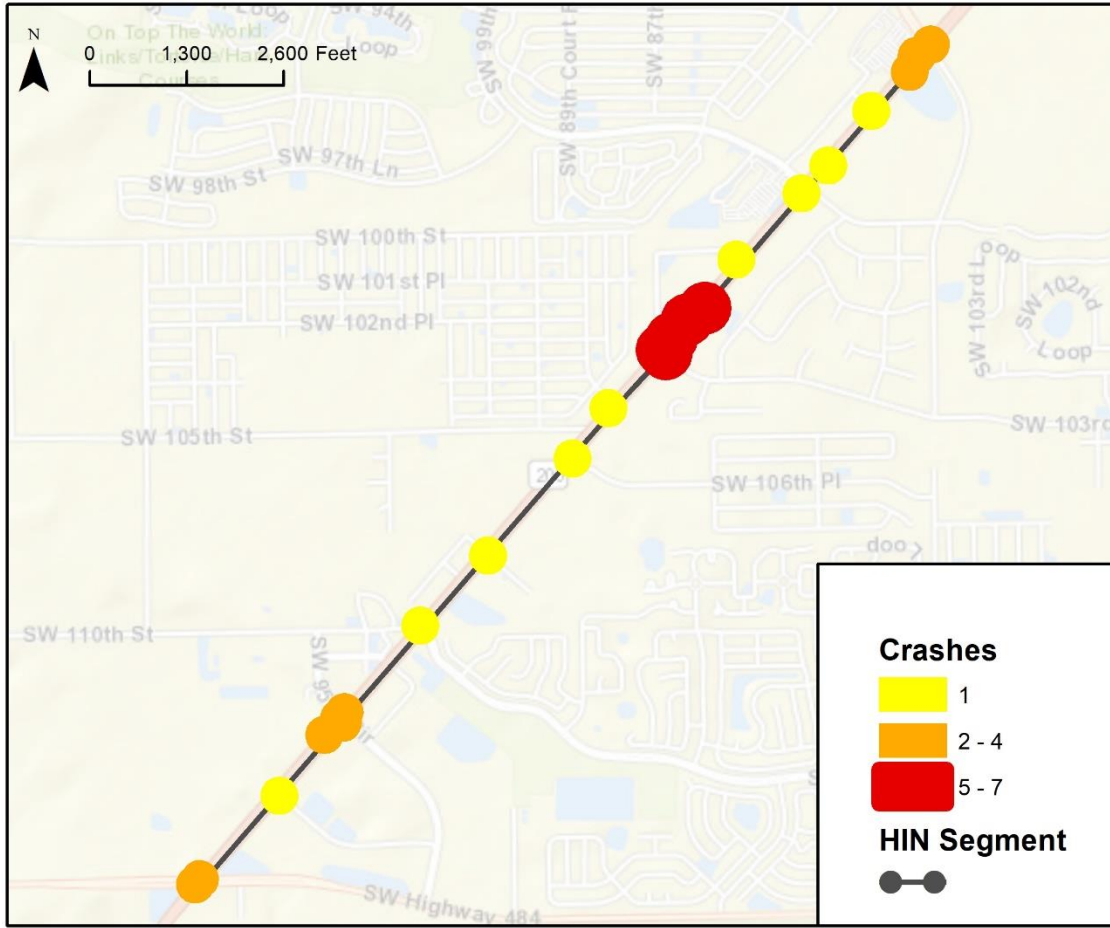


Image Source: Google Streetview

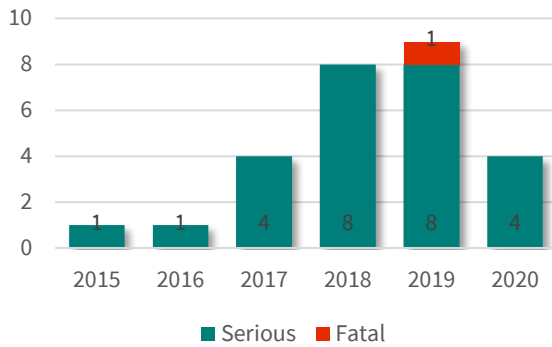
## 16. SR 464/SW 17th St, SR 200/College Rd to S Pine Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.228	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35 45	4	25,500 - 31,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	Yes (Gaps)

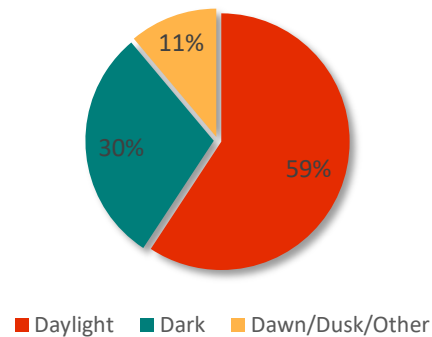
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
27	1	1	26	32

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	10	37%	0	0%	10	38.5%
Rear End	10	37%	0	0%	10	38.5%
Other	3	11.1%	1	100%	2	7.7%
Bicycle/Pedestrian	3	11.1%	0	0%	3	11.5%
Off Road	1	3.7%	0	0%	1	3.8%
<b>Total</b>	<b>27</b>	<b>100%</b>	<b>1</b>	<b>100%</b>	<b>26</b>	<b>100%</b>

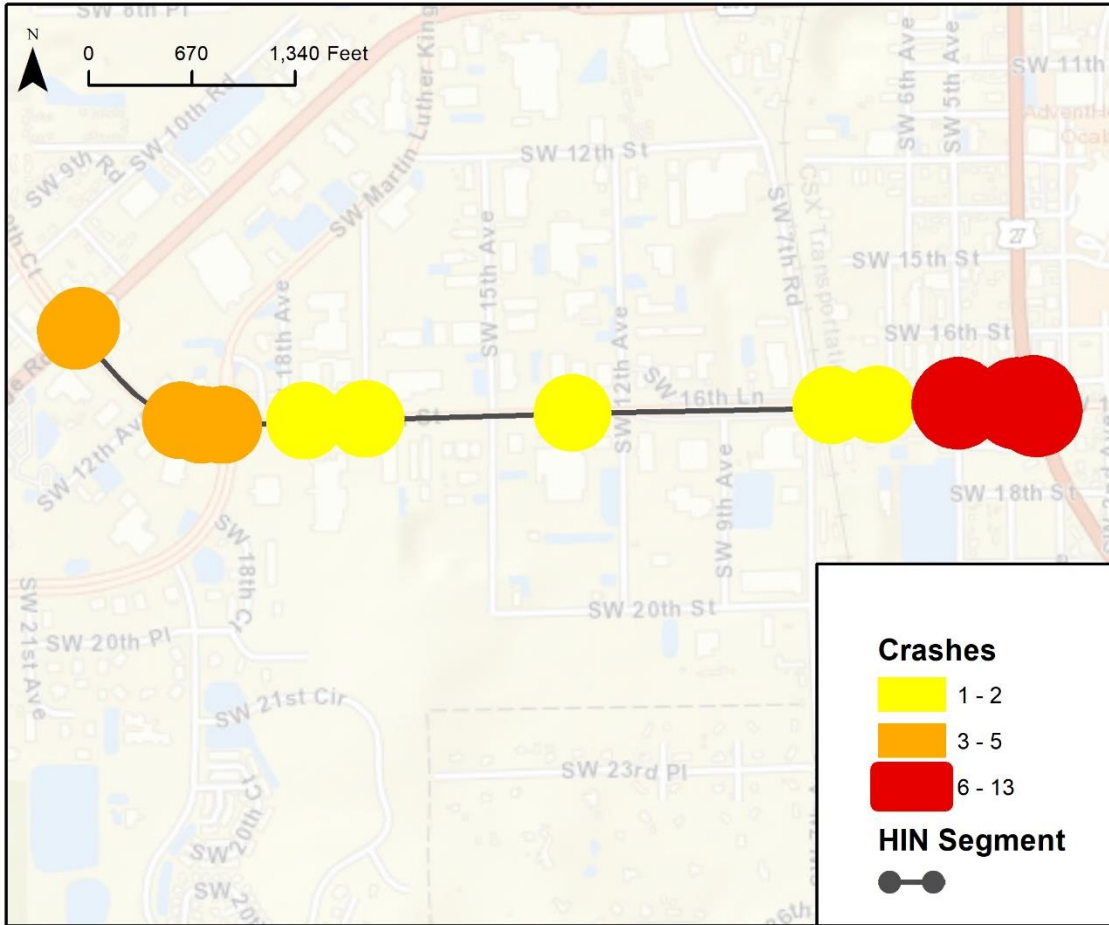


Image Source: Google Streetview





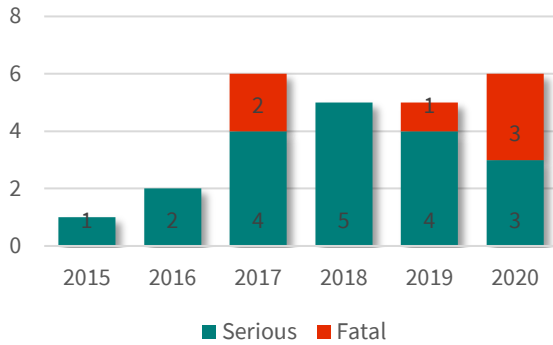
## 17. SR 326/NE 70th St, US 441 to NE 36th Avenue

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	4.823	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45 - 55	2	11,400 - 12,300
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

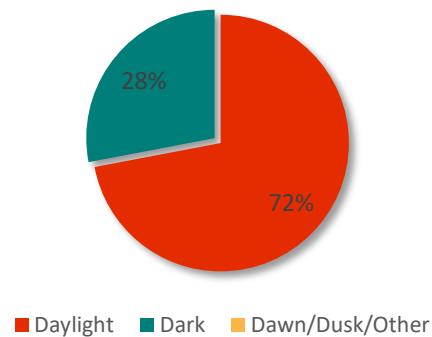
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
25	6	8	19	28

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	6	24%	2	33.3%	4	21.1%
Rear End	6	24%	0	0%	6	31.6%
Off Road	4	16%	2	33.3%	2	10.5%
Other	3	12%	0	0%	3	15.8%
Rollover	3	12%	1	16.7%	2	10.5%
Bicycle/Pedestrian	2	8%	1	16.7%	1	5.3%
Head On	1	4%	0	0%	1	5.3%
<b>Total</b>	<b>25</b>	<b>100%</b>	<b>6</b>	<b>100%</b>	<b>19</b>	<b>100%</b>

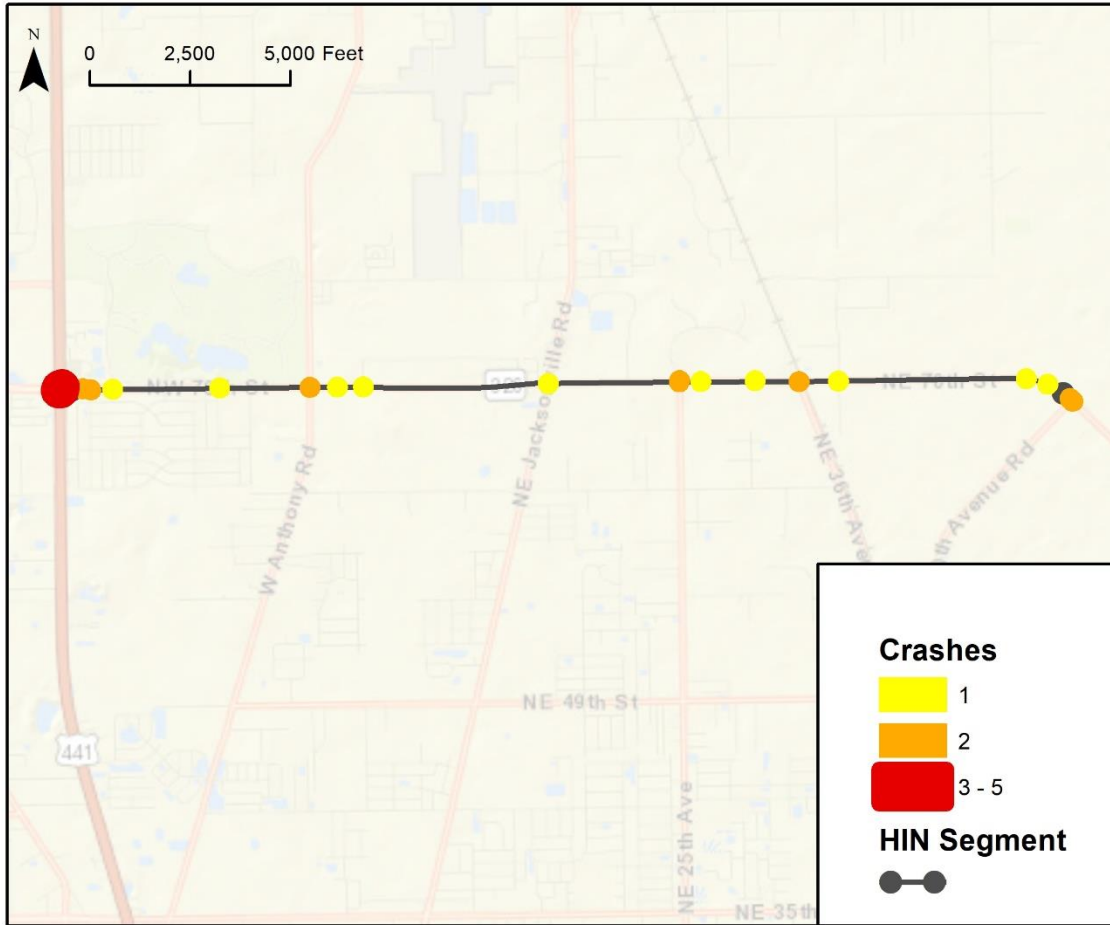


Image Source: Google Streetview

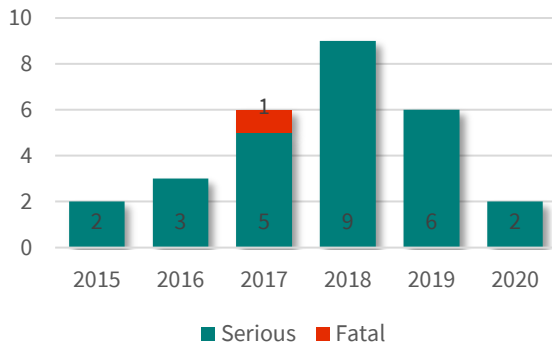
## 18. US 27/301/441/N Pine Ave, SR 40/Silver Springs Blvd to NW 10th St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	0.698	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35 -45	4 to 6	28,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes (Gaps)	No	Yes

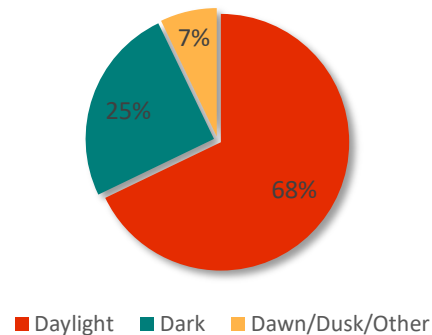
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
28	1	1	27	36

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI	Fatal	Serious Injury
Angle/Left Turn	10	1	9
Rear End	8	0	8
Other	3	0	3
Bicycle/Pedestrian	2	0	2
Unknown	2	0	2
Off Road	2	0	2
Sideswipe	1	0	1
<b>Total</b>	<b>28</b>	<b>1</b>	<b>27</b>

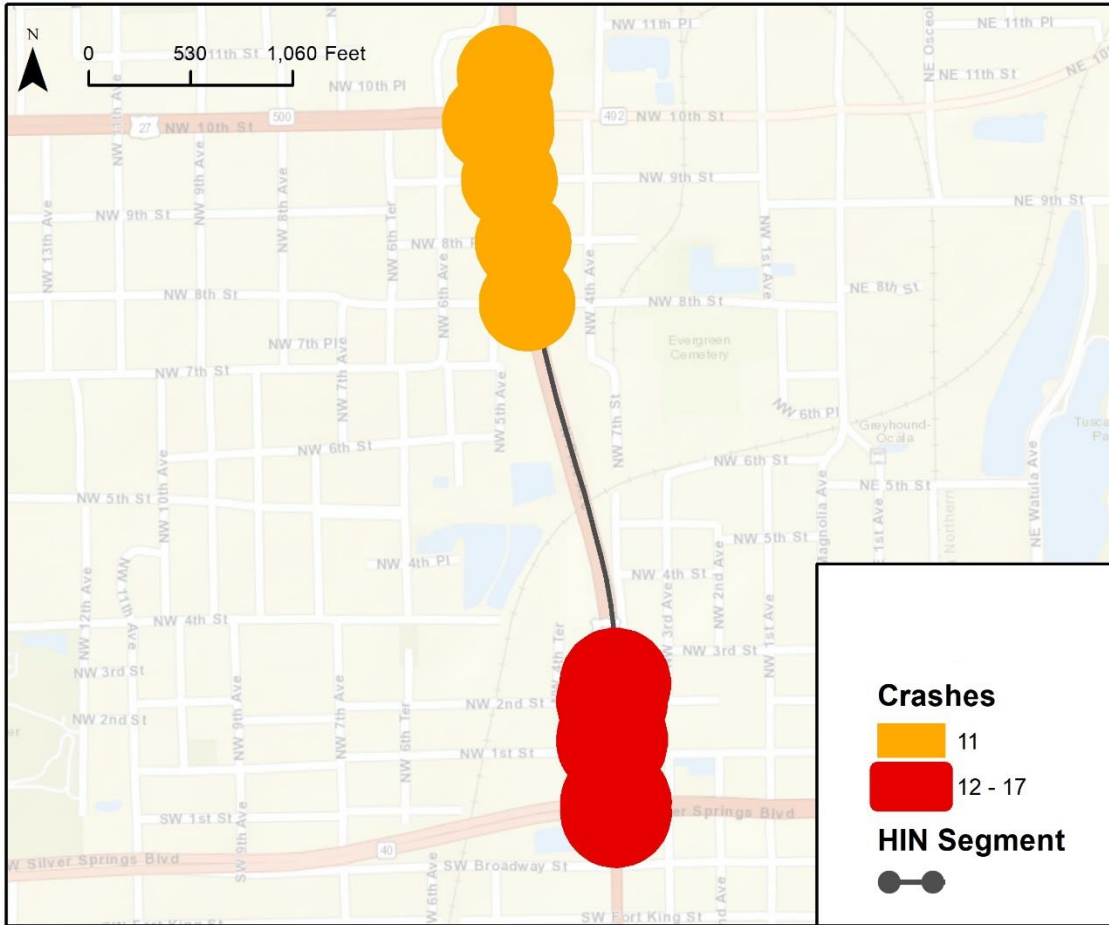


Image Source: Google Streetview





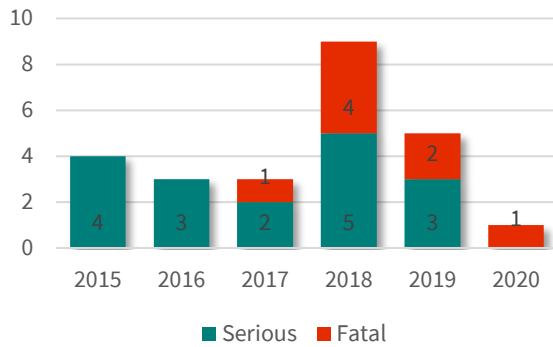
## 19. SE Hwy 42, US 441 to S Hwy 25

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	3.814	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	2	10,700 to 9,500
Functional Class	Within Equity Area	Near School, Park, etc.
Collector	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

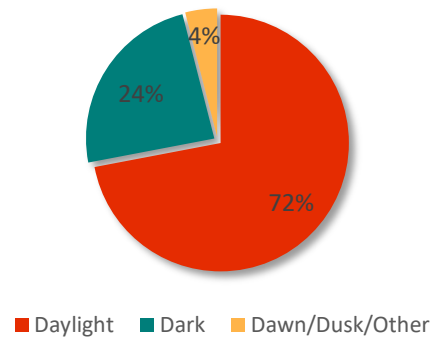
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
25	8	8	17	31

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	9	36%	2	25%	7	41.2%
Rear End	6	24%	2	25%	4	23.5%
Off Road	3	12%	2	25%	1	5.9%
Rollover	3	12%	1	12.5%	2	11.8%
Head On	1	4%	1	12.5%	0	0%
Other	1	4%	0	0%	1	5.9%
Bicycle/Pedestrian	1	4%	0	0%	1	5.9%
Right Turn	1	4%	0	0%	1	5.9%
<b>Total</b>	<b>25</b>	<b>100%</b>	<b>8</b>	<b>100%</b>	<b>17</b>	<b>100%</b>

# High Injury Network

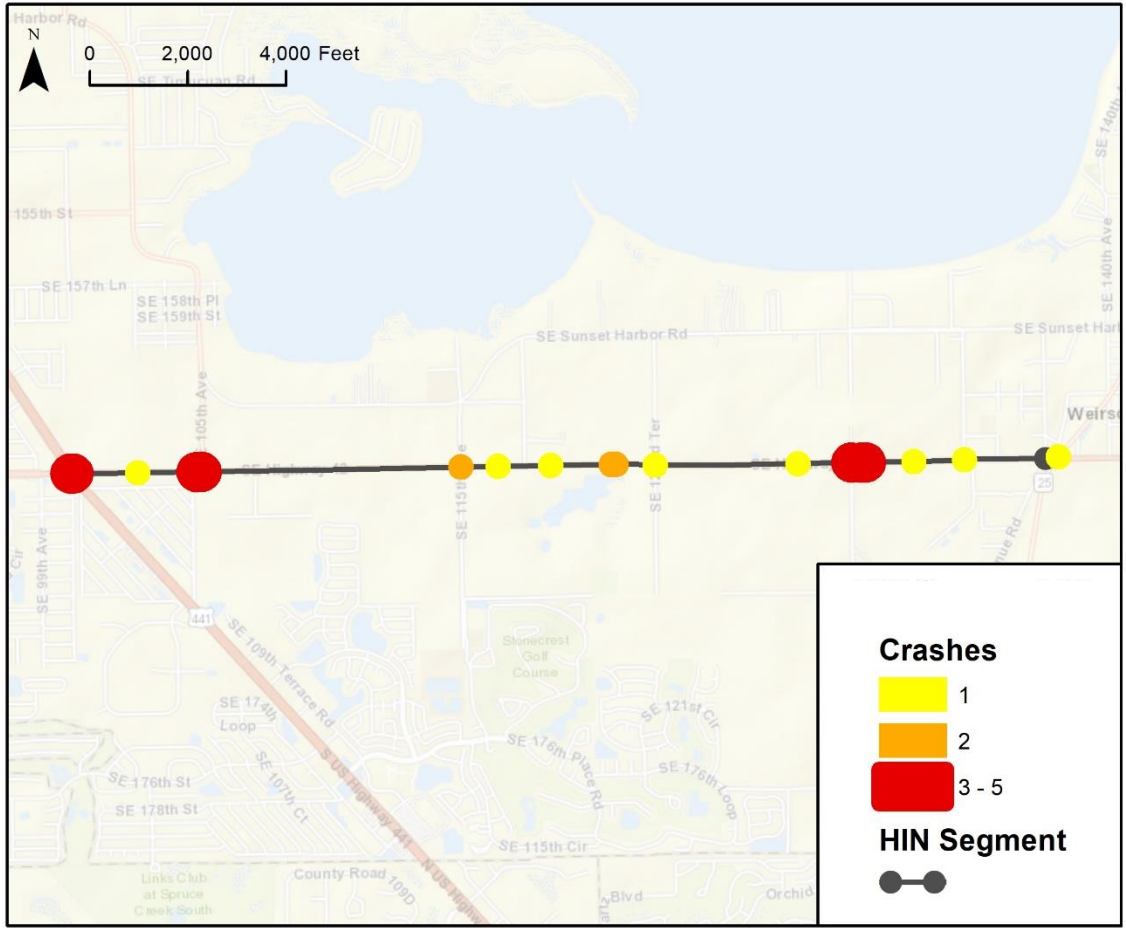


Image Source: Google Streetview



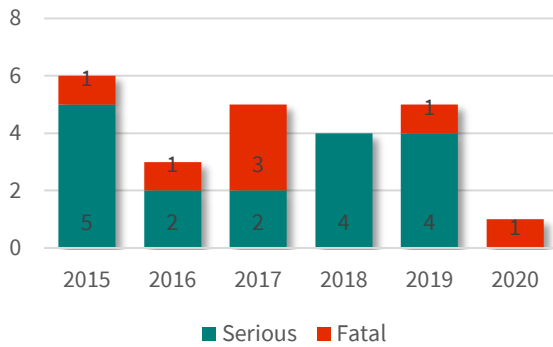
## 20. SE Hwy 484/SE 132nd Street Rd, SE 36th Ave to US 301

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	2.572	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45 to 55	4	11,200 to 18,300
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

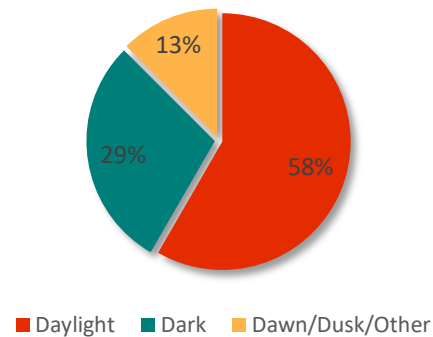
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
24	7	11	17	23

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	14	58.3%	6	85.7%	8	47.1%
Rear End	5	20.8%	0	0%	5	29.4%
Other	3	12.5%	0	0%	3	17.6%
Bicycle/Pedestrian	1	4.2%	1	14.3%	0	0%
Rollover	1	4.2%	0	0%	1	5.9%
<b>Total</b>	<b>24</b>	<b>100%</b>	<b>7</b>	<b>100%</b>	<b>17</b>	<b>100%</b>

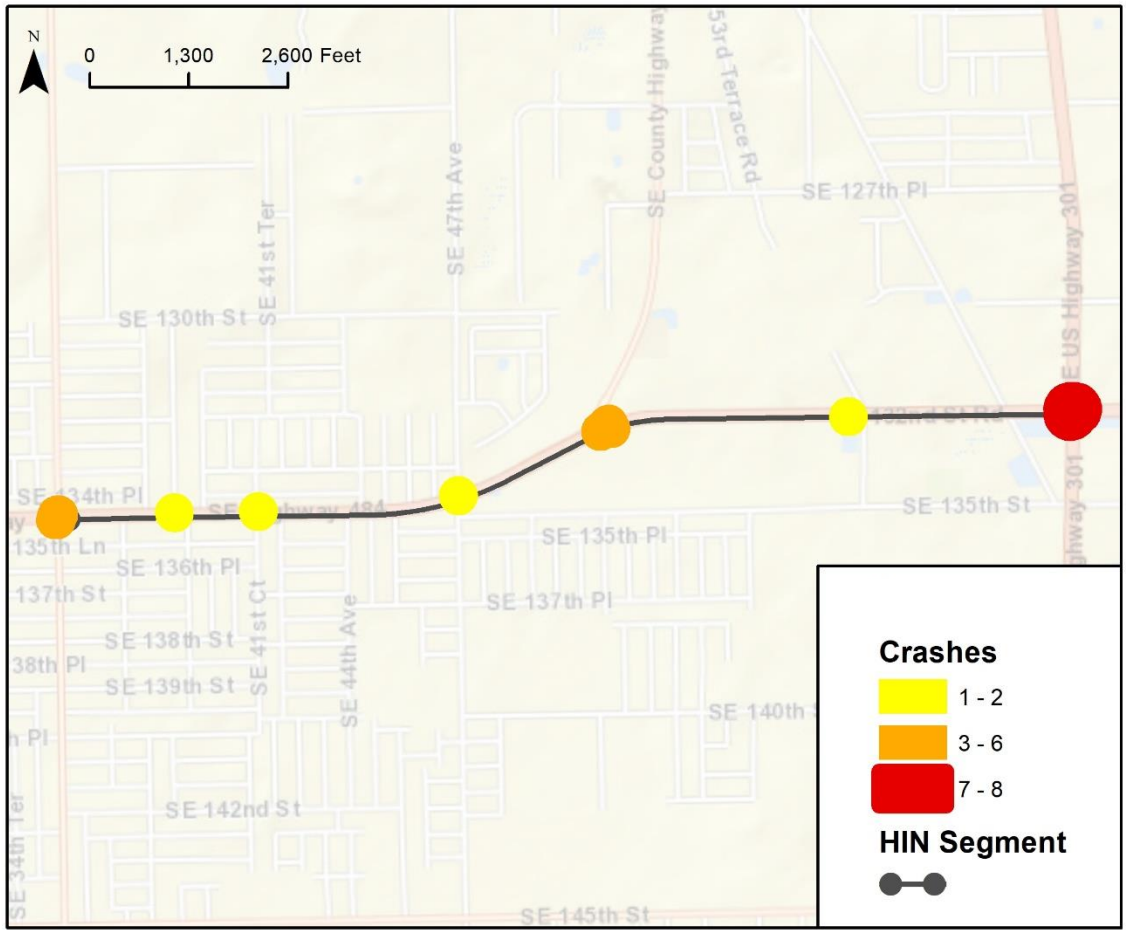


Image Source: Google Streetview





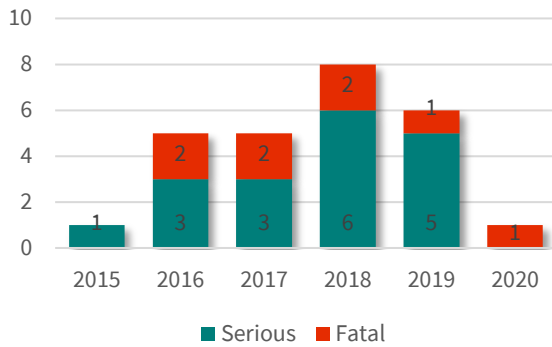
## 21. US 27/301/441/S Pine Ave, SE 92nd Place Rd to SE 52nd St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.664	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	4	28,500 to 29,800
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

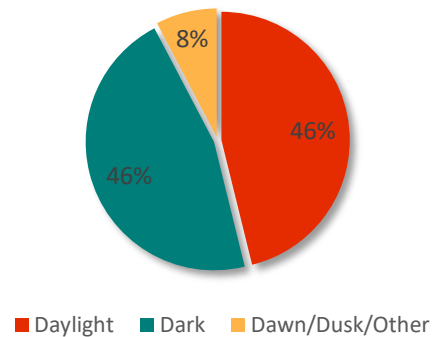
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
26	8	10	18	29

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	8	30.8%	3	37.5%	5	27.8%
Bicycle/Pedestrian	4	15.4%	3	37.5%	1	5.6%
Off Road	4	15.4%	1	12.5%	3	16.7%
Rear End	3	11.5%	0	0%	3	16.7%
Rollover	3	11.5%	0	0%	3	16.7%
Unknown	2	7.7%	1	12.5%	1	5.6%
Other	1	3.8%	0	0%	1	5.6%
Sideswipe	1	3.8%	0	0%	1	5.6%
<b>Total</b>	<b>26</b>	<b>100%</b>	<b>8</b>	<b>100%</b>	<b>18</b>	<b>100%</b>



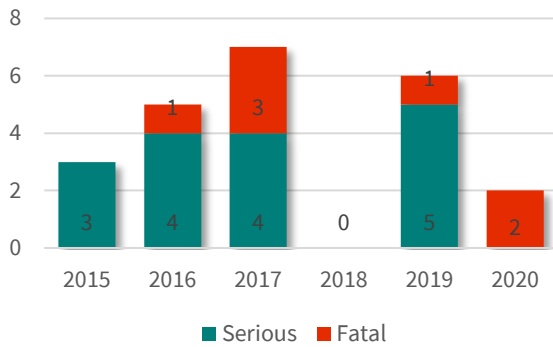
## 22. US 301, S. of 151st St to SE 132 Street Rd

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.076	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	2 to 4	Unknown
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

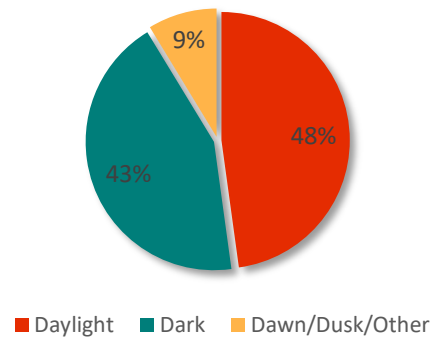
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
21	4	4	17	23

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	11	47.8%	4	57.1%	7	43.8%
Head On	3	13.0%	1	14.3%	2	12.5%
Other	2	8.7%	0	0%	2	12.5%
Sideswipe	2	8.7%	0	0%	2	12.5%
Rollover	2	8.7%	1	14.3%	1	6.3%
Rear End	1	4.3%	0	0%	1	6.3%
Bicycle/Pedestrian	1	4.3%	1	14.3%	0	0%
Off Road	1	4.3%	0	0%	1	6.3%
<b>Total</b>	<b>23</b>	<b>100%</b>	<b>7</b>	<b>100%</b>	<b>16</b>	<b>100%</b>

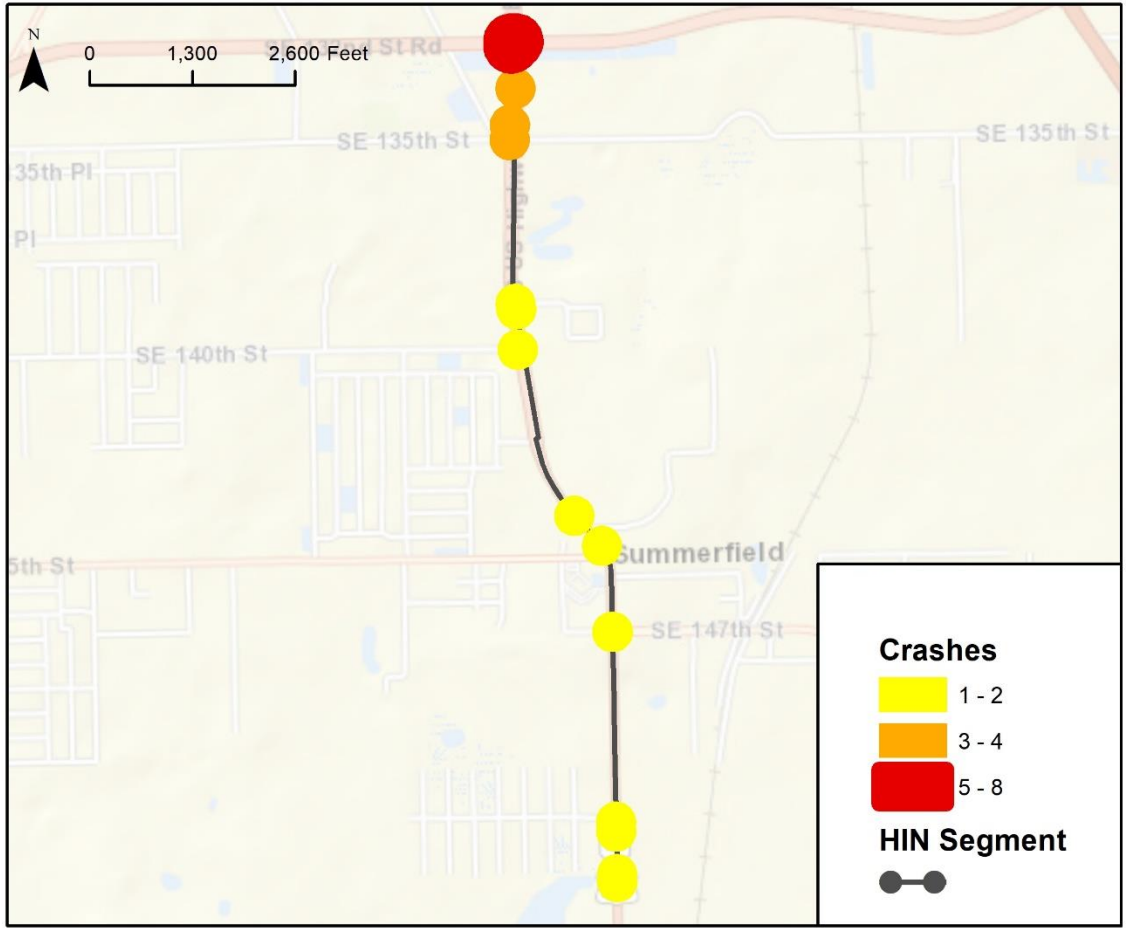


Image Source: Google Streetview





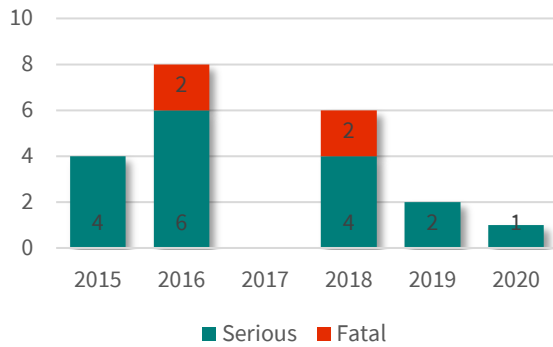
## 23. US 441, Marion/Sumter County Line to SE Hwy 42

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.025	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	4	37,500
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

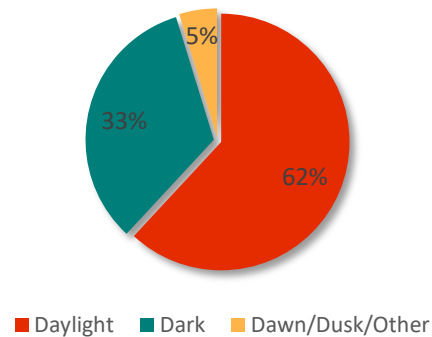
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
21	4	4	17	23

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	7	33.3%	1	25%	6	35.3%
Rear End	6	28.6%	1	25%	5	29.4%
Bicycle/Pedestrian	5	23.8%	2	50%	3	17.6%
Rollover	2	9.5%	0	0%	2	11.8%
Off Road	1	4.8%	0	0%	1	5.9%
<b>Total</b>	<b>21</b>	<b>100%</b>	<b>4</b>	<b>100%</b>	<b>17</b>	<b>100%</b>

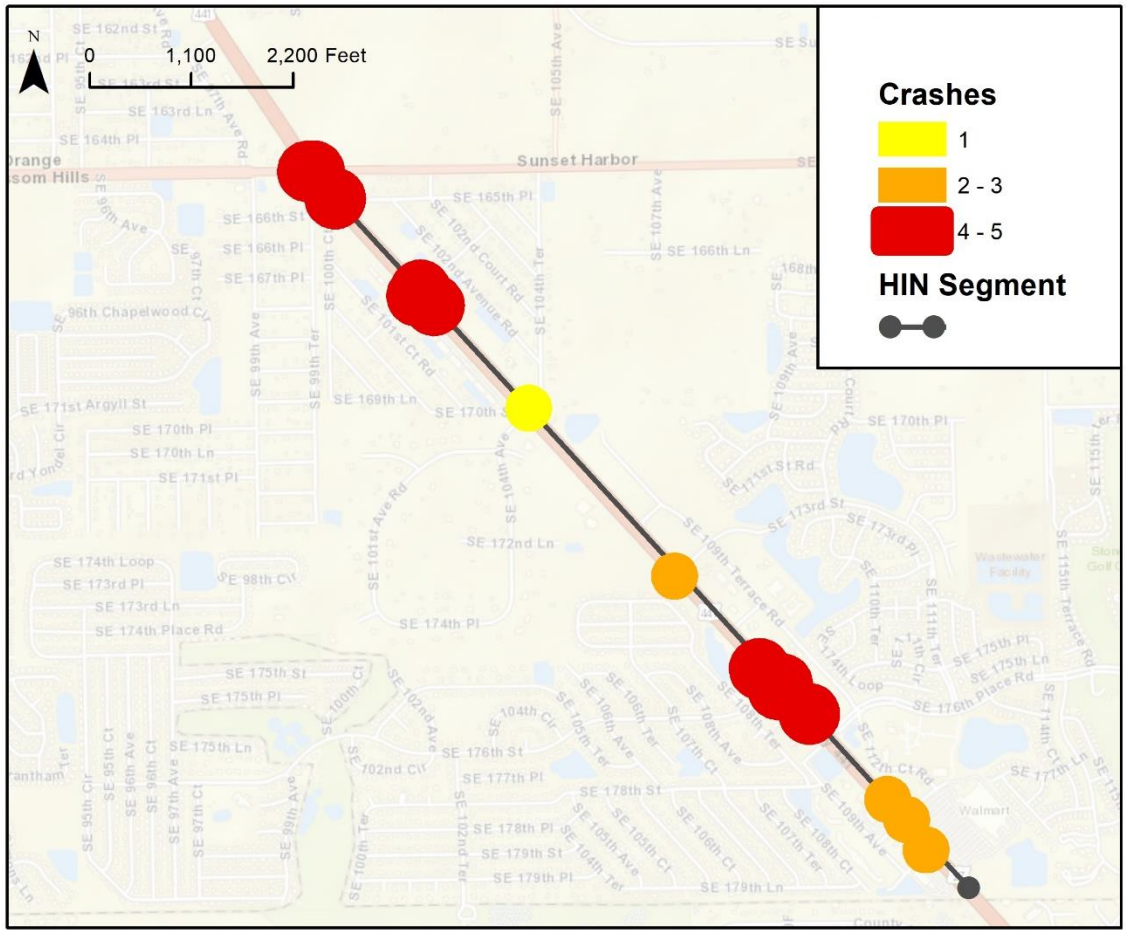


Image Source: Google Streetview

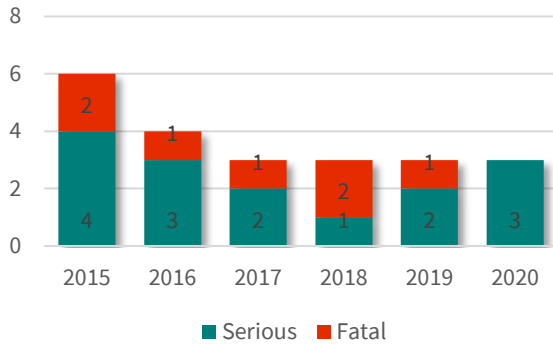
## 24. SR 40, S Hwy 314A to 196th Ter

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	4.265	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	2	8,100
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

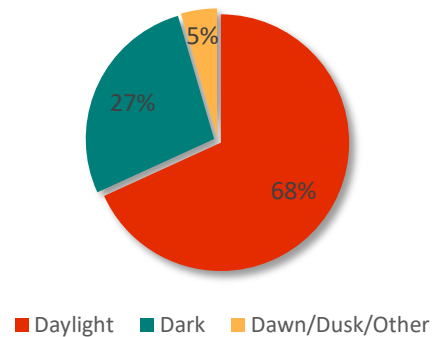
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
22	7	7	15	19

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	10	45.5%	4	57.1%	6	40%
Rear End	4	18.2%	1	14.3%	3	20%
Bicycle/Pedestrian	4	18.2%	1	14.3%	3	20%
Other	2	9.1%	0	0%	2	13.3%
Head On	1	4.5%	1	14.3%	0	0%
Off Road	1	4.5%	0	0%	1	6.7%
<b>Total</b>	<b>22</b>	<b>100%</b>	<b>7</b>	<b>100%</b>	<b>15</b>	<b>100%</b>

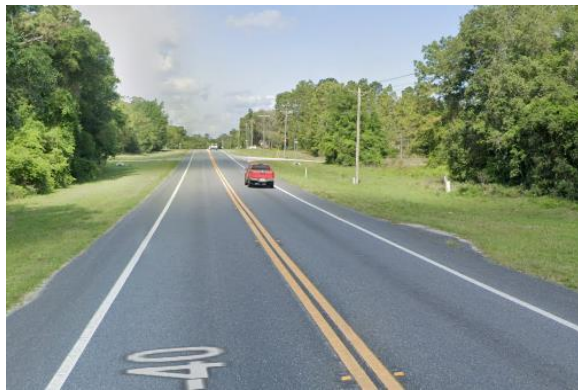
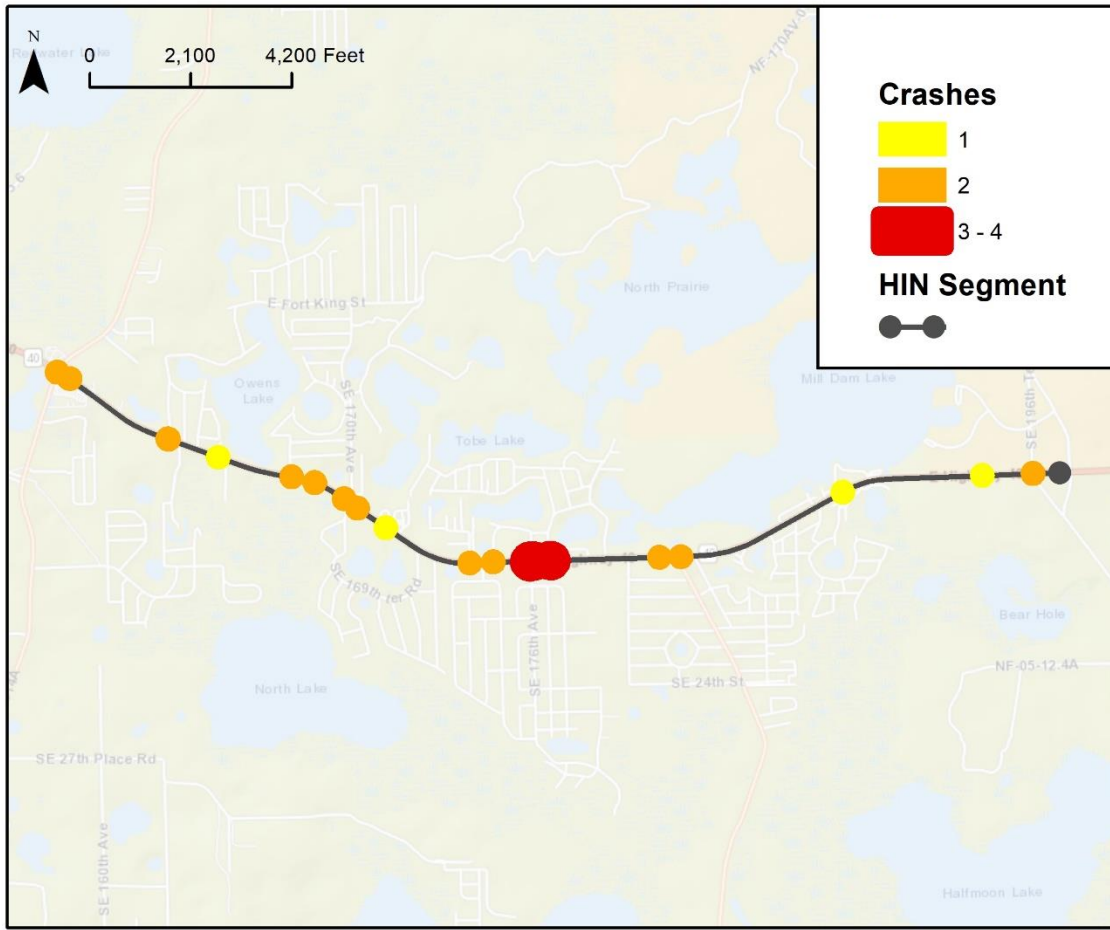


Image Source: Google Streetview



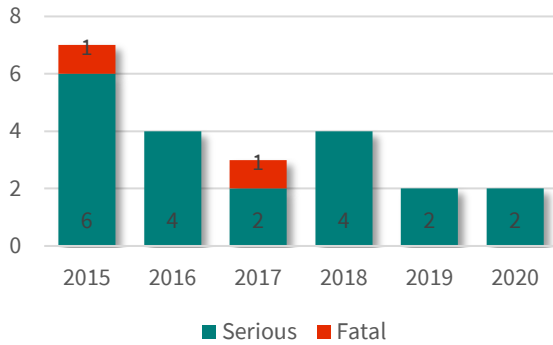
## 25. NE 35th St, US 441 to NE 36th Ave

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	3.65	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35	2 to 4	7,900 to 9,800
Functional Class	Within Equity Area	Near School, Park, etc.
Collector	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

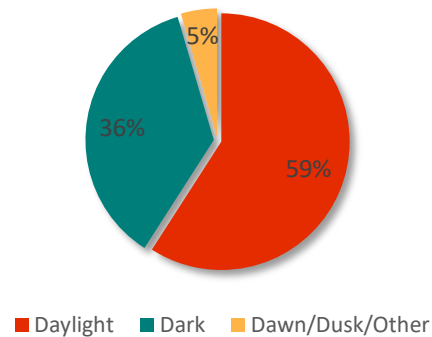
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
22	2	2	20	36

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	10	45.5%	2	100%	8	40%
Rear End	6	27.3%	0	0%	6	30%
Off Road	2	9.1%	0	0%	2	10%
Head On	1	4.5%	0	0%	1	5%
Other	1	4.5%	0	0%	1	5%
Bicycle/Pedestrian	1	4.5%	0	0%	1	5%
Unknown	1	4.5%	0	0%	1	5%
<b>Total</b>	<b>22</b>	<b>100%</b>	<b>2</b>	<b>100%</b>	<b>20</b>	<b>100%</b>

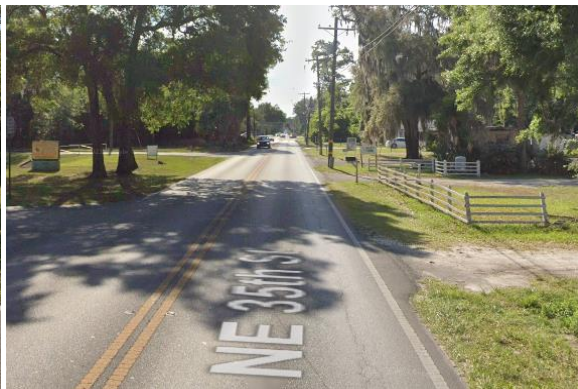
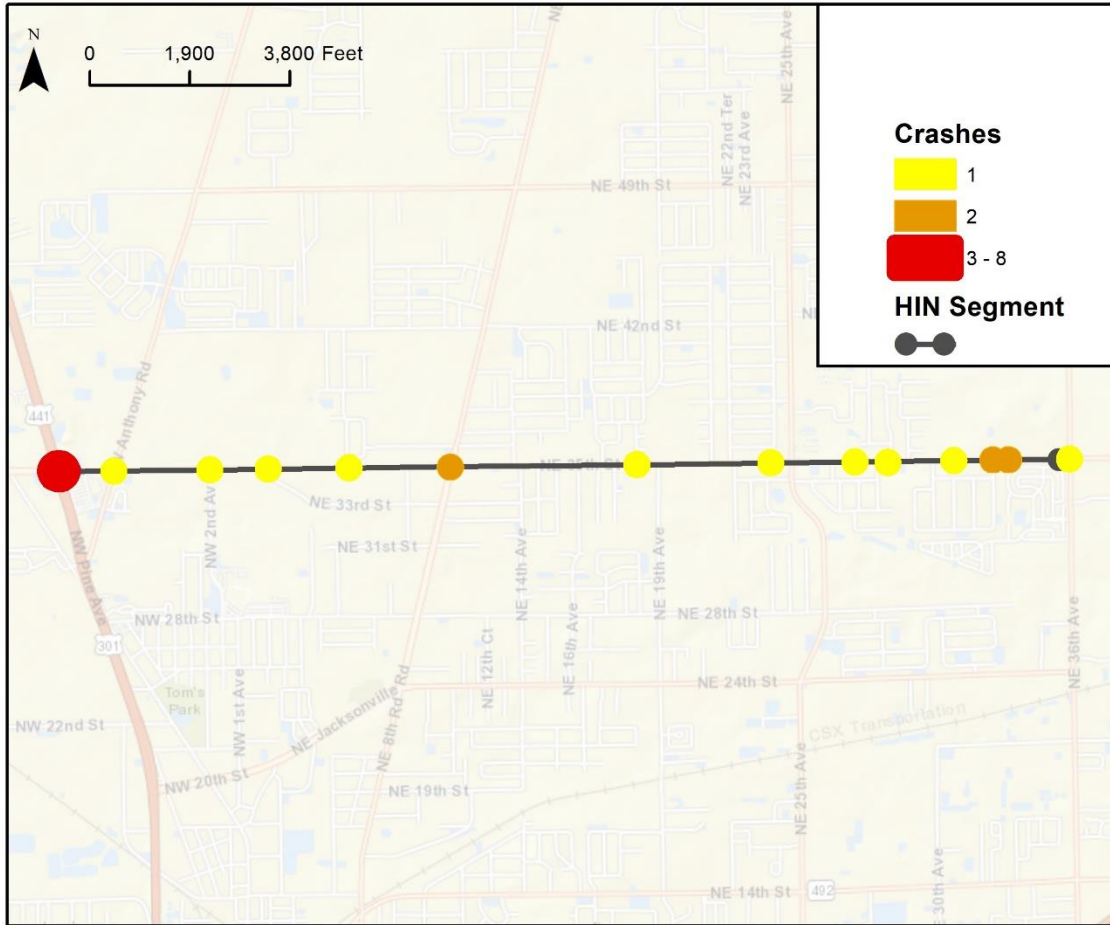


Image Source: Google Streetview



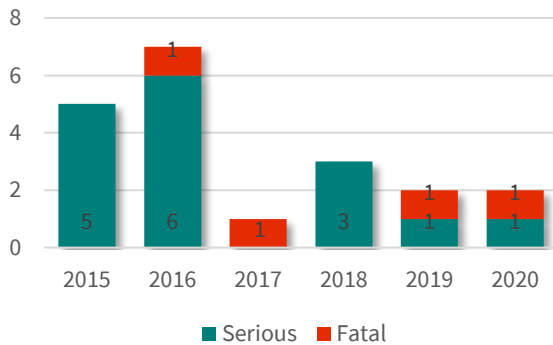
## 26. US 27/301/441/SE Abshier Blvd, SE 62nd Ave to SE 92nd Place Rd

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.135	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	4	28,500
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

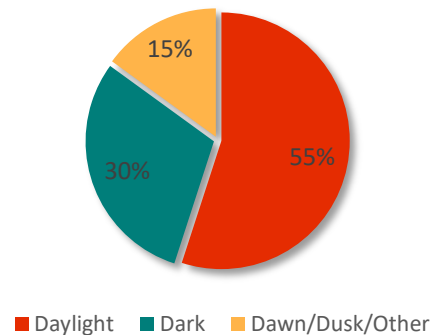
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
20	4	5	16	21

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	%	Count	%	Count	%
Angle/Left Turn	8	40%	2	50%	6	37.5%
Rear End	4	20%	0	0%	4	25%
Bicycle/Pedestrian	2	10%	2	50%	0	0%
Off Road	2	10%	0	0%	2	12.5%
Sideswipe	2	10%	0	0%	2	12.5%
Head On	1	5%	0	0%	1	6.3%
Other	1	5%	0	0%	1	6.3%
<b>Total</b>	<b>20</b>	<b>100%</b>	<b>4</b>	<b>100%</b>	<b>16</b>	<b>100%</b>

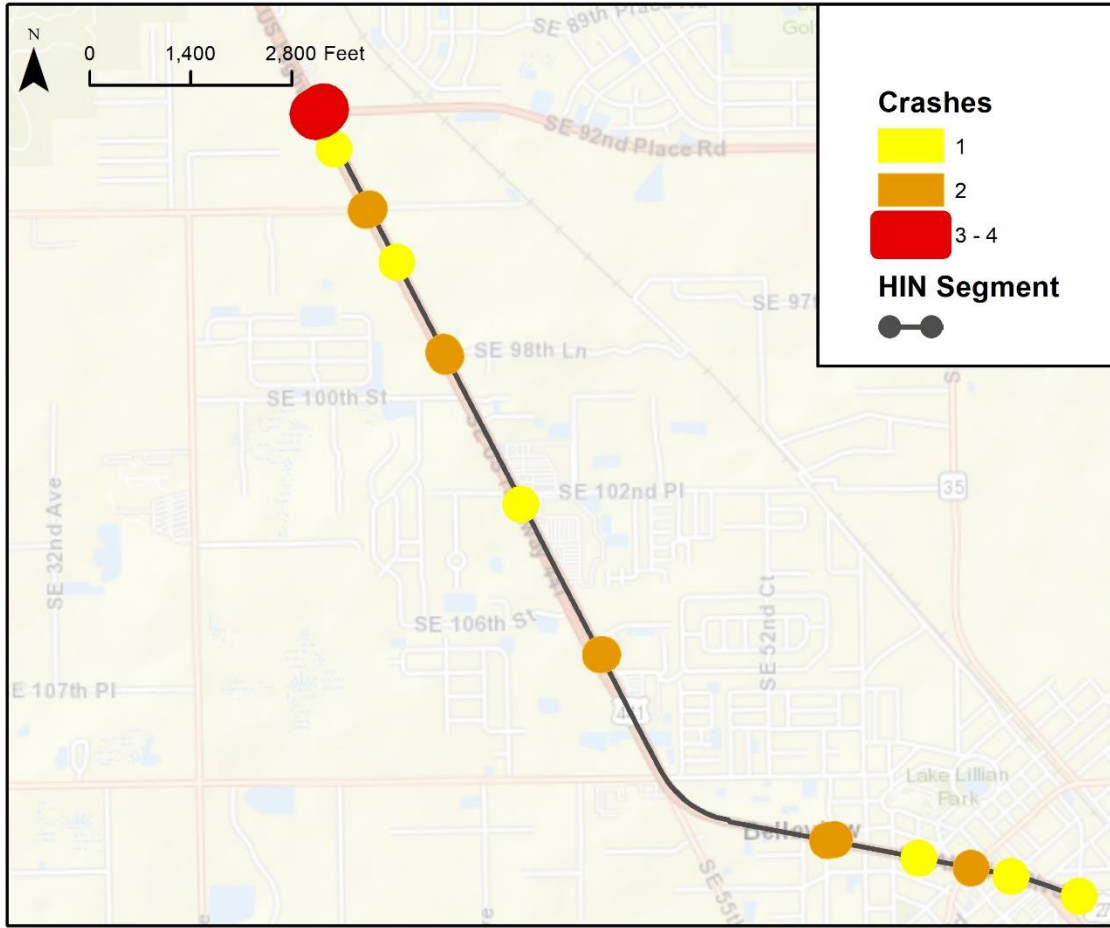


Image Source: Google Streetview





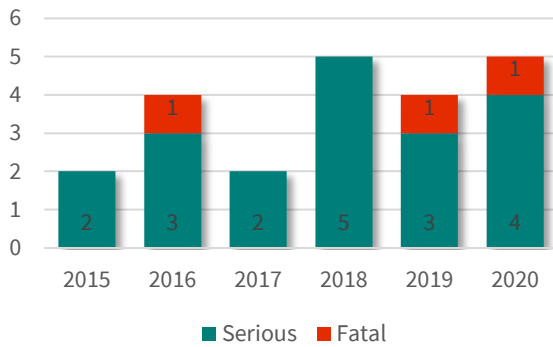
## 27. SR 200/College Rd, SW 80th Ave to SW 60th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.075	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
50	6	27,600
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	Yes	No

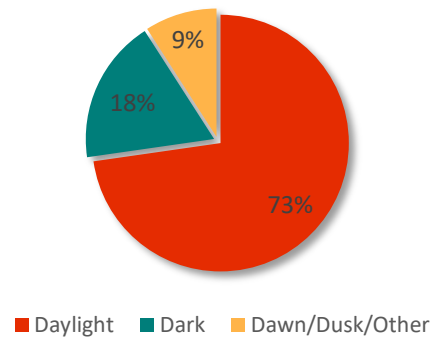
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
22	3	3	19	25

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	9	40.9%	2	66.7%	7	36.8%
Rear End	7	31.8%	0	0%	7	36.8%
Bicycle/Pedestrian	2	9.1%	1	33.3%	1	5.3%
Off Road	2	9.1%	0	0%	2	10.5%
Unknown	1	4.5%	0	0%	1	5.3%
Rollover	1	4.5%	0	0%	1	5.3%
<b>Total</b>	<b>22</b>	<b>100%</b>	<b>3</b>	<b>100%</b>	<b>19</b>	<b>100%</b>

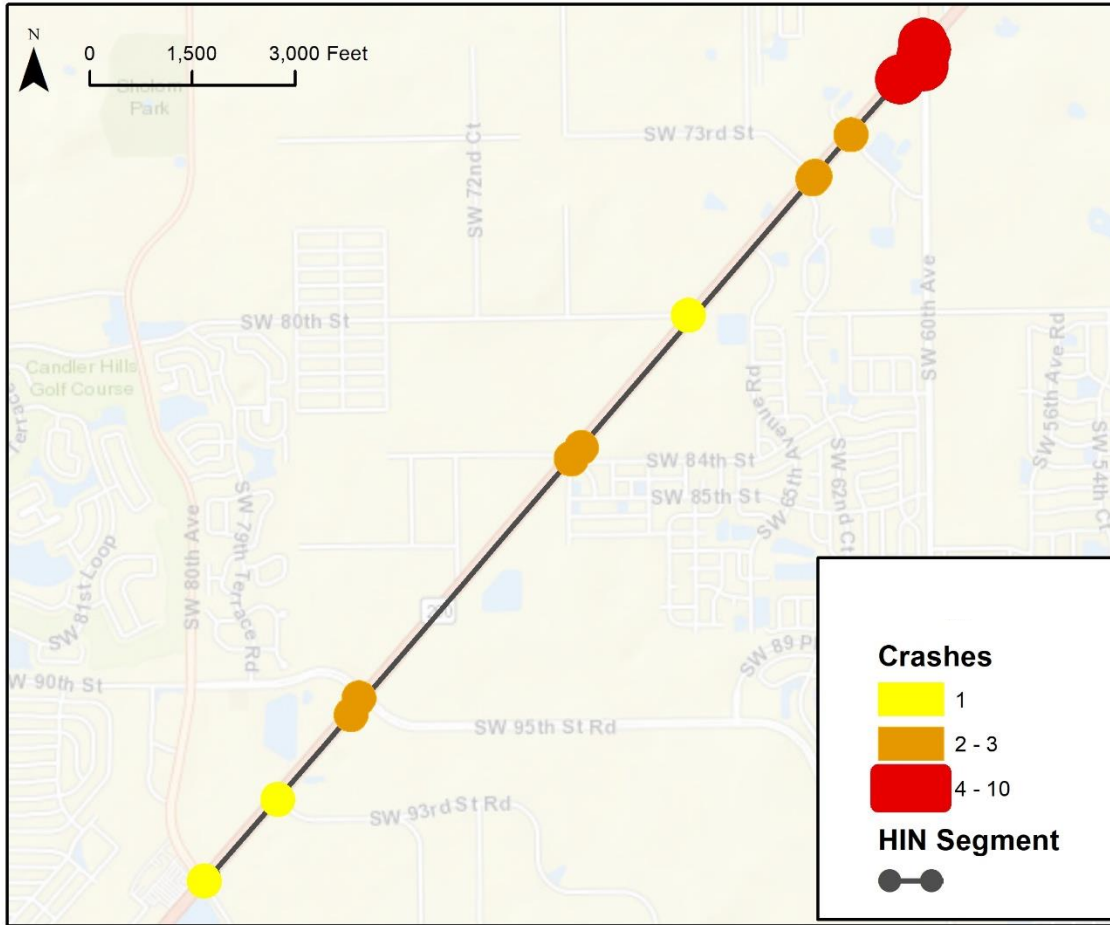


Image Source: Google Streetview



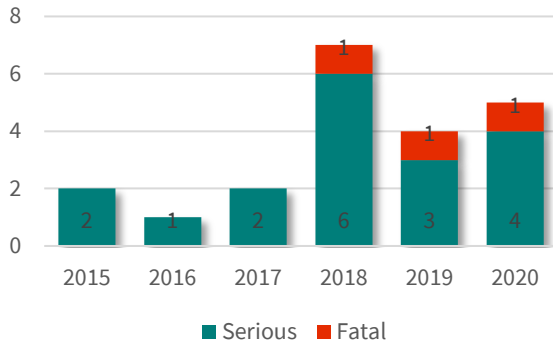
## 28. US 41/Williams St, Marion/Citrus County Line to SR 40

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	4.825	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35 to 55	2 to 4	21,000 to 26,000
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes (Gaps)	No	No

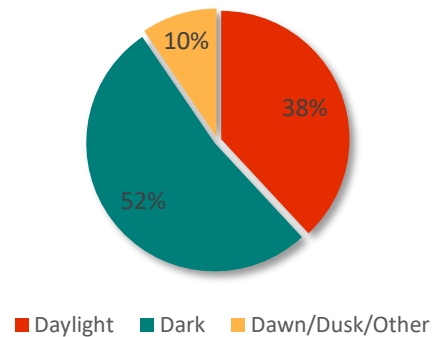
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
21	3	3	18	25

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Rear End	7	33.3%	0	0%	7	38.9%
Angle/Left Turn	5	23.8%	1	33.3%	4	22.2%
Head On	3	14.3%	1	33.3%	2	11.1%
Bicycle/Pedestrian	3	14.3%	0	0%	3	16.7%
Off Road	2	9.5%	1	33.3%	1	5.6%
Rollover	1	4.8%	0	0%	1	5.6%
<b>Total</b>	<b>21</b>	<b>100%</b>	<b>3</b>	<b>100%</b>	<b>18</b>	<b>100%</b>

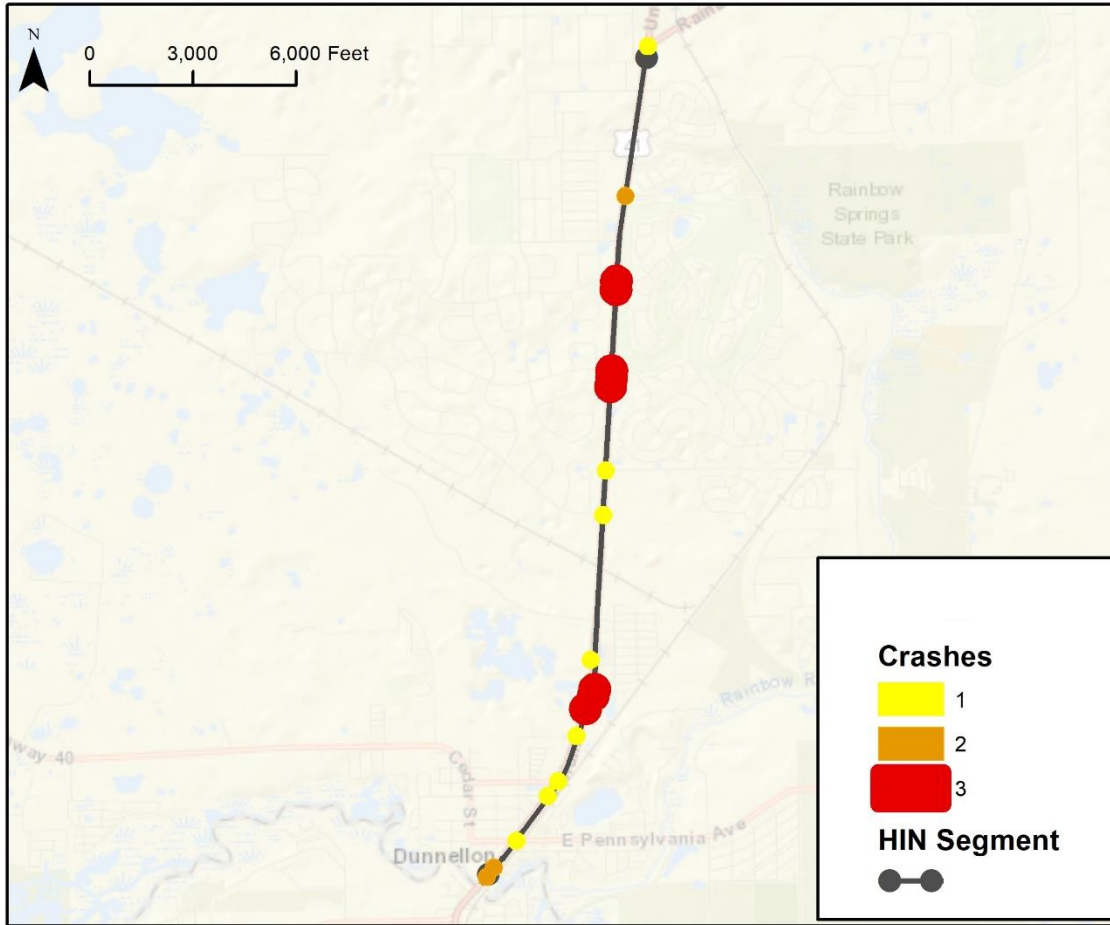


Image Source: Google Streetview





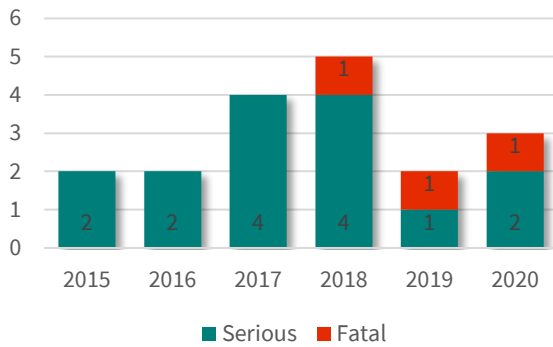
## 29. SW Hwy 484, SW 104th Ave to SR 200/College Rd

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	4.174	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	2	11,300
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

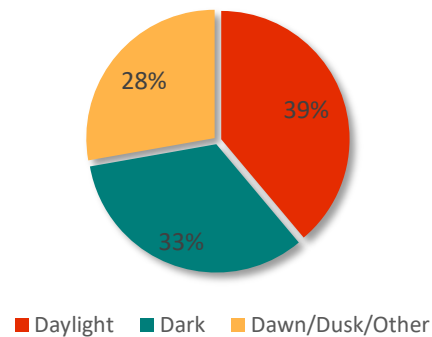
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
18	3	7	15	20

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	5	27.8%	2	66.7%	3	20%
Head On	3	16.7%	1	33.3%	2	13.3%
Off Road	3	16.7%	0	0%	3	20%
Sideswipe	3	16.7%	0	0%	3	20%
Rear End	2	11.1%	0	0%	2	13.3%
Bicycle/Pedestrian	2	11.1%	0	0%	2	13.3%
<b>Total</b>	<b>18</b>	<b>100%</b>	<b>3</b>	<b>100%</b>	<b>15</b>	<b>100%</b>

# High Injury Network

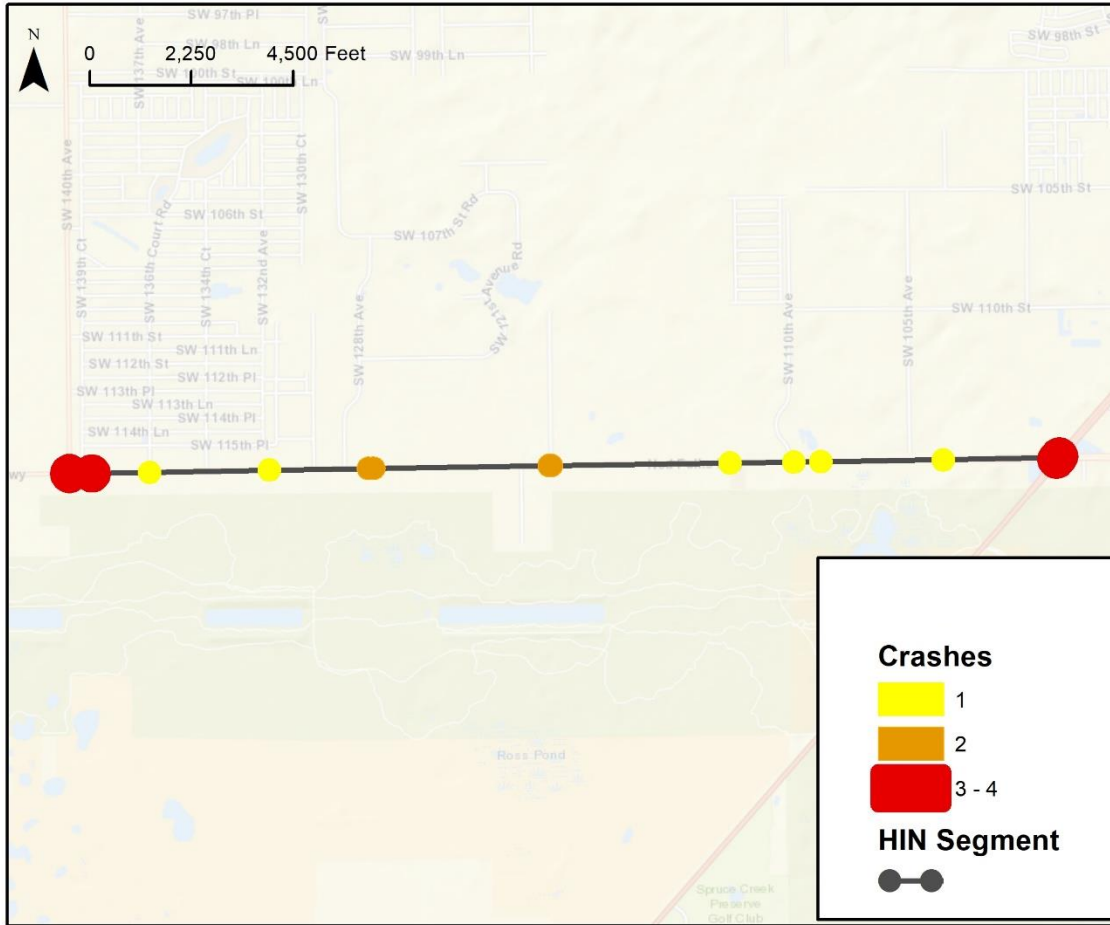


Image Source: Google Streetview



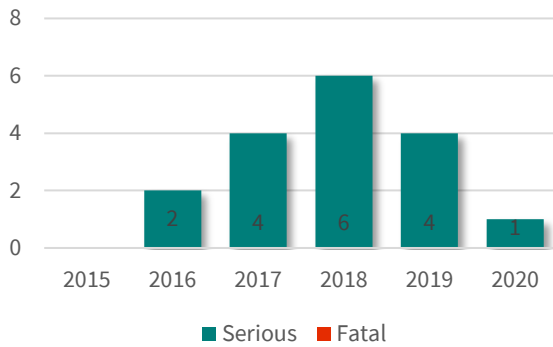
## 30. SW 27th Ave, SW 42nd St to SR 200/College Rd

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	1.382	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
45	4	17,200 to 18,800
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	No	Yes

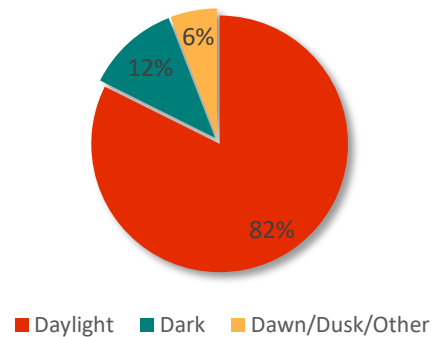
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
17	0	0	17	19

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Rear End	10	58.8%	0	0%	10	58.8%
Other	3	17.6%	0	0%	3	17.6%
Angle/Left Turn	2	11.8%	0	0%	2	11.8%
Head On	1	5.9%	0	0%	1	5.9%
Unknown	1	5.9%	0	0%	1	5.9%
<b>Total</b>	<b>17</b>	<b>100%</b>	<b>0</b>	<b>0%</b>	<b>17</b>	<b>100%</b>

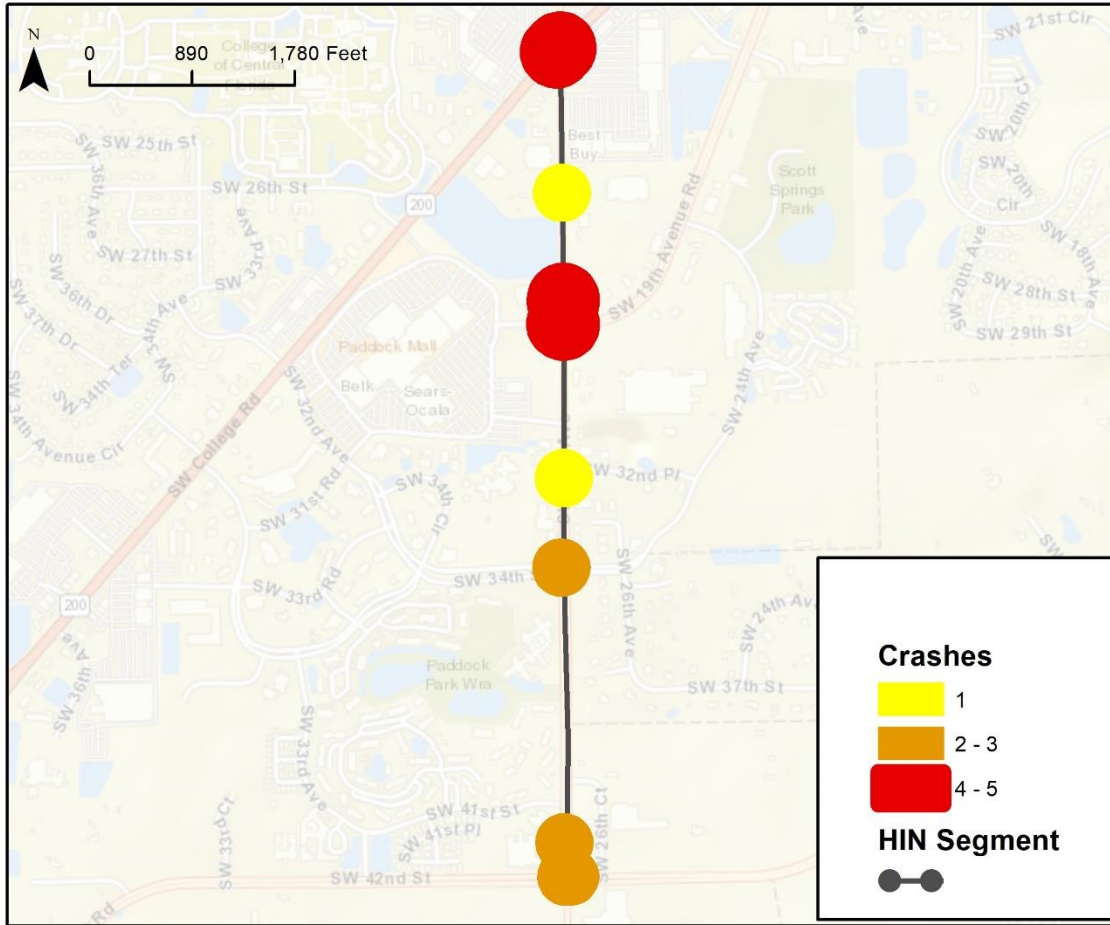


Image Source: Google Streetview





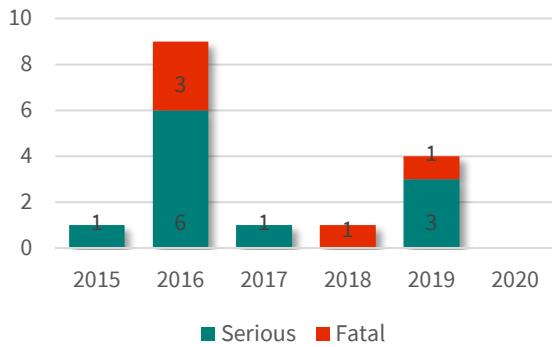
## 31. US 27/301/441/S Pine Ave, SE 52nd St to SE 32nd St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.05	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	4	30,500
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

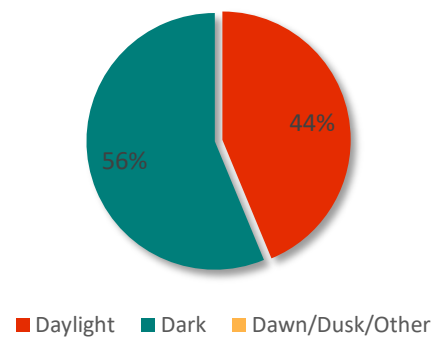
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
16	5	5	11	13

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	7	43.8%	0	0%	7	63.6%
Angle/Left Turn	3	18.8%	1	20%	2	18.2%
Bicycle/Pedestrian	3	18.8%	2	40%	1	9.1%
Off Road	2	12.5%	2	40%	0	0%
Other	1	6.3%	0	0%	1	9.1%
<b>Total</b>	<b>16</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>11</b>	<b>100%</b>

# High Injury Network

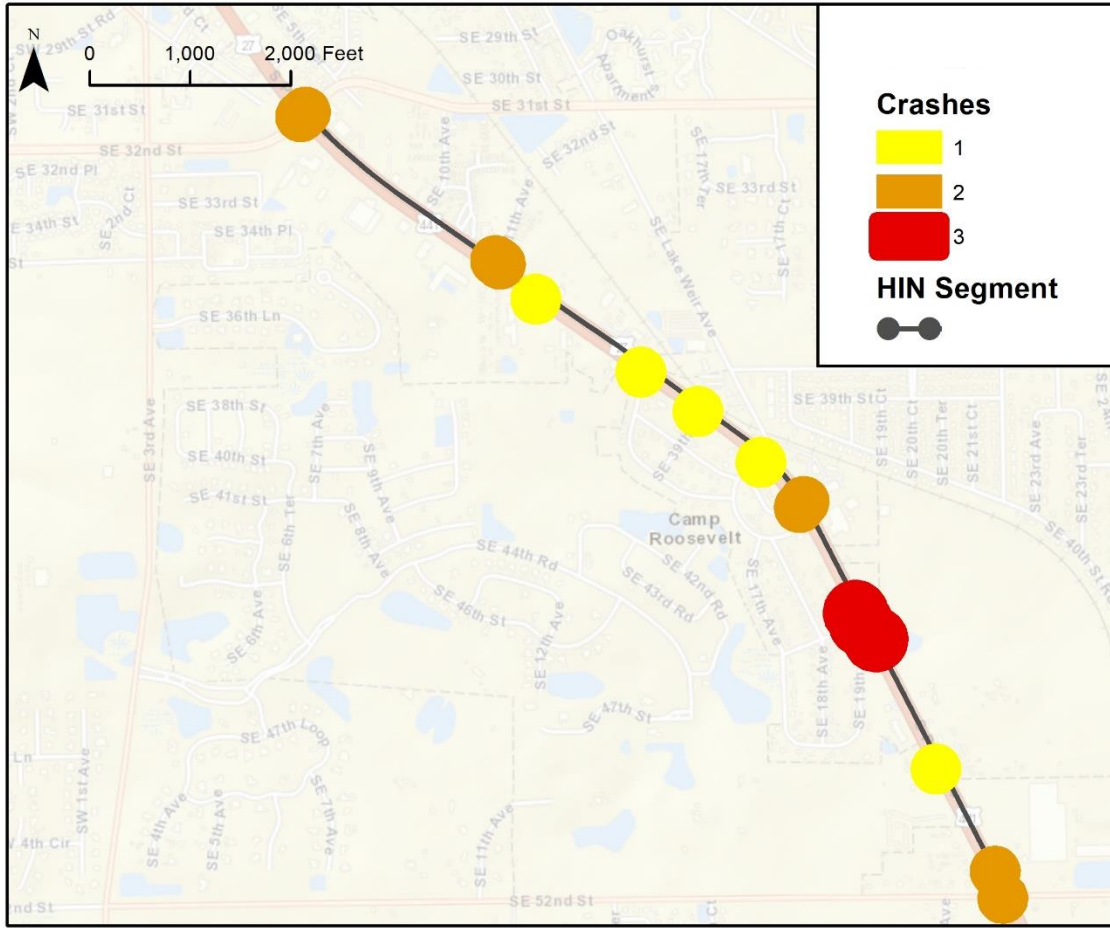


Image Source: Google Streetview



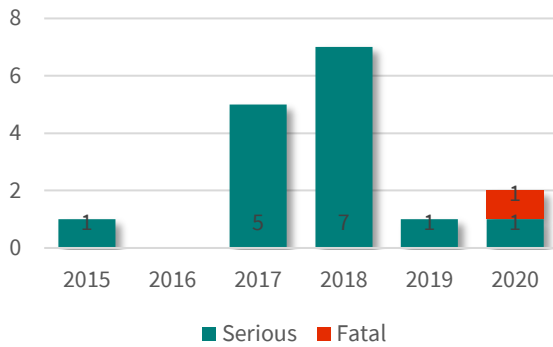
## 32. NE 25th Ave, NE 14th St to NE 35th St

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	1.601	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35	2	8,800 to 11,400
Functional Class	Within Equity Area	Near School, Park, etc.
Collector	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

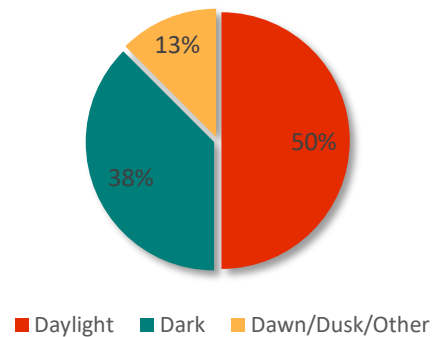
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
16	1	1	15	20

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	5	31.3%	0	0%	5	33.3%
Rear End	3	18.8%	0	0%	3	20%
Bicycle/Pedestrian	3	18.8%	1	100%	2	13.3%
Head On	2	12.5%	0	0%	2	13.3%
Other	2	12.5%	0	0%	2	13.3%
Unknown	1	6.3%	0	0%	1	6.7%
<b>Total</b>	<b>16</b>	<b>100%</b>	<b>1</b>	<b>100%</b>	<b>15</b>	<b>100%</b>

# High Injury Network

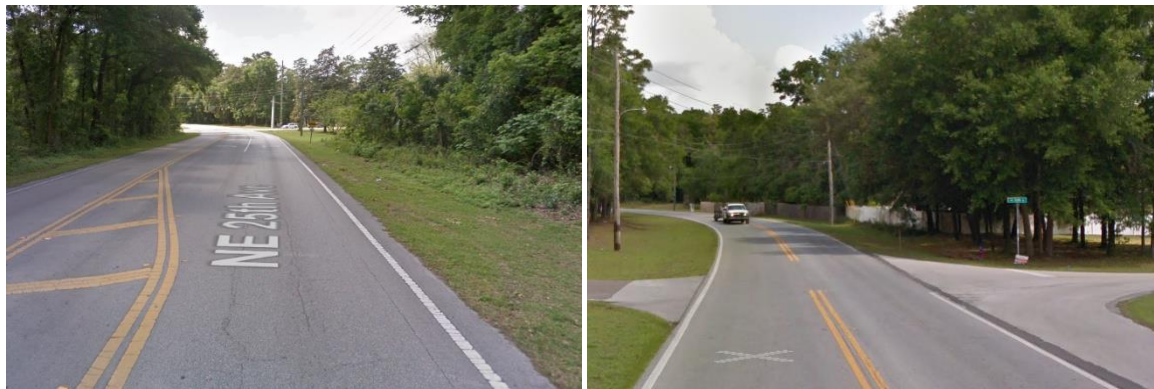
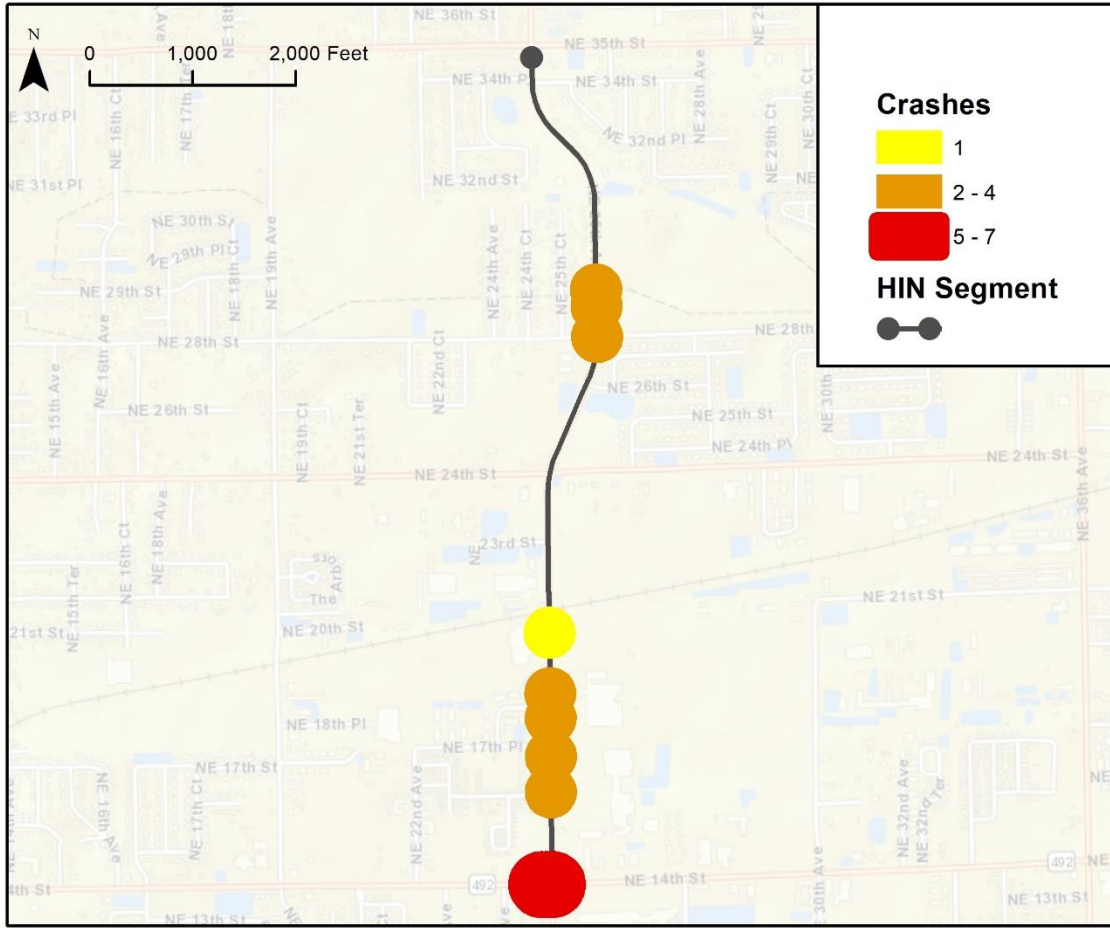


Image Source: Google Streetview





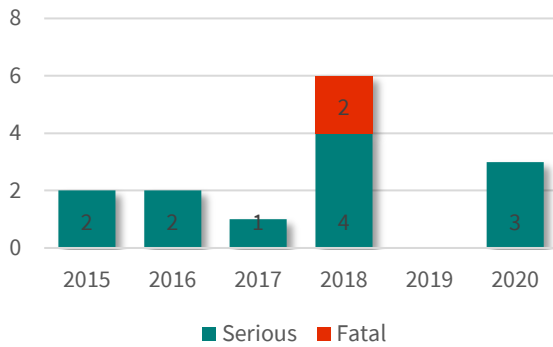
### 33. SR 40/Silver Springs Blvd, NE 35th Ave to E Hwy 326

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.516	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
40 to 55	2 to 4	12,800 to 22,500
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes (Gaps)	No	Yes (Gaps)

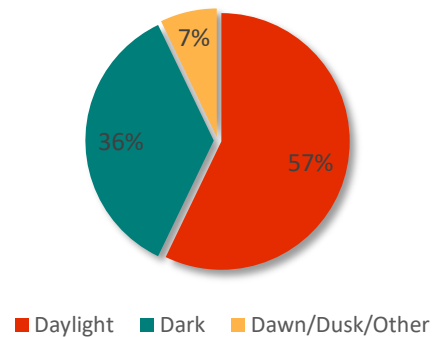
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
14	2	3	12	19

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	4	28.6%	1	50%	3	25%
Other	3	21.4%	0	0%	3	25%
Rear End	3	21.4%	0	0%	3	25%
Off Road	2	14.3%	1	50%	1	8.3%
Bicycle/Pedestrian	1	7.1%	0	0%	1	8.3%
Rollover	1	7.1%	0	0%	1	8.3%
<b>Total</b>	<b>14</b>	<b>100%</b>	<b>2</b>	<b>100%</b>	<b>12</b>	<b>100%</b>

# High Injury Network

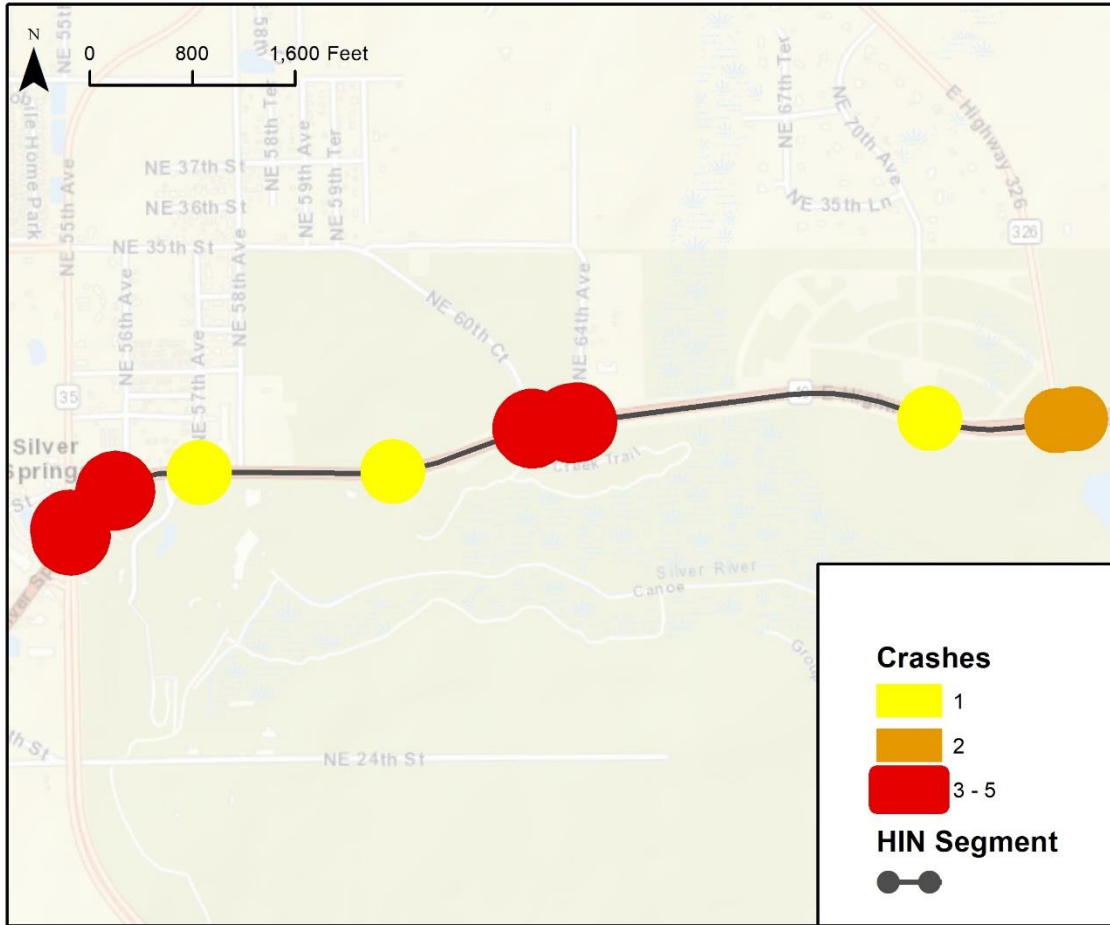


Image Source: Google Streetview

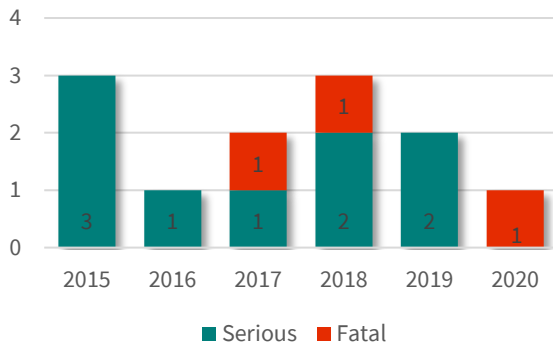
## 34. 20th St/Jacksonville Rd/Hwy 200A and NE 24th St, US 441/301/N Pine Ave to NE 10th Ct

Maintaining Jurisdiction	Segment Length	Location Type
Marion County/Ocala	1.079	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35	4	4,300 to 9,200
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	Yes	No

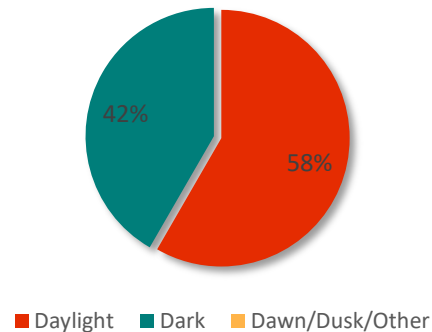
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
12	3	3	9	10

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	5	41.7%	1	33.3%	4	44.4%
Bicycle/Pedestrian	3	25%	1	33.3%	2	22.2%
Other	1	8.3%	0	0%	1	11.1%
Rear End	1	8.3%	0	0%	1	11.1%
Unknown	1	8.3%	0	0%	1	11.1%
Off Road	1	8.3%	1	33.3%	0	0%
<b>Total</b>	<b>12</b>	<b>100%</b>	<b>3</b>	<b>100%</b>	<b>9</b>	<b>100%</b>

# High Injury Network

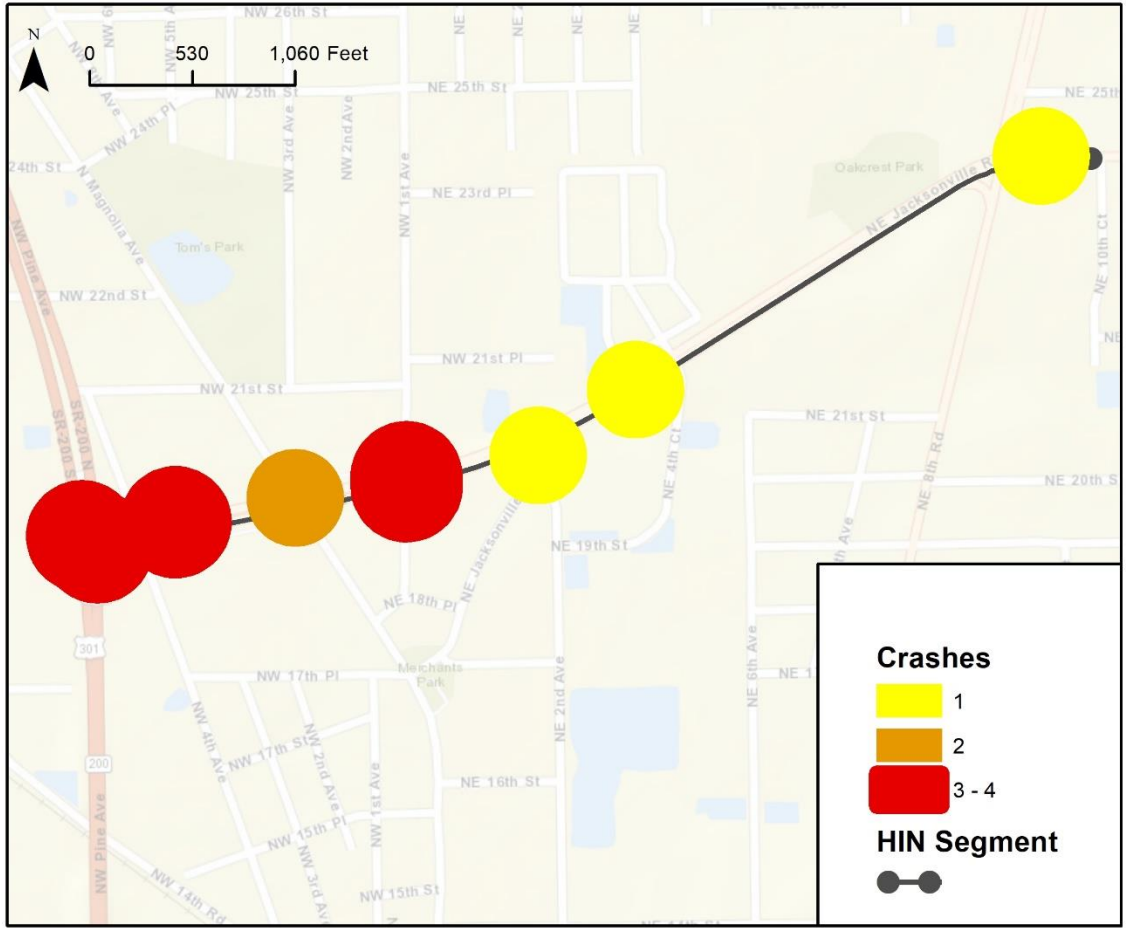


Image Source: Google Streetview



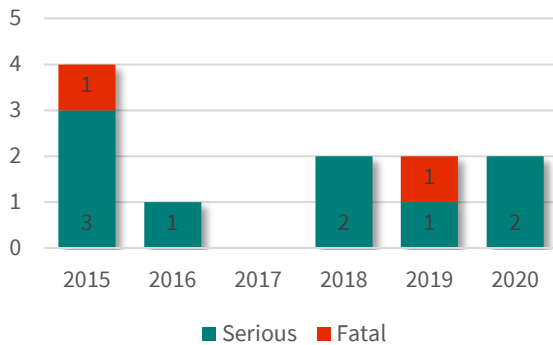
## 35. US 441, NW 214th Ln to NW 230th St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.132	Rural
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
55	4	5,300
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
No	No	No

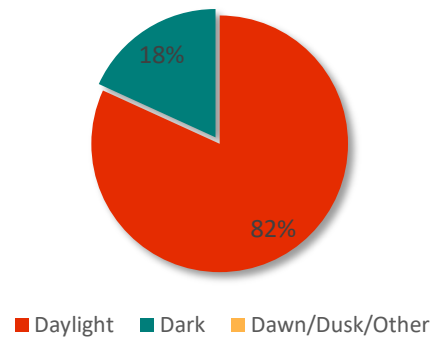
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
11	2	3	9	10

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Rear End	3	27.3%	0	0%	3	33.3%
Off Road	2	18.2%	2	100%	0	0%
Angle/Left Turn	1	9.1%	0	0%	1	11.1%
Other	1	9.1%	0	0%	1	11.1%
Bicycle/Pedestrian	1	9.1%	0	0%	1	11.1%
Sideswipe	1	9.1%	0	0%	1	11.1%
Animal	1	9.1%	0	0%	1	11.1%
Rollover	1	9.1%	0	0%	1	11.1%
<b>Total</b>	<b>11</b>	<b>100%</b>	<b>2</b>	<b>100%</b>	<b>9</b>	<b>100%</b>

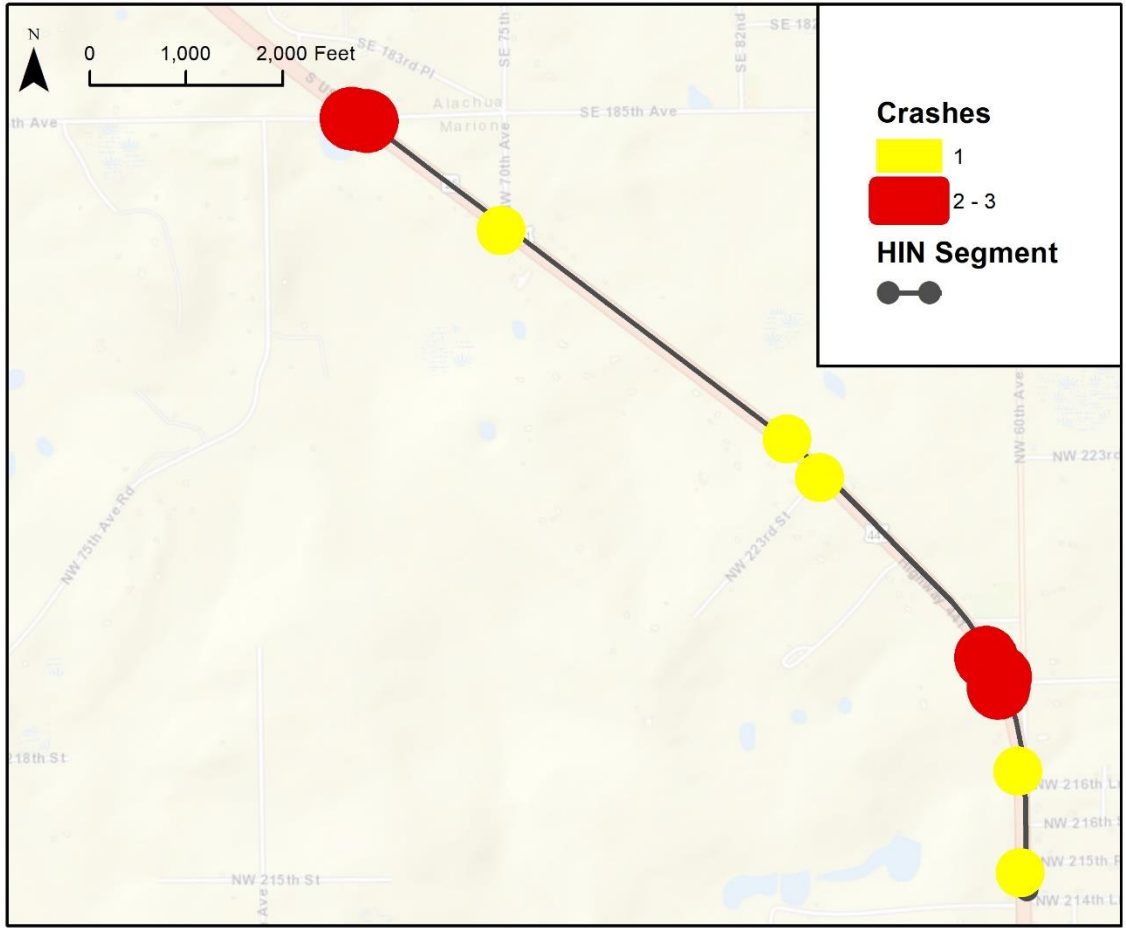


Image Source: Google Streetview



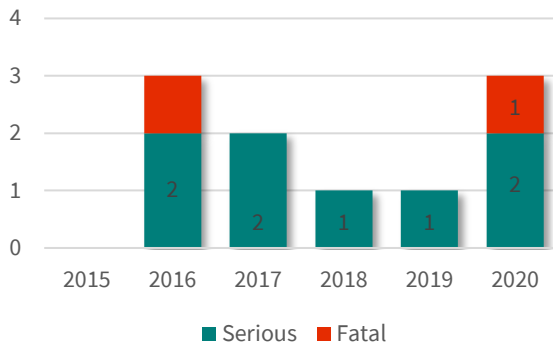
## 36. NE 28th St, US 441/301/N Pine Ave to Jacksonville Rd

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	1.131	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
30	2	3,300 to 16,500
Functional Class	Within Equity Area	Near School, Park, etc.
Collector	Yes	Yes
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes (Gaps)	No	No

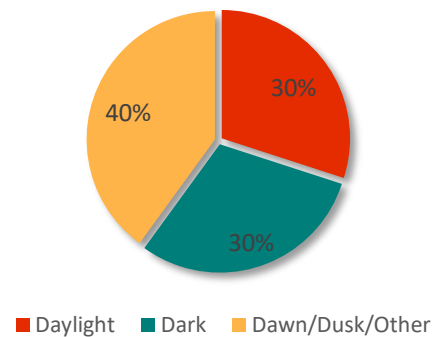
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
10	2	2	8	10

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	5	50%	1	50%	4	50%
Rear End	2	20%	0	0%	2	25%
Other	1	10%	0	0%	1	12.5%
Unknown	1	10%	0	0%	1	12.5%
Off Road	1	10%	1	50%	0	0%
<b>Total</b>	<b>10</b>	<b>100%</b>	<b>2</b>	<b>100%</b>	<b>8</b>	<b>100%</b>

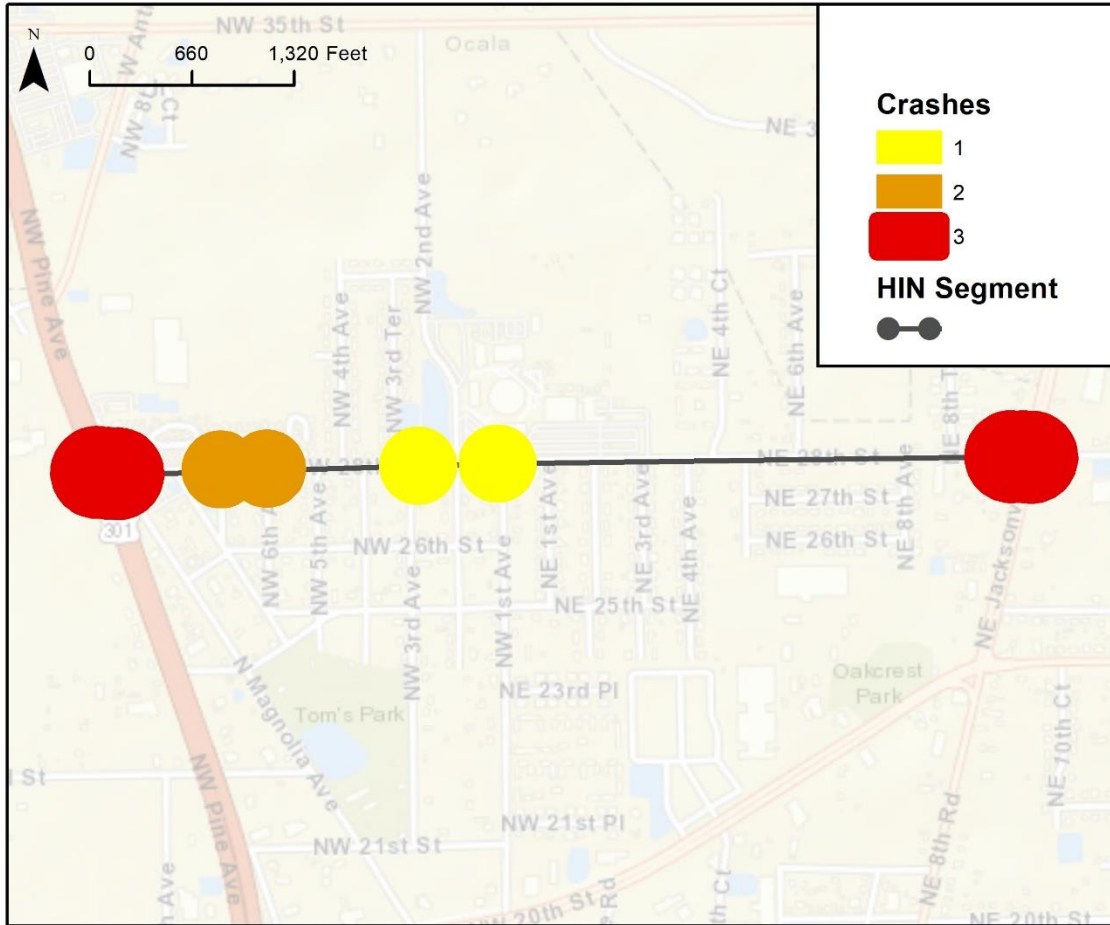


Image Source: Google Streetview



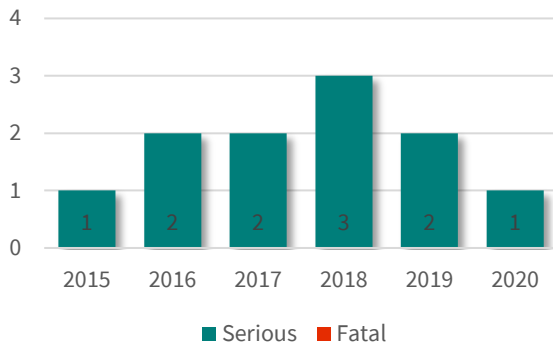
## 37. SW 32nd St, SW 7th Ave to SE Lake Weir Ave

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	1.537	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
35 to 40	4	19,200 to 20,600
Functional Class	Within Equity Area	Near School, Park, etc.
Arterial	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	Yes	Yes

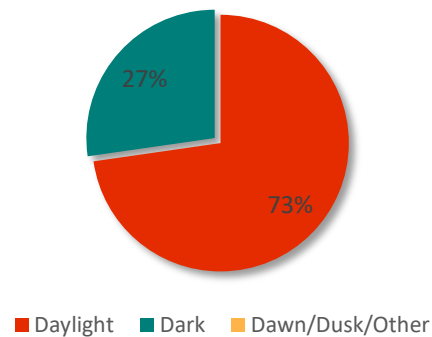
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
11	0	0	11	17

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
	Count	Percentage	Count	Percentage	Count	Percentage
Angle/Left Turn	3	27.3%	0	0%	3	27.3%
Off Road	3	27.3%	0	0%	3	27.3%
Other	2	18.2%	0	0%	2	18.2%
Rear End	2	18.2%	0	0%	2	18.2%
Unknown	1	9.1%	0	0%	1	9.1%
<b>Total</b>	<b>11</b>	<b>100%</b>	<b>0</b>	<b>0%</b>	<b>11</b>	<b>100%</b>

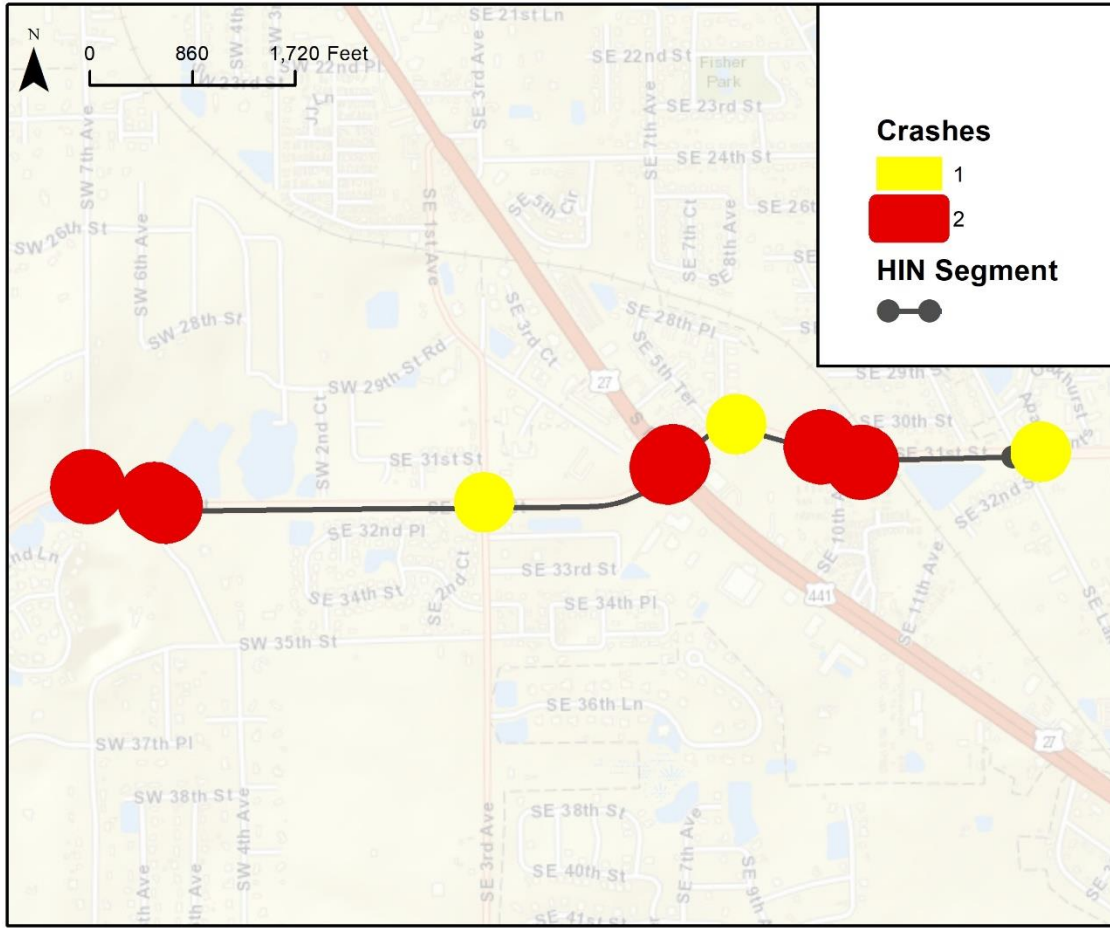


Image Source: Google Streetview



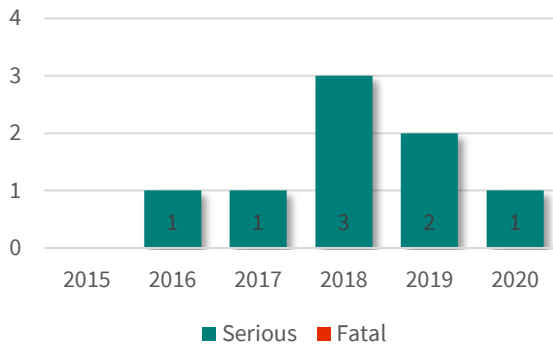
## 38. NW 7th St, NW Old Blitchton Rd to NW 6th Ter

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	0.734	Urban
Posted Speed Limit	Number of Travel Lanes	AADT (2020)
30	2	Unknown
Functional Class	Within Equity Area	Near School, Park, etc.
Collector	Yes	No
Existing Sidewalks	Existing Bicycle Facilities	Street Lighting
Yes	No	Yes (Gaps)

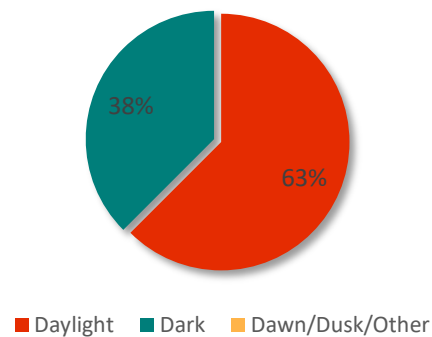
### Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
8	0	0	8	8

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Other	5	62.5%	0	0%	5	62.5%
Angle/Left Turn	1	12.5%	0	0%	1	12.5%
Bicycle/Pedestrian	1	12.5%	0	0%	1	12.5%
Off Road	1	12.5%	0	0%	1	12.5%
<b>Total</b>	<b>8</b>	<b>100%</b>	<b>0</b>	<b>0%</b>	<b>8</b>	<b>100%</b>





## HIN Segment Detailed Overview

ID	Segment	Jurisdiction	Location	Length (Miles)	Lanes	Speed Limit	Max AADT	Class	Equity Area	School/Park	Sidewalk	Bike Facility	Lighting	SI Crashes	K Crashes	KSI Crashes	Serious Injuries	Fatalities	SI per Mile	K per Mile	KSI per Mile	SI Rate	K Rate	KSI Rate
1	SR 200/College Rd, I-75 to S Pine Ave	FDOT	Urban	3.511	6	45	22,000 - 42,500	Arterial	Yes	Yes	Yes (Gaps)	No	Yes	62	5	67	73	5	17.66	1.42	19.08	1.138	0.092	1.230
2	SR 40/Silver Springs Blvd, 25th Ave to NE 35th Ave	FDOT	Urban	3.432	4	45	24,500	Arterial	Yes	Yes	Yes	No	Yes	49	5	54	52	5	14.28	1.46	15.73	1.597	0.163	1.759
3	SR 40/Silver Springs Blvd, Pine Ave to 25th Ave	FDOT	Urban	2.248	4	30-40	27,000 - 31,000	Arterial	Yes	Yes	Yes	No	Yes	46	8	54	58	9	20.46	3.56	24.02	1.808	0.315	2.123
4	US 27/301/441/S Pine Ave, SE 17th St to SR 40/Silver Springs Blvd	FDOT	Urban	1.064	6	35	26,000 - 34,500	Arterial	Yes	No	Yes	No	Yes	47	4	51	55	4	44.17	3.76	47.93	3.508	0.299	3.806
5	SR 200/College Rd, SE 60th Ave to I-75	FDOT	Urban	3.044	6	45-50	41,000 - 49,900	Arterial	Yes	No	Yes	Yes	No	38	11	49	52	11	12.48	3.61	16.10	0.685	0.198	0.884
6	SR 40, NW 113th Cir to I-75	FDOT	Urban	7.414	4	50	21,700 - 30,000	Arterial	Yes	No	Yes	Yes	No	39	6	45	46	6	5.26	0.81	6.07	0.480	0.074	0.554
7	SR 464/SE 17th St, S Pine Ave to SE 25th Ave	FDOT	Urban	2.234	4	40-50	29,000	Arterial	Yes	Yes	Yes (Gaps)	No	Yes (Gaps)	42	3	45	55	4	18.80	1.34	20.14	1.776	0.127	1.903
8	SE Hwy 42, S Hwy 25 to County Line	County	Rural	17.523	2	55	10,600	Collector	Yes	Yes	No	No	No	24	12	36	29	12	1.37	0.68	2.05	0.354	0.177	0.531
9	US 441, NE 35th St to N of 77th St	FDOT	Urban	3.153	4	55	16,300 - 22,000	Arterial	Yes	No	No	No	No	29	5	34	42	5	9.20	1.59	10.78	1.145	0.197	1.343
10	SR 464/Maircamp Rd, SE 58th Ave to Emerald Rd	FDOT	Urban	4.145	4	50	35,900	Arterial	Yes	Yes	Yes (Gaps)	No	No	29	3	32	34	3	7.00	0.72	7.72	0.534	0.055	0.589
11	US 27/Blitchton Rd, W of NW 60th Ave to NW 34th Ave	FDOT	Urban	2.718	4	45-55	21,000	Arterial	Yes	No	Yes (Gaps)	Yes	No	25	7	32	26	7	9.20	2.58	11.77	1.200	0.336	1.536
12	SR 40/Silver Springs Blvd, I-75 to NW Martin L King Ave	FDOT	Urban	1.941	4	45	23,000 - 33,000	Arterial	Yes	Yes	Yes	No	Yes	31	2	33	34	2	15.97	1.03	17.00	1.326	0.086	1.412
13	SR 464/Maircamp Rd, SE 25th Ave to SE 58th Ave	FDOT	Urban	3.742	4	50-55	29,000 - 34,500	Arterial	Yes	Yes	Yes (Gaps)	No	No	26	5	31	35	5	6.95	1.34	8.28	0.552	0.106	0.658
14	US 27/301/441/S Pine Ave, SE 32nd St to SE 17th St	FDOT	Urban	1.214	4 - 6	35-50	25,500 - 30,300	Arterial	Yes	No	Yes	No	Yes	27	3	30	32	3	22.24	2.47	24.71	2.011	0.223	2.234
15	SR 200/College Rd, SE Hwy 484 to SW 80th Ave	FDOT	Urban	2.838	6	50	21,000 - 30,000	Arterial	Yes	Yes	Yes	Yes	No	22	5	27	26	6	7.75	1.76	9.51	0.708	0.161	0.869
16	SR 464/SW 17th St, SR 200/College Rd to S Pine Ave	FDOT	Urban	1.228	4	35-45	25,500 - 31,000	Arterial	Yes	No	No	No	Yes (Gaps)	26	1	27	32	1	21.17	0.81	21.99	1.871	0.072	1.943
17	SR 326/NE 70th St, US 441 to NE 36th Avenue Rd	FDOT	Rural	4.823	2	45-55	11,400 - 12,300	Arterial	Yes	No	No	No	No	19	6	25	28	8	3.94	1.24	5.18	0.877	0.277	1.155
18	US 27/301/441/N Pine Ave, SR 40/Silver Springs Blvd to NW 10th St	FDOT	Urban	0.698	4 - 6	35-45	28,000	Arterial	Yes	No	Yes (Gaps)	No	Yes	27	1	28	36	1	38.68	1.43	40.11	3.785	0.140	3.925
19	SE Hwy 42, US 441 to S Hwy 25	County	Rural	3.814	2	55	9,500 - 10,700	Collector	Yes	Yes	No	No	No	17	8	25	31	8	4.46	2.10	6.55	1.141	0.537	1.678
20	SE Hwy 484/SE 132nd Street Rd, SE 36th Ave to US 301	County	Rural	2.572	4	45-55	11,200 - 18,300	Arterial	Yes	No	No	No	No	17	7	24	23	11	6.61	2.72	9.33	0.990	0.407	1.397
21	US 27/301/441/S Pine Ave, SE 92nd Place Rd to SE 52nd St	FDOT	Rural	3.664	4	55	28,500 - 29,800	Arterial	Yes	Yes	No	No	No	18	8	26	29	10	4.91	2.18	7.10	0.452	0.201	0.652
22	US 301, S of 151st St to SE 132 Street Rd	FDOT	Rural	2.076	2 - 4	55	13,300 - 17,100	Arterial	Yes	Yes	No	No	No	16	7	23	23	9	7.71	3.37	11.08	1.235	0.540	1.775
23	US 441, Marion/Sumter County Line to SE Hwy 42	FDOT	Urban	2.025	4	55	37,500	Arterial	Yes	No	No	No	No	17	4	21	23	4	8.40	1.98	10.37	0.613	0.144	0.758
24	SR 40, S Hwy 314A to 196th Ter	FDOT	Rural	4.265	2	55	8,100	Arterial	Yes	Yes	No	No	No	15	7	22	19	7	3.52	1.64	5.16	1.190	0.555	1.745

# High Injury Network



ID	Segment	Jurisdiction	Location	Length (Miles)	Lanes	Speed Limit	Max AADT	Class	Equity Area	School/Park	Sidewalk	Bike Facility	Lighting	SI Crashes	K Crashes	KSI Crashes	Serious Injuries	Fatalities	SI per Mile	K per Mile	KSI per Mile	SI Rate	K Rate	KSI Rate
25	NE 35 <sup>th</sup> St, US 441 to NE 36 <sup>th</sup> Ave	County	Rural	3.650	2 - 4	35	7,900 - 9,800	Collector	Yes	No	No	No	No	20	2	22	36	2	5.48	0.55	6.03	1.532	0.153	1.685
26	US 27/301/441/SE Abshier Blvd, SE 62 <sup>nd</sup> Ave to SE 92 <sup>nd</sup> Place Rd	FDOT	Rural	3.135	4	55	28,500	Arterial	Yes	Yes	No	No	No	16	4	20	21	5	5.10	1.28	6.38	0.491	0.123	0.613
27	SR 200/College Rd, SW 80 <sup>th</sup> Ave to SW 60 <sup>th</sup> Ave	FDOT	Urban	3.075	6	50	27,600	Arterial	Yes	Yes	Yes	Yes	No	19	3	22	25	3	6.18	0.98	7.15	0.613	0.097	0.710
28	US 41/Williams St, Marion/Citrus County Line to SR 40	FDOT	Rural	4.825	2 - 4	35-55	21,000 - 26,000	Arterial	Yes	Yes	Yes (Gaps)	No	No	18	3	21	25	3	3.73	0.62	4.35	0.393	0.066	0.459
29	SW Hwy 484, SW 104 <sup>th</sup> Ave to SR 200/College Rd	County	Rural	4.174	2	55	11,300	Arterial	Yes	No	No	No	No	15	3	18	20	7	3.59	0.72	4.31	0.871	0.174	1.046
30	SW 27 <sup>th</sup> Ave, SW 42 <sup>nd</sup> St to SR 200/College Rd	Ocala	Urban	1.382	4	45	17,200 - 18,800	Arterial	Yes	Yes	Yes	No	Yes	17	0	17	19	0	12.30	0.00	12.30	1.793	0.000	1.793
31	US 27/301/441/S Pine Ave, SE 52 <sup>nd</sup> St to SE 32 <sup>nd</sup> St	FDOT	Urban	2.050	4	55	30,500	Arterial	Yes	No	No	No	No	11	5	16	13	5	5.37	2.44	7.80	0.482	0.219	0.701
32	NE 25 <sup>th</sup> Ave, NE 14 <sup>th</sup> St to NE 35 <sup>th</sup> St	Ocala	Rural	1.601	2	35	8,800 - 11,400	Collector	Yes	No	No	No	No	15	1	16	20	1	9.37	0.62	9.99	2.252	0.150	2.402
33	SR 40/Silver Springs Blvd, NE 35 <sup>th</sup> Ave to E Hwy 326	FDOT	Urban	1.516	2 - 4	40-55	12,800 - 22,500	Arterial	Yes	Yes	Yes (Gaps)	No	Yes (Gaps)	12	2	14	19	3	7.92	1.32	9.23	0.964	0.161	1.124
34	20th St/Jacksonville Rd/Hwy 200A and NE 24 <sup>th</sup> St, US 441/301/N Pine Ave to NE 10 <sup>th</sup> Ct	County/Ocala	Urban	1.079	4	35	4,300 - 9,200	Arterial	Yes	Yes	Yes	Yes	No	9	3	12	10	3	8.34	2.78	11.12	2.484	0.828	3.312
35	US 441, NW 214 <sup>th</sup> Ln to NW 230 <sup>th</sup> St	FDOT	Rural	2.132	4	55	5,300	Arterial	Yes	No	No	No	No	9	2	11	10	3	4.22	0.94	5.16	2.182	0.485	2.667
36	NE 28 <sup>th</sup> St, US 441/301/N Pine Ave to Jacksonville Rd	Ocala	Urban	1.131	2	30	3,300 - 16,500	Collector	Yes	Yes	Yes (Gaps)	No	No	8	2	10	10	2	7.07	1.77	8.84	1.174	0.294	1.468
37	SW 32 <sup>nd</sup> St, SW 7 <sup>th</sup> Ave to SE Lake Weir Ave	Ocala	Urban	1.537	4	35-40	19,200 - 20,600	Arterial	Yes	No	Yes	Yes	Yes	11	0	11	17	0	7.16	0.00	7.16	0.952	0.000	0.952
38	NW 7 <sup>th</sup> St, NW Old Blitchton Rd to NW 6 <sup>th</sup> Ter	Ocala	Urban	0.734	2	30	NA	Collector	Yes	No	Yes	No	Yes (Gaps)	8	0	8	8	0	10.90	0.00	10.90	NA	NA	NA

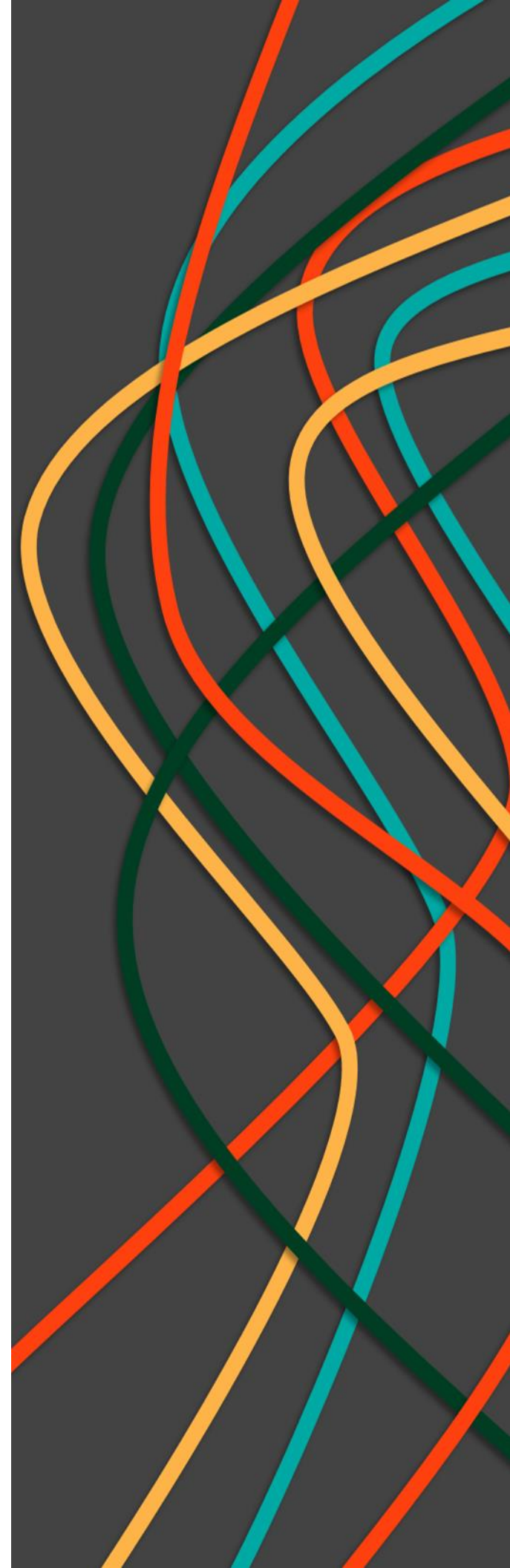
Crash rates are represented at the number of crashes per 1,000,000 vehicle miles traveled (VMT); VMT was calculated using the segment length and AADTs.



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

# Appendix C - Engagement Summary

September 2022





## Introduction

A series of public involvement activities were established to better gauge the opinions of residents, practitioners, and other stakeholders and guide the development of Commitment to Zero. These activities were generally placed into in-person meetings targeting the public and those who specialize in an aspect of transportation safety, and in the form of online public engagement. This document describes these activities in detail.

## Public Kick-Off Meeting

A public kick-off event was held on January 12, 2022, to observe the start of the Commitment to Zero effort and generate enthusiasm and knowledge amongst members of the public. Approximately 40 attendees were welcomed by Commissioner Michelle Stone and then provided a broad overview of Commitment to Zero and current safety-focused efforts from County staff, law enforcement, fire rescue, and the Florida Department of Transportation (FDOT).

The Kick-Off Meeting focused on what makes the Commitment to Zero and the Safe System approach framework different from past traffic safety approaches and punctuated the unnecessary loss of life to traffic deaths in the region. Attendees were provided a fact sheet explaining the project and had the opportunity to browse meeting boards that explained the project timeline and the principles of the Safe System approach.







## Working Group Meetings

A series of three Commitment to Zero Working Group meetings were facilitated throughout the development of the Action Plan. The Working Group was hosted by the Marion County Community Traffic Safety Team (CTST). The CTST is made up of a group of interdisciplinary individuals who are focused on discussing issues related to crashes and potential solutions to mitigate those crashes. The Working Group was provided with background information on the goals and principles of Commitment to Zero, including an overview of the Safe Systems approach, participated in a brainstorming session on potential strategies and actions, and provided general input and guidance towards developing the Action Plan and future implementation of the Plan. As mentioned, the Working Group met three times, a summary of those meetings is provided below:



- **Working Group Meeting #1, February 10, 2022:** The first Working Group meeting provided an overview of the TPO's Commitment to Zero effort and the development of an Action Plan to support Commitment to Zero. A review of the Safe Systems approach to transportation safety was provided, an overview of crash data and crash factors was provided, and a discussion on observed issues and behaviors and discussions on what the Action Plan is looking to specifically address were held.
- **Working Group Meeting #2, April 14, 2022:** The second Working Group meeting looked at the crash history data in greater detail and included a more in-depth discussion on factors and behavioral trends that may influence the occurrence and severity of crashes. An introduction to the High Injury Network (HIN) was provided and a discussion ensued on how the HIN could be used to focus efforts and prioritize future projects. The meeting concluded with a group brainstorming session to discuss and identify potential actions and strategies that could be developed into the Action Plan to address fatal and serious injury crashes.



- **Working Group Meeting #3, July 14, 2022:** The third and final meeting included a review of the public engagement and summary of received input. A large portion of the meeting was dedicated to reviewing the proposed strategies and actions and on identifying potential emphasis areas that should be highlighted in the Action Plan. Finally, the meeting concluded with a discussion on performance measures and how the success of the Commitment to Zero effort should be measured.

## Public Workshop

A public workshop was held on the evening of April 14, 2022, at the College of Central Florida's Klein Center. The workshop was opened by the TPO Board Chair, Councilmember Ire Bethea. Following Councilmember Bethea's opening statements, Commissioner Michelle Stone spoke to the audience about the importance of Commitment to Zero and the TPO's commitment to eliminating traffic-related deaths and serious injuries. TPO Director Rob Balmes introduced the consultant team which provided an overview of the Commitment to Zero and Action Plan process and background information. Following the brief presentation, the meeting shifted to an open house style event where participants could engage with TPO, agency, and consultant staff to express their thoughts and ideas on areas, both traffic-related and geographical, that should be reviewed as part of the Action Plan development. Participants were also encouraged to complete the online survey, comment on the online map, and were provided with information that they could share with others.





## Stakeholder Meeting

On May 12, 2022, a Stakeholder Group Meeting was held to inform a mix of government agency staff, law enforcement, fire rescue, and public participants on the status of Commitment to Zero and to solicit input on the formation to actionable strategies. The meeting covered the Safe System approach and how it differs from the traditional transportation safety approach, a summary of the crash evaluation and key take-aways related to crash types and factors, and a discussion on potential strategies for the Action Plan.



## Transportation Disadvantage Local Coordinating Board Workshop

On June 16, 2022, following the Transportation Disadvantaged Local Coordinating Board (TDLCB) meeting a workshop was held to inform the TDLCB members about the efforts related to Commitment to Zero and the development of the Action Plan. Input and feedback were solicited through discussions focused on how Commitment to Zero could benefit transportation disadvantaged persons and the community in general.





## Online Survey

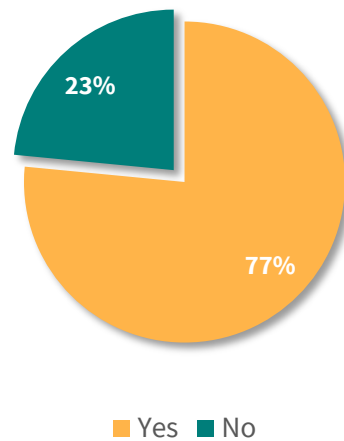
An online survey was developed and hosted on the TPO’s Safety Action Plan webpage. Open from January 12, 2022, through July 1, 2022, the survey was used to solicit feedback from the public on issues associated with crashes and traffic safety concerns in the community. 196 participants completed the survey by answering questions and providing comments. The following provides a summary of the results of the survey by question.

### Relationship to Crashes

Respondents were asked a pair of questions to understand how traffic crashes have impacted them personally.

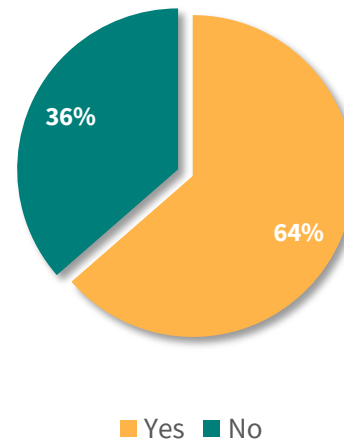
#### Have you ever been involved in a traffic crash?

Of 196 total responses, a wide 77% of respondents indicated that they had been involved in a traffic crash.



#### Has someone you know been seriously injured or killed in a traffic crash?

Of 195 total responses, 64% indicated that someone they know had been killed or seriously injured in a traffic crash, demonstrating a clear personal connection between most respondents and the core concept of Commitment to Zero.





## Crash Factors

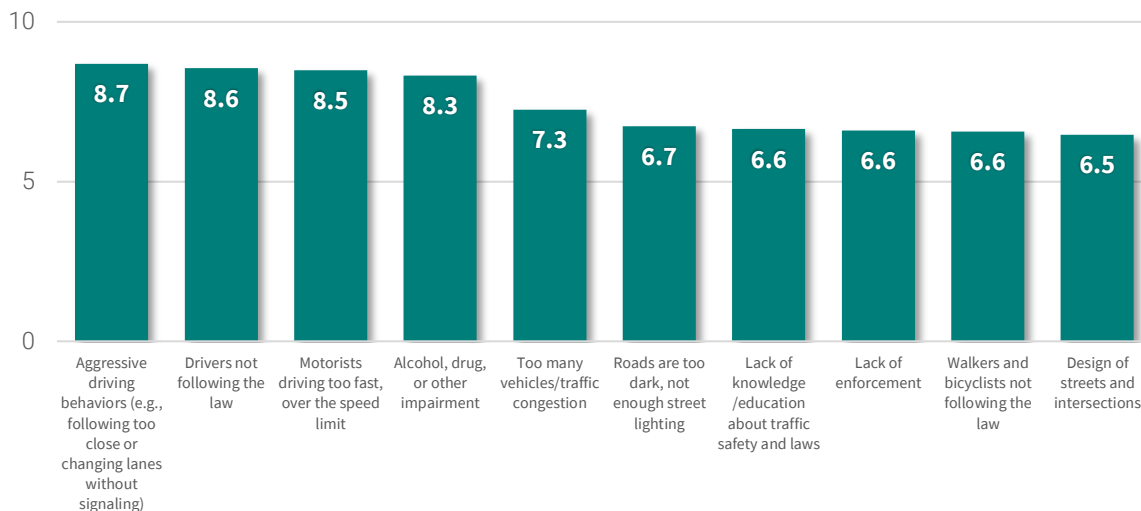
Respondents were asked a series of questions about their sentiments towards the contributing factors to crashes, and how to best counteract these factors.

### How much do you think the following factors contribute to fatal and serious injury traffic crashes in our community?

For this question, respondents were asked to rank the following items from 1 to 10, with items ranked 1 as not contributing at all, and items ranked 10 as contributing very much. All 197 respondents chose to answer this question. The following choices were provided:

- Aggressive driving behaviors (e.g., following too close or changing lanes without signaling)
- Alcohol, drug, or other impairment
- Design of streets and intersections
- Distraction/inattention while driving (e.g., texting and driving)
- Drivers not following the law
- Lack of enforcement
- Lack of knowledge/education about traffic safety and laws
- Motorists driving too fast, over the speed limit
- Roads are too dark, not enough street lighting
- Too many vehicles/traffic congestion
- Walkers and bicyclists not following the law

Next, a weighted average was applied to the results, yielding that most respondents felt that crashes were caused by aggressive driving, drivers disobeying the law generally, drivers exceeding the speed limit, and road users acting under the influence of drugs or alcohol. The fewest respondents ranked the design of roads as a contributing factor.



Respondents were also given the opportunity to specify their own cause with an “Other, please specify” choice. Those who did so generally described options offered above or suggested location-based design interventions. The full free responses can be found in the full survey detail section.

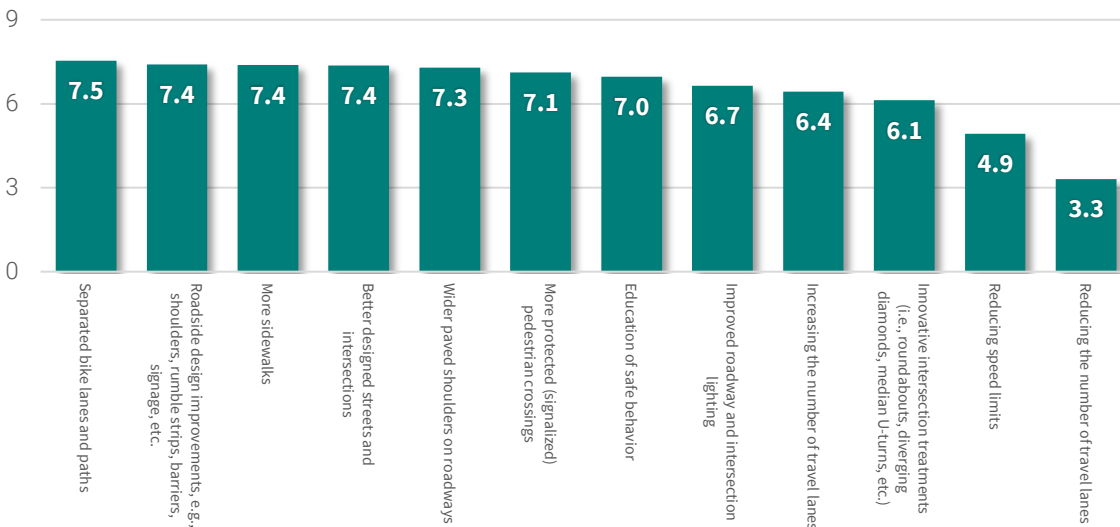


## What do you think would be most effective in reducing fatal and serious injury traffic crashes in our community?

Similar to the previous question, respondents were asked to rank the following items from 1 to 10, with items ranked 1 as not contributing at all, and items ranked 10 as contributing very much. All 197 respondents chose to answer this question. The following choices were provided:

- Better designed streets and intersections
- Education of safe behavior
- Enforcement of unsafe behavior (i.e., speeding tickets)
- Improved roadway and intersection lighting
- Increasing the number of travel lanes
- Innovative intersection treatments (i.e., roundabouts, diverging diamonds, median U-turns, etc.)
- More protected (signalized) pedestrian crossings
- More sidewalks
- Reducing speed limits
- Reducing the number of travel lanes
- Roadside design improvements, e.g., shoulders, rumble strips, barriers, signage, etc.
- Separated bike lanes and paths
- Wider paved shoulders on roadways
- Other (please specify)

Using a weighted average, respondents rated separated bike lanes, roadway design improvements, more sidewalks, and better designed streets and intersections as the most effective ways to reduce fatal and serious injury crashes. The design approach of reducing the total number of travel lanes was ranked as the most ineffective, followed by reducing speed limits.



Respondents were also given the opportunity to specify their own cause with an “Other, please specify” choice. The perception that the rapid growth of Marion County is outpacing the capacity of its roads was a major theme of these comments. The other free response comments generally described options offered above or suggested location-based design interventions. The full free responses can be found in the full survey detail section.



## Sentiments on Achieving Zero

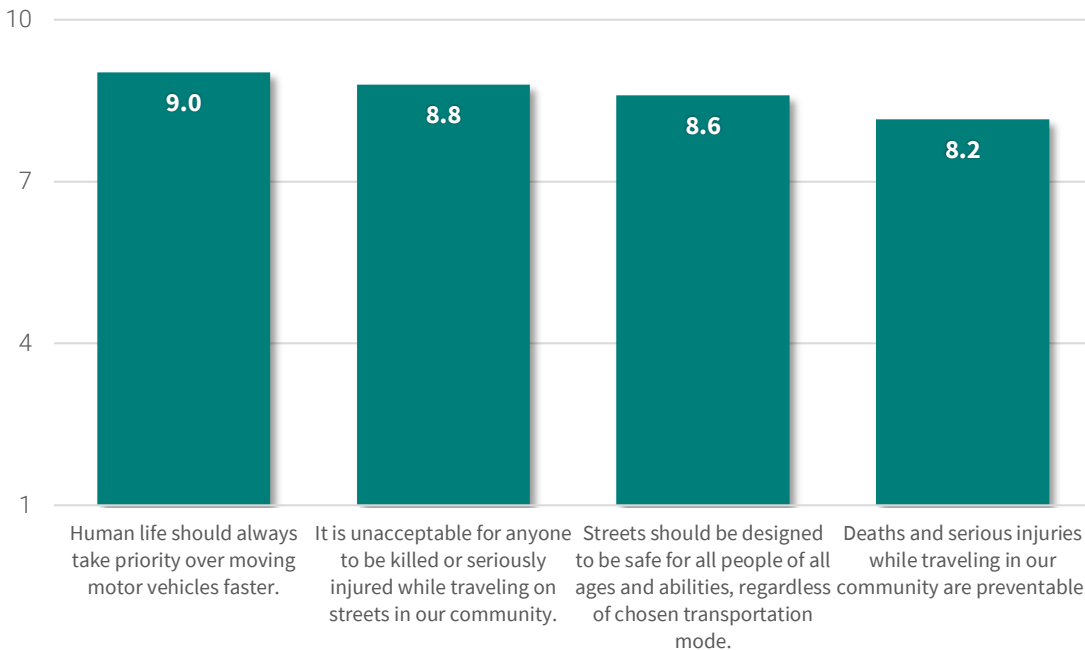
Respondents were asked a pair of questions to better understand their feelings on the need and probability of the goal to achieve zero traffic-related serious injuries and deaths.

### How much do you agree or disagree with the following statements?

To gauge their sentiments towards whether serious injuries and deaths on Ocala / Marion roads are preventable, respondents were asked to rank the following statements from 1 to 10. Items ranked 1 were considered strong disagreements, and items ranked 10 were considered strong agreement. All 197 respondents chose to answer this question.

- Deaths and serious injuries while traveling in our community are preventable.
- Human life should always take priority over moving motor vehicles faster.
- It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.
- Streets should be designed to be safe for all people of all ages and abilities, regardless of chosen transportation mode.

Based on the weighted average of responses, most respondents agreed with all statements, with the statement that human life should always take priority over moving cars quickly having the strongest support.



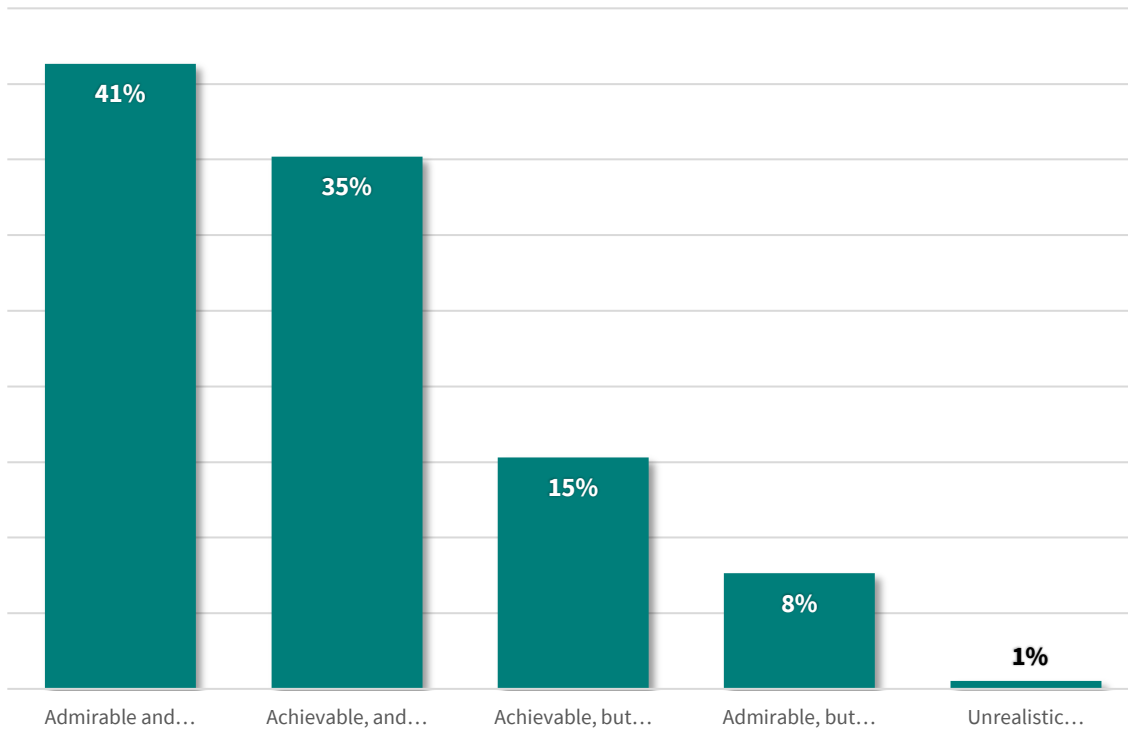


**The primary goal of the Commitment to Zero Safety Action Plan is to eliminate all traffic-related deaths and serious injuries countywide. Which of the following statements best describes your perspective of this goal?**

To understand to what degree respondents, support the concept of Commitment to Zero, they were asked to select which of the following statements most closely represented their view:

- The goal is achievable, and we should do everything we can now to realize it.
- The goal is achievable, but it should be pursued over time.
- The goal is admirable and should be pursued through a determined effort, but it is unlikely to be achieved.
- The goal is admirable, but it is unachievable.
- The goal is unrealistic, unachievable, and should not be pursued.

Based on these responses, most respondents (76%) feel that the goal is achievable and should be pursued either immediately (41%) or over time (35%). A smaller share of respondents (15%) feel that the goal is admirable, and just one respondent of 196 total respondents felt that the goal is unrealistic, unachievable, and should not be pursued.







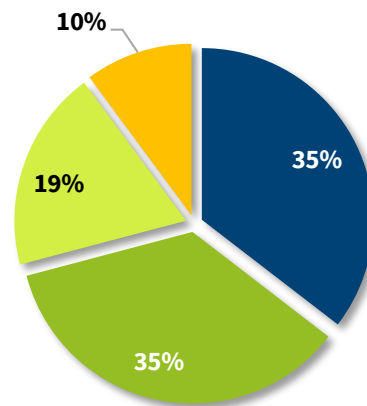
## Free Response

Respondents were asked: *Do you have any further comments on how to improve transportation safety and reduce the number of traffic-related deaths and serious injuries in Marion County?*

Of the 79 responses, several dominant themes arose including Design and Maintenance, Enforcement, Behavior and Education, and Non-Specific comments. The following are examples representative of each category:

- Design and Maintenance: *“We need a crosswalk in Ocala on SR 40 between 27th Ave and MLK.”*
- Enforcement: *“More enforcement and increased citation penalties for driving infractions directly related to dangerous driving”*
- Behavior and Education: *“Educate drivers on how to safely pass cyclists and pedestrians.”*
- Non-Specific: *“I thought I was going to be able to comment on a specific intersection issue.”*

35% of the total comments received related to Behavior and Education or Design and Maintenance, while 19% of responses were related to Behavior and Education, and 10% were considered non-specific.



The full free responses can be found at the end of this document.

■ Design/ Maintenance ■ Enforcement  
■ Behavior/ Education ■ Non-Specific

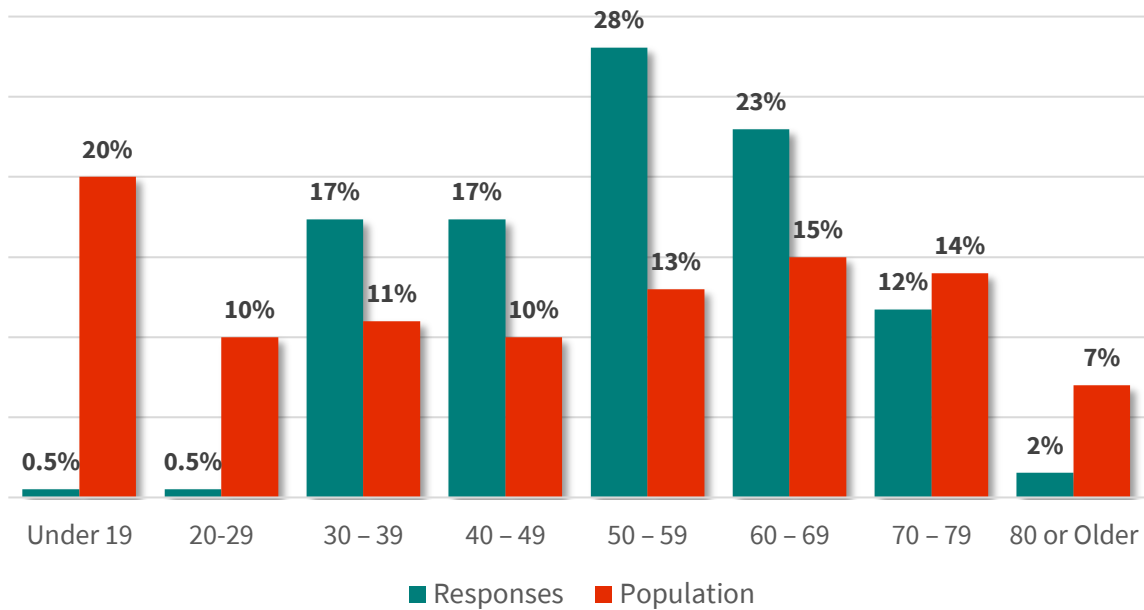


## Demographics

### Age

Respondents were asked to share their age, with 196 responses received. Most of the respondents, 64%, reported being above the age of 50, with 50-59 being the largest age group, at 28% of respondents.

The reported age of respondents was then compared to US Census data related to the age of residents of Marion County. As shown in the chart below, younger people, those under 29 years old, were significantly underrepresented, while the views of people in their middle age, between 40 and 69, were overrepresented.



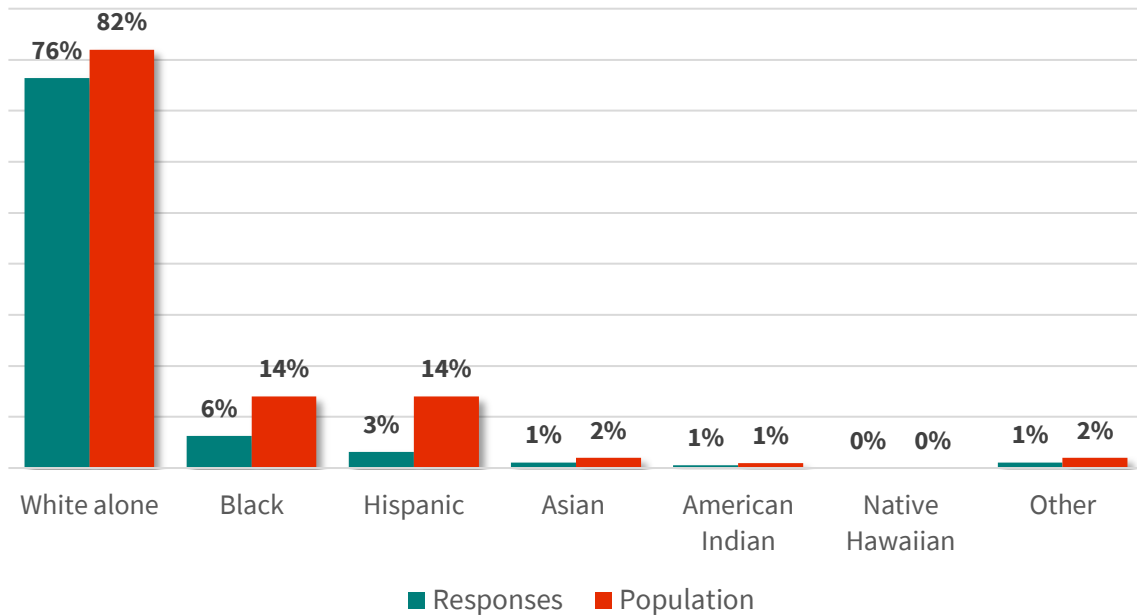
Source: ACS 2019

Full survey results, including the complete responses to the free response prompts, are available at the end of this document.



## Race & Ethnicity

To understand how the reported race and ethnicity of respondents matches the demographics of the county, US Census data were reviewed. 169 total respondents chose to answer this question while 28 chose to skip this question, including 22 who elected “I prefer not to answer.” When compared to the total population, those who identify as Black or Hispanic were underrepresented, while people who identified as White Alone were slightly overrepresented.

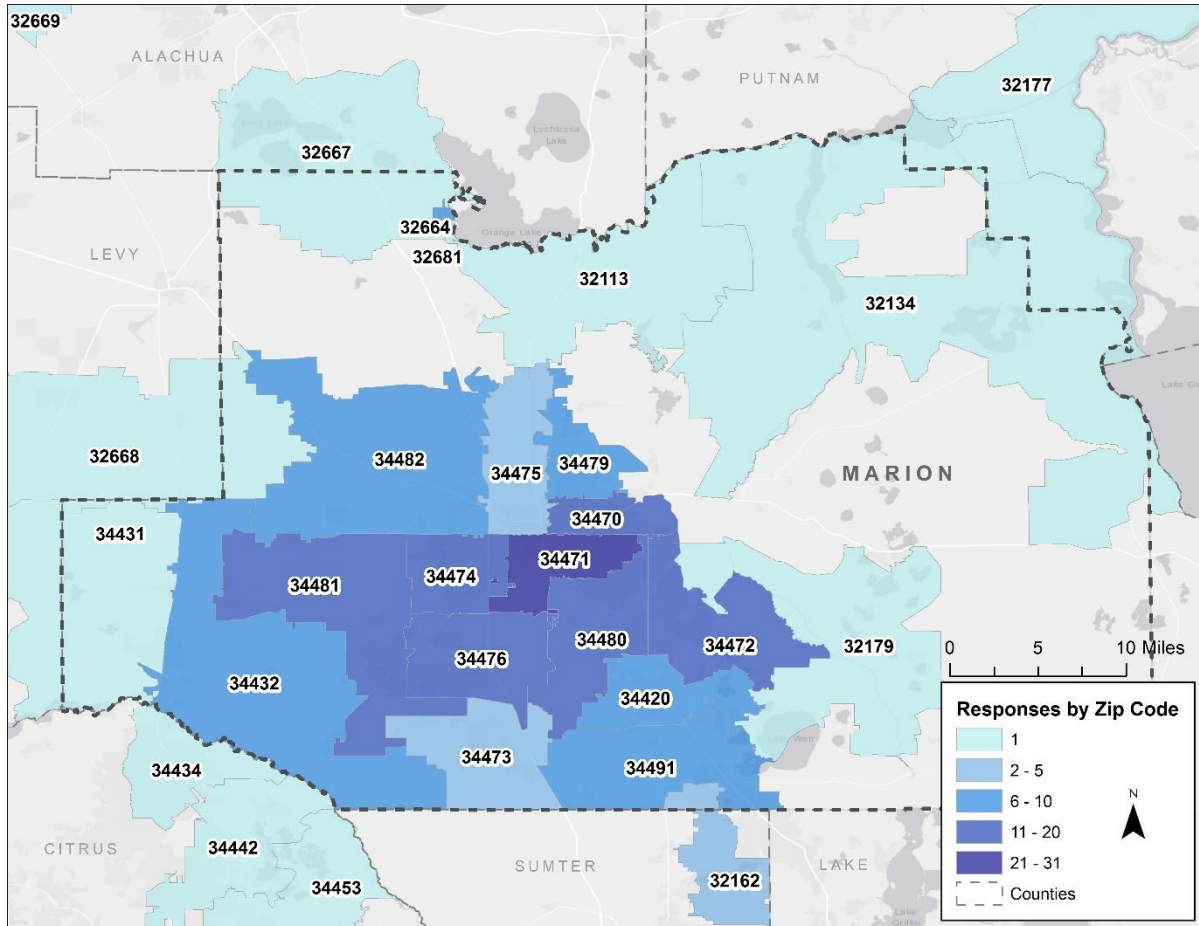


Source: US Census 2020 QuickFacts



## Home Zip Code

Respondents were asked to share their home zip code to better understand how that may shape their view of transportation safety. 193 total respondents submitted a response. The zip codes comprising the City of Ocala and its immediate vicinity made up most responses. A small number of responses were also received from each county adjacent to Marion County. The results of this question are shown in the map below.

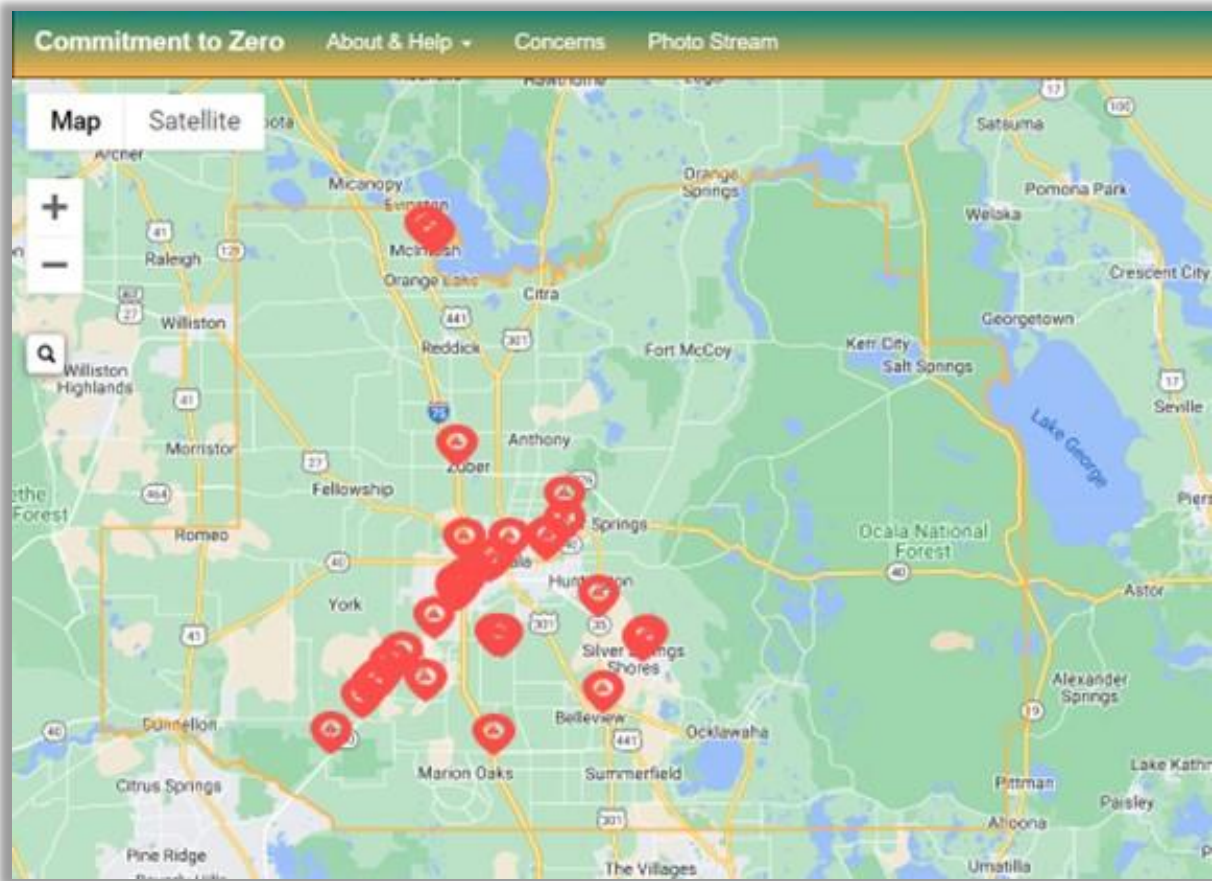






### Interactive Comment Map

At the same time as the online survey, an interactive map was made available for residents and visitors to comment on. The map provides users with the ability to comment on any road anywhere in the county, offering concerns about existing designs. It also allows other users to comment on and to “like” or “dislike” existing comments. 33 initial comments were received, with 9 of those comments being responses, likes, or dislikes.





## Full Survey Results

### 1. Have you ever been involved in a traffic crash?

Answered: 196; Skipped: 1

Answer Choices	Responses	Count
Yes	77%	150
No	23%	46

### 2. Has someone you know been seriously injured or killed in a traffic crash?

Answered: 195; Skipped: 2

Answer Choices	Responses	Count
Yes	64%	124
No	36%	71



### 3. How much do you think the following factors contribute to fatal and serious injury traffic crashes in our community? (Scale of 1 – 10, where 1 is “Not at All” and 10 is “Very Much”)

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Design of streets and intersections	6.5	10	5	19	10	28	17	31	24	14	36
Distraction/inattention while driving (e.g., texting and driving)	9.1	3	0	1	0	4	3	5	34	36	109
Alcohol, drug, or other impairment	8.3	4	1	3	2	11	10	16	39	31	79
Lack of knowledge /education about traffic safety and laws	6.6	4	8	14	12	30	24	22	28	14	38
Lack of enforcement	6.6	13	12	7	9	32	13	26	23	13	47
Drivers not following the law	8.6	3	0	3	2	5	9	25	24	38	86
Walkers and bicyclists not following the law	6.6	10	8	15	8	32	16	17	34	24	32
Roads are too dark, not enough street lighting	6.7	3	9	13	16	29	18	20	30	14	43
Motorists driving too fast, over the speed limit	8.5	4	2	1	2	8	10	20	28	29	92
Aggressive driving behaviors (e.g., following too close or changing lanes without signaling)	8.7	3	0	4	3	6	8	15	19	39	99
Too many vehicles/traffic congestion	7.3	4	4	9	8	26	16	29	33	13	54
Other, see 35 responses below.											



Other Responses
Tailgating, racing
Safe bike ing and walking sidewalks and paved paths would reduce traffic congestion. I would ride my bike to work, but there is no safe route.
For impairment, age of drivers needs to have its own category, not bulked in with booze and drugs.
Intentional run downs
Hello, cyclist here 🙋 drivers in Ocala are the worst.
Sidewalks, sidewalks, sidewalks... so needed everywhere
Need to lower speed limit on 441 from 326 to split at 329. 65 is too fast
2 lane roads should be designed with wider shoulders for safety or maybe bike lanes if feasible.
Poor design/implementation of traffic control devices
Officers staking out low speed areas in retirement communities. Get out on the public road ways with lots more cars.
For goodness sake, PLEASE enforce the speed limits
Motorists fall sleep because long wait time before traffic move. Construction workers and equipment roads work doesn't have safety measures in place and clearly marked or far enough warning for drivers. Police officers do an excellent in keeping unsafe areas safe.
lack of safe areas for people to walk or use bicycle
People are selfish and do not consider others.
I just moved to Ocala and the police 🚔 can't be everywhere, install cameras, start giving out fines. There is no walkways or bike 🚲 line's.
Not clear intersection or road signage
Reactionary planning lacks vision and follows poor choices. We are always fixing, not anticipating. There is little room for all these drivers who can't maintain a lane, point and drive as if wearing blinders. A media campaign filming bad drivers and blasted might help. More traffic cops, as well.
Poor road conditions causing the need to try to avoid potholes resulting in bad driving by people (on the wrong side of the road often) NE 42nd Place
To much growth to fast. Road system not able to handle growth. Stop approving growth until road system is brought up tp a reasonable standard to handle traffic. Really simple fix. Safety before dollars.
poor signal timings contribute to impatience by drivers and need to be addressed and pick better company to do studies and recommendations that just big national company that has a poor reputation.
Intersection at SW 66th St and SW 27th Ave. SW 27th Ave is way to congested year around. The back up on SW 27th Ave is getting longer and longer. SW 27th Ave needs expanded from SW 42nd Street to SW Co Hwy 484. Keep in mind that this gets even worse during times when 75 Hwy is backed up, which is happening more and more.
484 and 75 NEEDS TO BE REWORKED! 484 is a disaster and too many people crashing or like the 17 year old girl, killed. Thanks to Dollar Tree, WAY TO MUCH traffic now.



Other Responses
We need to start addressing traffic congestion aggressive driving and other fatality contributions
Obstruction of view at enter sections.
There is a dire need to educate drivers of Marion County. Notifications about litter on tv etc. are telling the public information they already know but proper lane usage on multi lane highways is something that many don't know. It is frustrating for people that have places to go only to be held up by people that impede the traffic flow.
Too many 18 wheelers in left lanes. RV drivers and pulling trailers , should be more in slow lanes . People who drive under speed limit in left lane impeding flow of traffic.
Double lefts at an intersection should be designed as a round about. Let go of the stigma and imbrace new design standards
People on the roadways not paying attention, being distracted, not being stopped and punished for lack of driving atte speeders, and traffic-law breakersntion on the road.
Uninsured motorist
More roads could eliminate congestion when drivers have greater choices with alternative routes
Unclear traffic patterns
Our leadership in this county has done a very poor job of managing infrastructure. There are way too many projects being approved without prior traffic studies. We have a huge influx of people to this area but improvements have not been made fast enough to accomodate the growth. Traffic has become an absolute nightmare. No wonder there are so many accidents.
Older people going 30 mph in the left and middle lane on hwy 200. Causing bottle necks and cars having to pass on the right. I see this every day! Ticket the people sitting in the left lane going below the speed limit
Drivers fail to realize key features (turn signals, headlights, ect) are on the vehicle as a form of communication. Failure to communicate with turn signals is the biggest issue I see. Secondly, there are drivers that drive the speed limit but aggressive drivers are tailgating and flashing lights for the lawful driver to move out of the way or drive faster. Every driver should have to go through refresher (non-fee) course. Finally, with the increase of drivers on the streets, I'm surprised adequate sidewalks, lighting, bicycle lanes are not available. Time to keep up with infrastructure - you can't want a community to grow (jobs and people) but ignore the infrastructure needs that should come with growth. Planners needs to know how to design and elected officials need to listen to the needs. This meeting is overdue but, nevertheless, I commend Commissioner Stone and others for this call of action. Moving forward a proactive SMART approach is needed.
<b>SPEED AND HEAVILY CONGESTED ROADWAYS EQUAL ACCIDENTS.</b>





## 4. What do you think would be most effective in reducing fatal and serious injury traffic crashes in our community? (Where 1 is “Least Effective” and 10 is “Most Effective”)

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Improved roadway and intersection lighting	6.7	6	12	8	13	28	16	29	25	14	40
Reducing speed limits	4.9	23	7	26	27	45	17	18	12	6	13
Separated bike lanes and paths	7.5	5	6	4	6	28	13	20	26	21	67
More sidewalks	7.4	4	7	2	9	28	18	18	29	24	55
More protected (signalized) pedestrian crossings	7.1	5	10	4	10	27	22	18	30	14	55
Education of safe behavior	7.0	7	11	11	15	22	13	15	23	19	59
Enforcement of unsafe behavior (i.e., speeding tickets)	8.0	6	3	5	4	18	9	21	22	20	87
Better designed streets and intersections	7.4	5	4	7	7	32	21	16	16	24	64
Wider paved shoulders on roadways	7.3	6	5	5	8	26	23	26	17	22	59
Roadside design improvements, e.g., shoulders, rumble strips, barriers, signage, etc.	7.4	3	5	3	11	22	22	28	26	25	52
Reducing the number of travel lanes	3.3	62	19	29	16	39	13	13	1	1	1
Increasing the number of travel lanes	6.4	13	12	6	9	27	20	33	27	15	32
Innovative intersection treatments (i.e., roundabouts, diverging diamonds, median U-turns, etc.)	6.1	21	11	16	9	21	19	27	18	12	40
Other, see 28 responses below.											



Other Responses
Roundabouts work great to slow traffic down and keep traffic flowing smoothly through intersections
Incorporate bike lanes & sidewalks countywide not just city limits.
We need more bike lanes and separate bike paths. Crazy that we live in this climate and there isn't better infrastructure for cycling
With the growth in Marion County we will see many more deaths without major changes.
No one knows how to use the current roundabouts correctly as it is.
City and county out grew the current traffic's laws
create more public transport options such as busses, walkable areas, safe places to ride bikes, passenger trains to reduce traffic
No round about, they are confusing. Install turning lanes. More traffic police 🚔 officers.
The shared middle turn-lanes on our major highways is a major hazard. When you have cars coming from opposite directions that have to turn at the same place using the same lane while merging out of the flow of traffic is dangerous.
Run a looper trolley on 200 from 484 to the Downtown Square and back with stops at major shopping centers. Reduce traffic.
Law enforcement needs to enforce lane changes without signaling; every 5 years after the age of 70 drivers be tested on driving skills and roadway courtesy!
better signal timings, especially for main heavily traveled state and County roadways as many intersections you have it backwards and let side ride have too much time and then traffic backs up on main roads making drivers impatient and thus be more aggressive in their driving.
Motorcycle helmet law for everyone.
Head lights required at all times on all vehicles.
NO ROUNDABOUTS! What is a diverging diamond?
I am not a supportive of round abouts.
Education
Innovative intersection treatments only if education is provided on how to use them. The new roundabout at the SW Ocala Veterans Hospital is a perfect concept for the area, but many drivers currently do not use it properly.
traffic calming through measures other than speed limit reductions and enforcement (i.e. visual or physical roadway treatments to encourage slower speeds)
embrace new designs
speed tables are effective in decreasing speeding
Speed radars to keep a closer eye on traffic and those not abiding by the speed limits would help officers stop unruly trafficker's.
More specific traffic Violation tickets.
Designated trucking routes (except local delivery), more overpasses and service roads



## Other Responses

I'm not so sure that more crosswalks would be helpful without education and enforcement. You can see people on a daily basis walk a few feet past a crosswalk signal and walk out into traffic. SW 27th Ave & SW 10th St can be one of the worst with the apartment complexes being right there.

Ticketing slow driving people

I think the biggest thing to help is enforcement of speed laws! Motorists drive too fast in many areas of the county and they do so because they know they will not be caught.

Speed traps are not problem solvers to this issue. Giving more tickets that most citizens cannot afford should be the final item to address. However, giving out warning tickets should be enforced.

ROAD DESIGNE AND TECHNOLOGY CAN IMPROVE SAFETY.



**5. How much do you agree or disagree with the following statements? (Where 1 is “Strongly Disagree” and 10 is “Strongly Agree”)**

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Streets should be designed to be safe for all people of all ages and abilities, regardless of chosen transportation mode.	8.6	2	5	3	1	13	9	12	16	22	114
It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.	8.8	4	4	3	0	12	4	10	12	15	131
Deaths and serious injuries while traveling in our community are preventable.	8.2	4	2	1	6	19	6	26	25	21	86
Human life should always take priority over moving motor vehicles faster.	9.0	3	2	2	1	7	3	9	18	19	131



**6. The primary goal of the Commitment to Zero Safety Action Plan is to eliminate all traffic-related deaths and serious injuries countywide. Which of the following statements best describes your perspective of this goal?**

Answered: 196; Skipped: 1

Answer Choices	%	Number of Responses
The goal is achievable, and we should do everything we can now to realize it.	35%	69
The goal is achievable, but it should be pursued over time.	15%	30
The goal is admirable and should be pursued through a determined effort, but it is unlikely to be achieved.	41%	81
The goal is admirable, but it is unachievable.	8%	15





## 7. Do you have any further comments on how to improve transportation safety and reduce the number of traffic-related deaths and serious injuries in Marion County?

Answered: 79; Skipped: 118

Tag	Count
Design/ Maintenance	28
Enforcement	27
Behavior/ Education	16
Irrelevant	8

Other Responses
Vehicle inspection. Too many vehicles on the road with lights that don't work, no tags, pulling trailers with no fenders that throw debris from the road into others. Trailers with broken lights and on and on
Clear road debris from bike lanes on a schedule. Baseline road bike lanes are FULL of dangerous goass, car parts, random car parts, metals...
Design of complete streets aids in all the goals stated.
As long as people drive distracted, use their phones while driving and make aggressive and dangerous maneuvers to save seconds of their time, deaths and serious injuries will occur.
Right around 2020 se 17 street. There is an accident almost monthly. Surely something could be done
Reflectors on the shoulders/bike lanes to keep drivers aware that they are "off" the travel lanes. I see many drivers that hug or drive across the bike lane/shoulders.
Seriously, sometimes Darwin wins.
Make the community aware that bicyclists are allowed 3 ft and that needs to be enforced.
I'm a road cyclist. I ride on roads in Marion county 2-6 times a week. Bike lanes are very limited in Marion county requiring me to ride on the road with drivers often not giving me 3 feet of clearance when passing and often times not passing in proper areas ( not following road markings for allowed passing areas) and bike lanes are always very littered and dangerous to cyclists. Cyclists have to avoid debris on right side of bike lanes and attempt to not swerve into the road way in front of traffic. The road debris can cause a flat tire and hurt someone and the car driving up from behind us can hurt someone. It's very scary.
Put in left turn lights at several intersections that need them. Push for the extension of the Greenway Trail going west to connect with the Dunnellon Trail.
In this day and age I regrettable don't have any suggestions. I can only say good luck and thank you for caring.
Make Marion county a cycling Mecca



## Other Responses

Safer methods of travel for bicycles. More bike lanes, wider bike lanes, and cross walks in the county.

The relief on some of our major road ways that are only 2 lanes and need to be 4 ie. 66th ave. and those that are 2 and need to be 4 (ie. 484, especially from coming from the west to the east all the way up to 75. This gets backed up for over an hour in the mornings and is only a 2.5 mile stretch. Having a southern route down through Marion Oaks to highway 44 will allow better traffic flow and will also allow our first responders to move from exit 341 to exit 329 much faster and will allow that congestion to release.

More tickets for aggressive driving, road rage, and excessive speeding

Educate drivers on how to safely pass cyclists and pedestrians

Marketing our community as bicycle friendly as we move closer and closer to becoming bicycle friendly. This will keep our focus on the strategy and start to effect the way the average local responds to cyclists and pedestrians etc.

75 is death trap. Idk solution. More education. Dont pass on right laws?

Improve roadways lane counts (new or wider roadways) to meet volume demands, stop adding inadequate roundabouts... should be at least 100 ft between adjoining road exit/entry points. Jug-handle type intersections to deal with left/u-turn traffic more safely.

I thought I was going to be able to comment on a specific intersection issue.

Work to make streets go where people need to go! Example: how can you go N-S west of I-75 without using I-75 and contributing to that mess?

Have better "Pedestrian Crossings" with blinking lights. Look at what other communities and college campus are doing.

enforcement of existing laws would go a long way to improvement.

Enforce the traffic laws

Everyone being held accountable.

I feel that most of the traffic problems can be prevented starting with more enforcement of the present road signals and signs.

Add more police  officers back on the streets

Get rid of stroads (high speed streets with multiple entrances/exits - the cause of many fatal crashes). High speed streets should be only used to get from one place to another, and only low speed roads should be used to enter and exit businesses and houses. Increase the availability and convenience of public transport, walking, and safe bicycle lanes to reduce traffic on the roads. Use more mixed use development to create smaller walkable communities that you don't need to drive to get to. To reduce car fatalities we need to get away from car dependency (which will not be easy since America was designed around cars but it IS achievable).

Enforce the current laws regarding cellular devices and speed limits. Perhaps it is also time for red light cameras. Bars must stop serving alcohol beyond two drinks unless you can prove a dd or Uber. Pedestrians and cyclists must also be taught to obey traffic laws.



## Other Responses

We need a crosswalk in Ocala on SR 40 between 27th Ave and MLK. Pedestrians need a safe way to cross. It's a mile between those two intersections. It is not okay to expect the residents on foot to travel farther in such an extreme way compared to go to travel by car.

To many aggressive drivers, to many semi's trucks on the main roads. You have a nightmare to address.

Slow the traffic down and pick them up! Give speeding tickets out!  
Remove trees, signs, shrubs that hinder the visibility when pulling out of driveways and intersections. I appreciate all law enforcement does for the community. I don't know if they are allowed but put up cameras that give out the speeding tickets, Cedar Rapids Iowa has them as you go through there city, seems that most people realize it and do go the speed limit. We have experienced people driving 70 and above on hey 200 and 60th. It's ridiculous. Majority of drivers do not stop at stop signs.

I think they should remove or properly trim all bushes and trees that are within 100 yards of stop signs and traffic light. There are several areas that this needs to be done

Setting up speed-traps on 4-lane roads that have a speed limit of 35 is not the answer. Making speed limits more appropriate for the number of lanes and amount of traffic would improve the traffic flow. Speeding enforcement should be targeted to areas that have a higher speed limit (50 or higher) as the crashes of speeds higher than that are more serious. Someone going 40 in a 30 zone isn't the problem. We also need better pedestrian crossing points on our busier highways (441, 301, 200 and 40)

Talk to the County Commissioners about proper traffic planning when approving development, and make them drive to work on 2-lane SW 20th St behind CF, or 2-lane SW 66th St, where they opened 49th Ave w/o ensuring the the electric poles were reset and a traffic light installed. Developments just beginning and bottlenecks already. Ray Charles could have seen this. Good luck.

Stop approving multiple subdivisions and putting more vehicles on the roads. If you don't have the infrastructure, don't build!!!

Have retesting for ALL ages of drivers every 10 years

Make the current road system better, repairs the roads. More traffic lights and enforcement of laws.

Until we remove the human factor (fully autonomous vehicles), Vision Zero is likely unattainable, but we should do all we can to move in that direction. Serious injuries and fatalities on our roadways devastate tens of thousands of families every year. It's unacceptable. The safety of our emergency response partners who respond to traffic incidents should also be a top priority.

Drivers need to be held accountable for reckless driving; i.e. not using signals, swerving in and out of traffic, passing in non-passing lanes etc.

Devote more funding towards safety-related improvements. This includes redesign of roadways with more ped/bike users, such as Maricamp Rd in Silver Springs Shores.

Aggressive enforcement of driving laws; auto inspections; driver re-testing and re-education in courtesy at age 70.



Other Responses
<p>More policing of the roadways. Every single day we see speeding, improper lane change, aggressive driving, Driving used to be a pleasure, but those who do not obey the law and only think of self have ruined it.</p>
<p>more cops writing tickets for running red lights and speeding well over the posted limit, not stopping at redlights while making turns, more right turn lanes as aggressive drives almost run up your rear end if you turn off a major road when no turn lane, more directional left median openings as people don't know how to navigate a full median opening, address really poor signal timings throughout the County.</p>
<p>Create passing lanes on CR 314 &amp; CR 316</p>
<p>More engagement from the public. I personally contacted FDOT because i was fed up with an intersection that my family and friends use daily. This intersection was deemed unsafe after FDOT did a study and will be putting in a traffic light.</p>
<p>Too many businesses on 200 causing delays, accidents etc. needs to be widened and business need to be built off 200 back from the main roadway. Example, Chick Fil A. Major traffic jams daily because of one business....unacceptable.</p>
<p>Push alcohol/drug influence automated testing to start vehicles.</p>
<p>More accessible community workshops via local libraries, schools, community centers, parks, churches, and media outlets.</p>
<p>More lighting on all roads.</p>
<p>More enforcement and increased citation penalties for driving infractions directly related to dangerous driving including speeding, improper lane changes, texting while driving, running/pushing lights, etc.</p>
<p>Traffic lights at known accident sites regardless of interfering with traffic flow. Safety first.</p>
<p>Education of lane usage. Ticket drivers driving slow and impeding traffic in the far left lane or lanes</p>
<p>More consideration should be taken when approving new businesses. Example: Liberty Middle School and the intersections around it are a real mess during school drop off and pickup. I fear everyday that a child will be hit by a vehicle. The amount of walkers if very high. The new 7-Eleven coming to that corner is going to make matters worse.</p>
<p>Enforce speeding to the actual speed limit and penalize DUI's much more severely</p>
<p>A thorough study of crash reports to determine the issues causing the accidents to better know how to fix the problem. Example, if speed is a major factor, posting lower speed limits won't fix the problem, but more funding to hire more law enforcement would. Many of the problems we see are human error problems not necessarily the roadway in my opinion.</p>
<p>Appropriate design and construction is extremely important - but many of the serious crashes are due to inappropriate driving. Education, awareness, and enforcement are also important.</p>
<p>I don't know how reduce transportation safety and traffic because most accidents or near misses I have seen are from distracted driving. Enforcement of the laws when an accident happens is important. I have watched officers witness at best "reckless driving" but they drove by offenders.</p>
<p>Yes, Get Officers out of their honey holes and be more visable on long stretches through the county. Teenagers need more mandatory classes and stop giving 16 year olds a license . Get</p>



## Other Responses

Judges to stop letting DUI's and people texting go. Use heavier fines the first time and no less than 30 days the first time and lose license for a year the first time. Take a minor's license away until 25 years old. Police Officers are out there doing their job and Judges are letting offenders go to keep their docket cleaned up. Put out more effective materials about death statistics and overall effects of the community, show real pictures while not showing faces or names of those who caused a death or died. Don't be so optimistic and nice with materials, show the reality, talk the reality.

install better lighting - do the hard work of right of way acquisition and update to roundabouts at several intersections

Enforcement of existing laws is critical. If there are no consequences, the behaviors will be repeated.

A person should have to retake the driver's test and questionnaire test every 5 years. Since we have so many people moving to Marion County, they should also be required to take the driver & questionnaire test prior to receiving a Florida DL. If they don't pass, they should have their driving privileges revoke while in Florida.

Most stop lines are accurate with the road visibility

Do not lead this effort into mandating autonomous vehicles or mandating pedestrian beacons.

Emphasize more on education at the middle school and high school levels about safety. More lighting at major intersections, especially downtown areas and other busy areas with people and bicycles and cars all interacting. Lobby Tallahassee and the Governor to better fund police and fire. They are way underfunded and not appreciated.

As long as drivers are paying attention to the road at all time while driving, it can be realized that no one be killed on the roads, However, as I have noticed, not being able to drive myself, there are many people on the road too busy looking at their phone, texting or calling through Bluetooth/smart devices and speeding drivers. It is, unfortunately, a long way away for SOME drivers.

I live on 14th/Bonnie Heath and 24 hours a day people are driving like maniacs on this road and I've never seen any of them pulled over. My daughter was about killed the other day by someone going at least 80 then skidded into a big circle at the light where she was sitting, 36th and Bonnie Heath. I have had my mailbox taken out at 5 a.m. by someone flying down the road. I feel like law enforcement is never on this road!

stop loading fl road with illegals and unassured motorists and texting and driving and drunk driving and drugs on old or is medically handicapped people drive to streets.

Better lighting. Seems a great majority of accidents happen on poorly lit roads and intersections. Fining drivers is a definite deterrent but equally necessary is fining pedestrians and cyclists who's action including no signal ineffective lighting on bikes and clothing and pedestrians sense of right of way entitlement often cause catastrophic and fatal accidents.

The education of traffic safety should begin at early ages, certainly age & content appropriate.

Until major changes happen with the way leadership handles growth in this area, traffic accidents and deaths are not likely to significantly decrease. I am third generation Marion County. I have definitely seen some changes.





## Other Responses

Local and state government MUST invest more in law enforcement. Our law enforcement agencies are understaffed and justifiably must focus on more critical crimes. Additional staffing would enable more enforcement which could change behaviors. Education is not going to change behaviors. Our citizens fully understand they are not making good choices.

I'm happy to hear that there is this committee. I believe the main problem is distracted driving. we've all seen the cars next to us looking on their cellphones and driving. That will never stop. I've read a lot about pedestrian being struck and killed and it seem like the excuse was it was dark and they were wearing dark clothing. If it's dark than the car must of had their lights on. If you are actually paying attention and going with the speed limit you most likely won't hit anybody.

Do something about the light timings being off and the slow drivers blocking the left 2 lanes on w hwy 200. Below the speed limit is just as deadly

The motorists who need to adhere to this message will fall through the cracks. This information needs to be shared in a variety of ways including school aged who ride with adults who drive too fast, impaired, etc. They can impact change similar to how seat belt awareness was rolled out. My sister who was a toddler at the time had learned about seatbelts in daycare and would refuse to ride or make a lot of noise until she saw and heard your seatbelt click in place. This is serious and if we don't address it to the entire community, more fatalities will occur.

This is a lofty goal to achieve.

Zero accidents in a manufacturing environment has been proven doable. It requires consistent leadership and accountability, and cultural and behavioral change.

To me, it really boils down to enforcement. We see people running red lights (blatantly), stop signs and ignoring the stop bar at intersections and plowing through crosswalks without thinking "there could be a pedestrian crossing." How many of us see LEOs staring at their laptops while driving down the road or parked in a median. They are just as distracted from doing their job as people are texting and driving. LEOs should be setting the example instead of being so egotistical.

Lighting needs to be looked into for sure in the County. A lot of dark roadways. Reducing speed limits does no good it will not stop people from speeding at all. More lanes are needed as the community continues to grow rapidly!



## 8. What is your age?

Answered: 196; Skipped:1

Answer Choices	%	Total Responses
Under 15	0%	0
15-19	1%	1
20-29	1%	1
30 - 39	17%	34
40 - 49	17%	34
50 - 59	28%	55
60 - 69	23%	45
70 - 79	12%	23
80 - 89	2%	3
90 or Older	0%	0

## 9. What is your race/ethnicity?

Answered: 191; Skipped:6

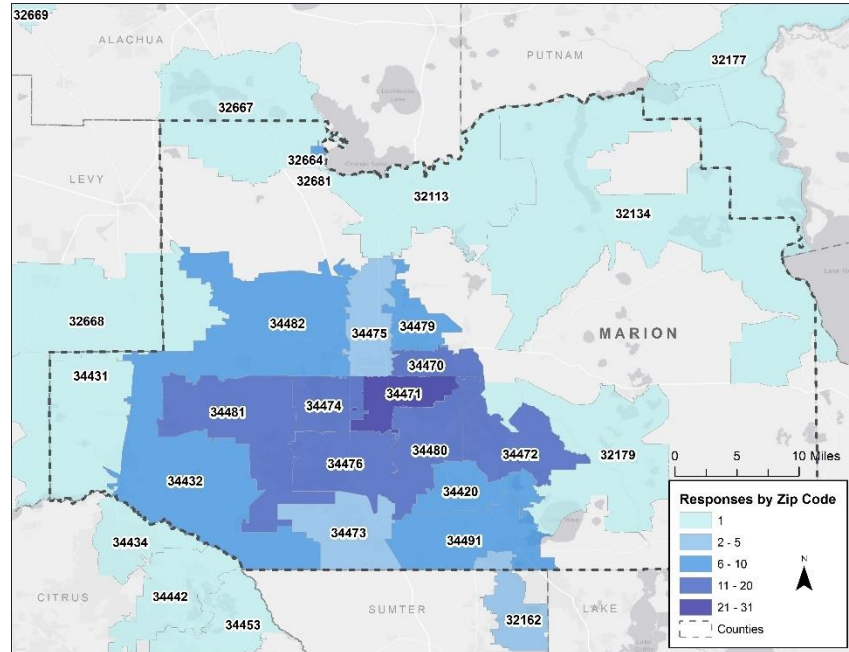
Answer Choices	%	Total Responses
White	76%	146
Black or African American	6%	12
Hispanic, Latino, or Spanish	3%	6
Asian	1%	2
American Indian or Alaska Native	0.5%	1
Native Hawaiian or Other Pacific Islander	0.0%	0
Other	1%	2
I prefer not to answer	12%	22



## 10. What is your home Zip Code?

Answered 192; Skipped:5

Zip Code	Number of Responses
34471	31
34476	18
34480	18
34470	13
34472	12
34474	12
34481	12
34482	10
34491	9
34479	8
34420	7
34432	7
32664	6
34473	4
34475	4
32162	2
32779	2
32071	1
32113	1
32134	1
32177	1
32179	1
32667	1
32668	1
32669	1
32681	1
33543	1
34431	1
34434	1
34442	1
34453	1
34478	1
37741	1
34471	1
34481	1





## Interactive Map Comments

Map Comments	Comment Likes	Comment Dislikes
Speed	0	0
The left hand turn lanes to turn SW on SR200 are too short and insufficient. These should be isolated to only be turn lanes all the way back to the shopping center entrance. Barriers should be placed to disallow any vehicles from SR200 to turn left into the bank.	0	1
Highway 200 should be no more than 45 mph.	4	1
I Agree	-	-
I Disagree	-	-
The speed limit should not be any slower than 55 mph.	-	-
This intersection needs safety for pedestrians crossing. Focal point of downtown but not very accessible to people.	1	0
The part of this roadway in McIntosh needs slower speed limit. Cars blast through downtown at high speeds.	0	0
This intersection has a high number of accidents. Even though this is a "newer" intersection, it should have been designed as a round about. There is enough right of way and the high incident rate at this location would warrant this intersection being redesigned. Additionally, it would move traffic through the intersection faster which would help rush hour commutes for residents.	1	2
I Disagree, as most people still do not yield in traffic circles and traffic circles themselves are annoying. They also make it very difficult to see traffic when landscaping is added.	-	-
The entire sections from Baseline to Water road needs redone. It is unsafe and cannot accomodate the new and proposed growth in this area safely. The suicide lane needs removed!! I live in this area and see cars using it as a passing lane! It is an inforcment issue, however the police have bigger fish to fry. Directionalize the area. Lighting is necessary as well as sidewalks.	1	0
Numberous children are forced to walk in the streets to access the Communtiy Center. Put in sidewalks. I know your thinking about government housing in the area. The infastructure is not currently here to accomodate that type of development.	0	1
The Sams Club gas station area backs up on to SR 200. I have witnessed this on multiple locations. People stop on the side street or at the entrance which prevents cars from behind from entering the parking lot. Make pumps pump faster to move more vehicles and have the employee that stands at the pumps move people away from the entrance. This was a horrible design and should NEVER have been approved.	1	0
Finish this extension	2	0



Map Comments	Comment Likes	Comment Dislikes
If you are from out of state, this area is a night mare. A round about needs installed at this location. It is very unsafe for individuals coming off SE Babb Rd trying to get on S 441. I accidentally went the wrong way on 301!!!! Please redo this intersection.	2	0
I Disagree, traffic circles are completely unnecessary and very annoying. Only stop signs and traffic lights should be used at an intersection.	-	-
Remove drop curb at this location. It should not have been installed according to design standards. It caused cars to almost stop and I have witnessed 2 fender benders due to the valley gutter. One at the Home Depot entrance and the other at the Lowes entrance.	0	1
Complete SW 43rd St Road and then provide access to sams from either SW 40th or the side parcel	0	0
I-75 NB EXIT 358 HWY 326 WEST TURN GREEN LIGHT IS EXCESSIVELY LONG FOR THE LACK OF VEHICLES EXITING. THIS IS CAUSING WEST BOUND HWY 326 TO QUICKLY BACK UP. PLEASE SHORTEN THIS GREEN LIGHT!!!	2	0
I Agree. WESTBOUND TRAFFIC ON HWY 326 RESULTS IN EXCESSIVE TRAFFIC BACK UP THROUGHOUT MANY HOURS OF THE DAY.	-	-
My aunt had 2 cars totaled at this intersection by people going above the speed limit who ran red lights.	1	0
Many accidents at the intersection of SR200 & CR484. How many people have to die before something is done?	1	0
People drive WAY TO FAST on SR200 between CR484 and the Citrus County line. The existing lanes are too narrow.	2	0
I Agree	-	-
Easy Street speed limit is too high. It is 40 mph. Curves and high speeds not safe.	0	2
The speed limit should be increased to 45 mph.	-	-
The west side of this intersection could use a right turn lane to alleviate traffic back ups in the morning.	1	0
The left turn lanes on 40 to turn onto the I-75 entrance ramps are too short. Only 5 or 6 cars can fit in them and then the remaining vehicles stack up in the through lanes causing congestion.	2	0
I Agree	-	-
SW 66th Street at SR 200 needs a right turn lane installed. As soon as a vehicle is stopped at the light that wants to turn left or go straight when the light turns green all the other vehicles stack up behind it. There is no room to make a right turn on red and this creates a lot of back up especially during rush hour.	1	0
2/18/22 took out my fencing hit and run not the first time has happened 10 times since 2016. Have replaced mail box 4 times as well. Very dangerous intersection. Marion County will not do anything until 11 people die....yup that your county working hard to protect...	1	0





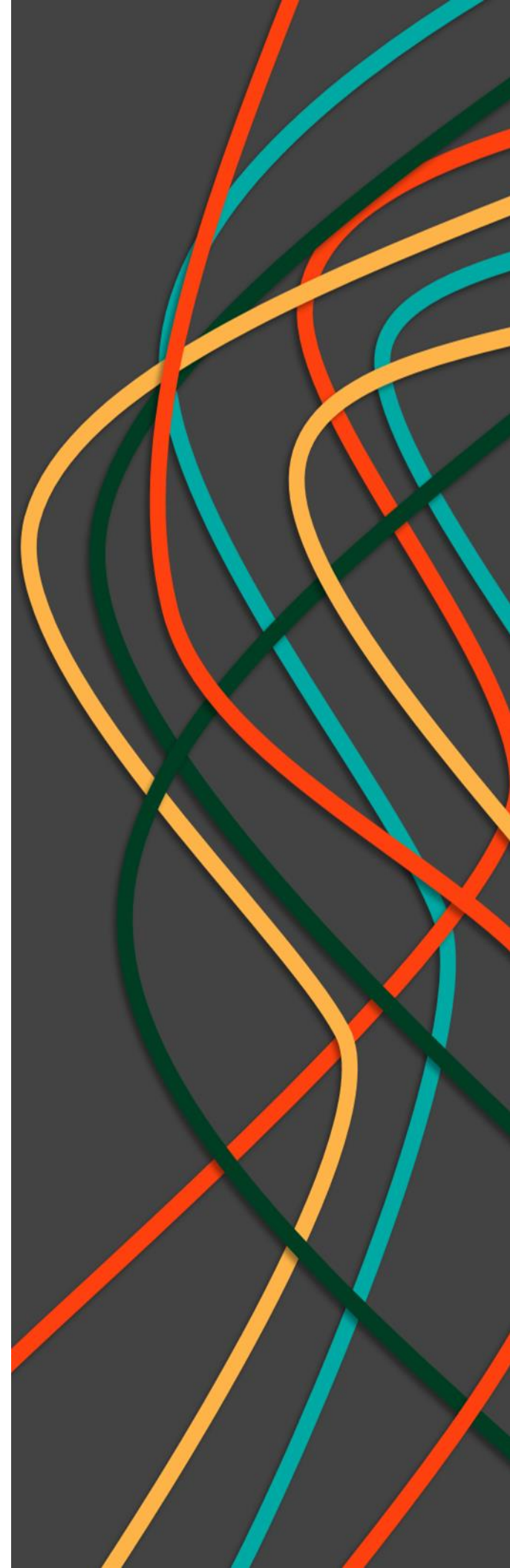
Map Comments	Comment Likes	Comment Dislikes
Huge dip in the road at the stop sign needs repaired causes accidents 2/18/22 and beyond.	0	0
Marion County needs to trim the trees so people can see the stop signs too many wrecks into homeowners yards.	1	0
Major speeding on this road and nobody cares.	0	0
Narrow roadway, no sidewalks or designated waiting area for bus users. No crosswalk at bus stops. People get off the bus and walk behind and out into traffic to cross the street and oncoming traffic cannot see them.	0	1
No sidewalks. No crosswalks. Heavily used cyclist and pedestrian area.	1	0
This intersection needs a traffic light bad. There is too much confusion with the left turn lane at a 4 way stop.	0	0
This overpass is overwhelmed with the amount of traffic flowing from all directions. Traffic seems to be backed up most of the time.	0	0
Palm Cay 800 residences have only one access. Entering westbound from Ocala requires making a left turn across three lanes of traffic on FL 200. Egress from Palm Cay is only eastbound, complicated by westbound traffic making a U-turn in the same area, confusing Palm Cay egress traffic on who has right-of-way. Egress from Palm Cay to go westbound requires right turn onto FL 200 eastbound and then immediately crossing three lanes of traffic to access left-turn lane at traffic light at Pine Run entrance to make a U-turn to go westbound on FL 200. This entire situation creates conditions for a serious accident just waiting to happen.	0	0
SW 17 is like a landing strip, wide open, high speeds, no shoulders for bicycling or sidewalks.	0	0



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

# Appendix D Best Practice Review

September 2022





## Introduction

The purpose of this best practice review is to evaluate the approaches that selected advocacy groups and agencies across all levels of government are taking to attain safe streets for all roadway users. Lessons learned from real-world national, statewide, and local examples can be applied to Commitment to Zero, ensuring that the TPO’s program is on the forefront of safety planning.

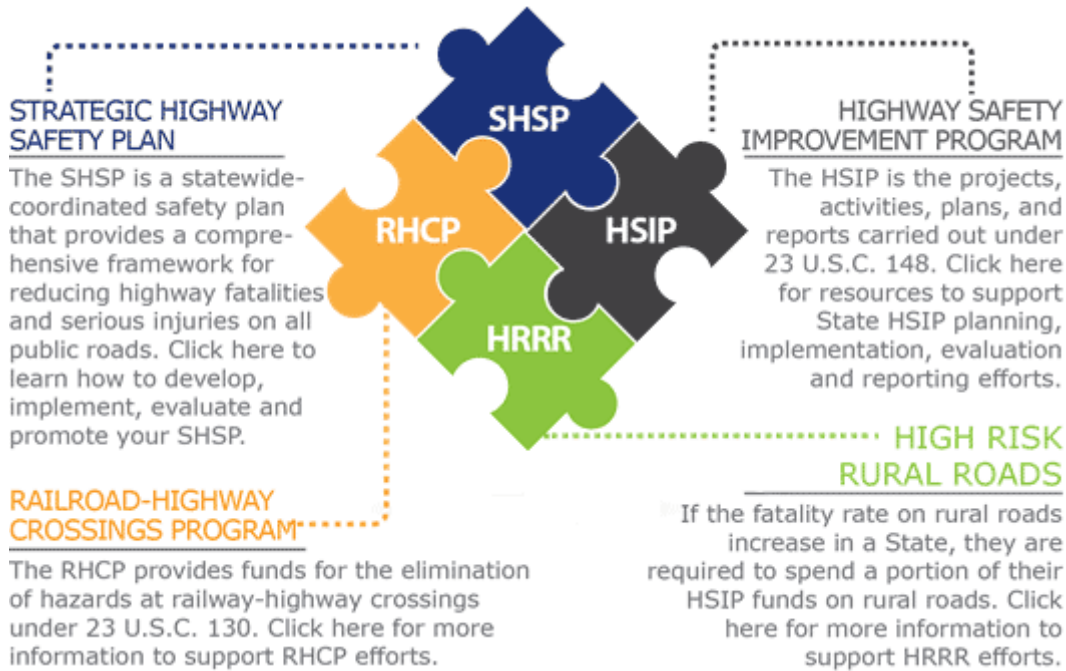
## National Best Practices

### Highway Safety Improvement Program

According to the Federal Highway Administration (FHWA), the Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on safety performance.

The program consists of four main components:

1. Strategic Highway Safety Plan (SHSP)
2. Railway-Highway Crossing Program (RHCP)
3. High-Risk Rural Roads Program (HRRR)
4. Highway Safety Improvement Program (HSIP)



Source: Federal Highway Administration



## Strategic Highway Safety Plan Program

The SHSP was originally created under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which helped establish HSIP as a core federal program. This has since evolved into the Fixing America's Surface Transportation (FAST) Act which sustains the HSIP as a core federal-aid program. The SHSP is developed and maintained by each state department of transportation and is intended to create data-driven, coordinated plans that provide the framework for the reduction of traffic-related fatalities on all public roadways in the state.

The SHSP (the Plan) serves as the building blocks to state, local, and tribal safety plans. Conversely, the Plan must also look to the results from municipalities, tribal, and state governments' safety planning outcomes. The Plan itself consists of data-driven problem identification. All data are included to identify highway safety problems and potential areas for safety improvement on all public roads.

According to the FHWA, states shall develop the SHSP in consultation with the following stakeholders identified in 23 U.S.C. 148(a)(11)(A):

- A highway safety representative of the Governor of the state;
- Regional transportation planning organizations and metropolitan planning organizations;
- Representatives of major modes of transportation;
- State and local traffic enforcement officials;
- A highway-rail grade crossing safety representative of the Governor of the State;
- Representatives conducting a motor carrier safety program under certain sections of Title 49;
- Motor vehicle administration agencies;
- County transportation officials;
- State representatives of nonmotorized users; and
- Other major Federal, State, tribal, and local safety stakeholders

The Federal Highway Administration provides a guidebook to the states that highlights best practices for the development, implementation, and evaluation of their SHSPs. Included in the book is a checklist for the development and implementation of:

- ✓ Identify one or more SHSP Champion.
- ✓ Keep SHSP leaders engaged and actively involved.
- ✓ Establish an organizational structure to oversee the SHSP process.
- ✓ Involve organizations representing engineering, education, enforcement, and EMS in developing the SHSP.
- ✓ Identify both traditional and nontraditional safety partners and enlist their support in the SHSP effort.
- ✓ Establish strategies to support ongoing collaborative efforts.
- ✓ Establish regular communication with safety partners.

The guide suggests that states partner with data improvement programs such as the Crash and Roadway Data Improvement Program, the Roadway Data Improvement Program, and the National Highway Transportation Safety Administration’s traffic records assessments. These programs ensure the accuracy and timeliness of transportation data and are designed to assess the strengths and weaknesses of State safety data systems.

Additionally, the guidebook highlights the need for emphasis areas and developing goals and objectives for these focuses. The State of Texas applied these emphasis areas in this way based on prevalent traffic safety issues. An example of a goal and objective for an emphasis area is:

- **Emphasis Area:** Lane and Roadway Departure
  - **Goal:** Reduce the occurrence and consequence of leaving the lane/roadway.
  - **Objective:** By 2025, reduce the number of fatalities attributed to vehicles leaving the roadway by 15 percent from their 2020 level.



Source: Texas A&M Transportation Institute

## Railway-Highway Grade Crossing Program

Another component of the HSIP is the Railway-Highway Grade Crossing Program. This program has the goal of reducing the number of fatalities and injuries surrounding railway grade crossings by eliminating hazards that may be present in these areas (e.g., lack of protective devices or improper markings).





All public crossings including roadways, bike trails, and pedestrian paths are eligible under this program. To prevent deaths, this program targets the installation of safety improvements such as flashing lights, audible warnings, passive treatments (signage, pavement markings, etc.), flashing signal improvements, and channelization.

## High-Risk Rural Roads

The HRRR was established to aside funds for construction on various other operational improvements to any roadway functionally classified as a rural major collector, rural minor collector, or rural local road with significant safety risks, as identified by the State Strategic Highway Safety Plan. The FAST Act and Bipartisan Infrastructure Law (BIL) requires a state to obligate a defined share of funds to the HRRR should the statewide fatality rate increase during a two-year period.

FHWA has identified key practices for implementing the HRRR program. These practices broadly address crash data collection/analysis/ use, project selection, local agency coordination, and HRRRP administration and policies. Regarding crash data, FHWA has recognized several states for using effective alternatives to data collection in the absence of a comprehensive statewide crash and roadway data system. These approaches include estimating exposure data using:

- Lane miles of roadway.
- Per capita data, including registered vehicles and/or licensed drivers.
- National data systems such as the Highway Performance Monitoring System and the FHWA's Highway Statistics.
- Alternate analyses, including basic comparisons of State vs. local fatalities and incapacitating injuries.
- Projected growth patterns identified by Metropolitan Planning Organizations, city/county planning organizations, and growth management organizations. This can help identify roads likely to have an increase in fatalities and incapacitating injuries.



Source: FHWA Implementing the High Risk Rural Roads Program

Project selection was also highlighted by FHWA as being an area to apply innovative processes. States have aligned project selection to match existing SHSP strategies and traffic safety



emphasis areas, which provides synergy for both initiatives. Moreover, in some states, the DOT has provided data to local agencies and given locals the authority to select projects based on their own priorities, thus providing local government partners a significant incentive to become involved. Additionally, states have given priority to local-level HRRRP projects that show a tie to other State safety programs.

The third and fourth emphasis areas for best practices were local agency coordination and HRRP administration and policies. State practice related to coordination with local agencies has taken the form of providing support to local government agencies' staffs as well as HRRRP-specific training and technical workshops on low-cost safety improvements and Highway Safety Improvement Program (HSIP) processes. On the administration and policy side, the use of public forces for labor and bulk materials purchases has allowed States to effectively "multiply" the HRRRP funds and on-call contracts have decreased the amount of time that elapses between project selection and completion. Moreover, some states have augmented DOT staffing with outside resources for HRRRP data analysis, problem identification, project selection, and administration.

## ITE Vision Zero

The Institute of Transportation Engineers (ITE) is dedicated to eliminating traffic-related deaths and injuries through its Vision Zero program. ITE's Vision Zero is framed around rethinking roadway design and target speed, human behavior, existing and advanced technology, among other factors, can achieve zero traffic-related deaths.

According to ITE, Vision Zero is different from traditional safety planning approaches for two primary reasons. The first is that Vision Zero acknowledges that deaths on our roadways are preventable, not inevitable, and that the only acceptable target within this way of thinking is zero deaths. The second difference is that Vision Zero is multidisciplinary. Although cross-discipline cooperation is precedented, it was not considered the normal way to approach traffic safety. Under Vision Zero, traffic engineers, planners, law enforcement, policymakers, and public health professionals work together to address the factors that contribute to safe mobility.

## Vision Zero Toolbox

ITE also maintains the Vision Zero Toolbox, an encyclopedia for information and data on studies and resources to help aid in planning and mitigating traffic-related injuries and deaths. The toolbox is an interactive collection of practice-ready resources from across disciplines. Users of this powerful tool can tailor their search by type of resource, mode of travel, safety pillar, world region, and topic.

## Safe Systems

ITE identifies Safe Systems, which approaches traffic safety differently than the traditional approach by focusing on human-centric solutions. Safe Systems accomplishes this by recognizing that human error will occur and that the human body is not tolerant of crash forces. In this recognition, Safe Systems puts into place a human-centered safety net, meaning that inevitable



mistakes will not lead to the sorts of crash forces that result in death or serious injury. By adopting this policy, practitioners are able to rethink the way transportation systems are designed to the benefit of the end user: vulnerable human beings.

## Speed Management

Another ITE focus area is on Speed Management. According to ITE, one third of all roadway deaths each year are at least partially related to excess speed. One particular focus of ITE related to speed management is setting target speeds appropriate to the roadway context, which is set by the publication Noteworthy Speed Management Practices. This guide is based around eight target areas:

1. Strategic Speed Management
2. Self-Enforcing Roadways
3. Setting Credible Speed Limits
4. High Visibility Enforcement
5. Safety Cameras
6. Targeted Reporting
7. Consistent Speed Limits for Vulnerable Users
8. Network Approach to Setting Speed Limits

## Urban and Suburban Street Safety

ITE has established separate focus areas for specific contexts, such as the unique difficulty of managing speed on urban and suburban streets due in part to the relatively high number of distractions and the confluence of modes sharing limited right-of-way. Additionally, there is a focus area addressing the tendency of suburban roadways to be pedestrian-hostile, with wide lanes and high posted speed limits. Safety approaches are distilled into individual emphasis areas, including:

- Unsignalized Intersection Improvement Guide
- School Site planning and Design
- Complete Streets Council
- Railroad Grade Crossing Safety
- Traffic Calming
- Roundabout Standing Committee

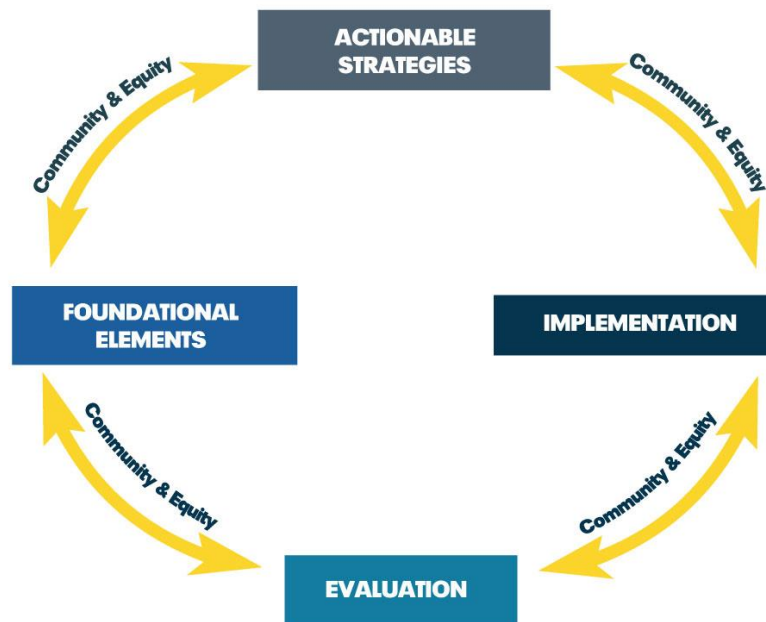


## Vision Zero Network

The Vision Zero Network is a nonprofit aimed at helping communities reach their goals of zero traffic deaths. Among other services, the Network provides the guiding document *Vision, Strategies, Action: Planning an Effective Road Map for Action*.

### Vision, Strategies, Action: Planning an Effective Road Map for Action

The Vision Zero Network, together with the Livable Streets Alliance and the Massachusetts Vision Zero Coalition, produced this guidebook aimed at aiding the development of action driven, contextual, and community-serving Action Plans. This document distills the process into three interlinked topic areas: Actionable Strategies, Evaluation, and Foundational Elements; the sum of these categories is successful implementation. Each of the four topic areas are linked to one another by Community and Equity.



### Foundational Elements

*Vision, Strategies, and Action* sets four foundational elements as crucial to any Action Plan:

1. **Build a Robust Data Framework.** Answer questions about crashes, like where, when, and who is most likely to be involved in a crash?
2. **Set Measurable Goals with a Clear Timeline for Implementation.** Define what success looks like: What is the timeline? Who is responsible for achieving the timeline? What are the potential limitations to success? How are you addressing disparities between communities?



3. **Be Accountable.** Is the strategy achievable with available funding? Will you need additional resources, like training or staff? Who else outside of your organization will need to be involved?
4. **Ensure Transparency.** Provide regular updates on the progress on a publicly accessible website. Seek opportunities for third-party assessment, such as through partnerships with universities. Continue dialogue with residents on how they perceive the progress, and what they'd like to see done differently.

## Actionable Strategies

Four broad categories of actionable strategies are addressed by the document:

1. **Prioritize Roadway Design.** Roadway design is a primary crash factor, particularly in encouraging slower speeds. The High Injury Network should be used to target capital projects, with other areas proactively identified based on apparent trends. Rapid response should be enabled, and solutions should put transit and Complete Streets first.
2. **Focus on Speed Management.** Slower speeds mean fewer deaths and serious injuries. Starting with the High Injury Network, and moving towards other streets, slower target speeds should be identified and achieved. Automated speed enforcement is an effective and equitable way to promote safer speeds, along with neighborhood traffic calming.
3. **Utilize Impactful Education Strategies.** Select strategies based on best practices from comparable areas. Look towards establishing Safe Routes programs for schoolchildren, seniors, and people with disabilities. Establish Vision Zero training programs for frequent drivers, like those who utilize government fleet vehicles.
4. **Ensure Enforcement is Equitable.** Focus on the most dangerous behaviors, such as speeding and failing to yield to people walking, instead of vehicle tint or broken taillights. Be transparent with speed enforcement, reporting where and how many stops were initiated. Support community policing techniques to build the trust of residents and provide opportunities to participate in diversion programs.

## Evaluation

Evaluation is an important component of an Action Plan as it allows practitioners to understand whether their efforts are successful and inform changes to achieve future successes.

1. **Highlight and Celebrate Accomplishments, But Be Real About Challenges.** If you don't achieve an established goal, be transparent and seek to understand why – and recommend changes to meet success.
2. **Revisit the Foundational Elements Every Time You Modify a Goal or Strategy.** Any Action Plan should be a “living document” – with changes made as needed in response to real data, but in line with the established foundational elements.
3. **Utilize the Community Engagement and Equity Strategies.** Get feedback throughout the entire process, as people living within your community are those impacted most by the success of Vision Zero.





## Statewide Best Practices

### Florida Transportation Plan (FTP)

According to FDOT, the Florida Transportation Plan (FTP) is the single overarching plan guiding Florida’s transportation future. Updated every five years, the FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors. The vision for the state set by the Florida Transportation Plan (FTP) is broken down into seven primary goals:

1. Safety and security for residents, visitors, and businesses;
2. Agile, resilient, and quality transportation infrastructure;
3. Connected, efficient, and reliable mobility for people and freight;
4. Transportation choices that improve accessibility and equity;
5. Solutions that strengthen Florida’s economy;
6. Transportation systems that enhance Florida’s communities; and
7. Transportation solutions that enhance Florida’s environment.

The FTP expresses a direct commitment to Vision Zero at the state level, with a focus on “4Es”: Engineering, Education, Enforcement, and Emergency Response. To achieve this, FDOT will:

- **Create safer communities** through coordinated land use, urban design, and traffic operations to create safer modes for all forms of traffic
- **Reduce disparities** among socioeconomic groups
- **Expand vision zero** fatalities to include all modes of transportation such as rail, transit, shared mobility, and micro-mobility
- **Engage** with a broad range of partners on Vision Zero goals and plans
- **Design infrastructure** to consider access needs for first responders
- **Strategically allocate and align resources** to advance Florida’s vision for zero fatalities through higher funding priority for projects with safety benefits

## Strategic Highway Safety Plan (SHSP) & Target Zero

In committing to Vision Zero, the FTP set the tone of the 2025 Strategic Highway Safety Plan's approach to safety. The Strategic Highway Safety Plan (SHSP) expands this through Target to Zero. This program is built on a commitment to the Safe Systems Approach. Target Zero seeks to categorize crashes into roadway, road user, and road user behavior. Importantly, the SHSP also expands implementation strategies beyond the 4Es to include Information, Intelligence, Innovation, Insight into Communities, and Investments and Policies.



### Key Strategies:

In line with the Florida Transportation Plan, the SHSP expands upon the 4Es:

- **Engineering.** The engineering topic area focuses on the built environment and direct interaction with infrastructure. This includes identifying, developing, and deploying best practices aimed at reducing deaths and strengthening FDOT's collaboration with MPOs and local governments.
- **Education.** Recognizing the importance of road users having the knowledge to interact safely with new and existing infrastructure, the SHSP seeks to develop and implement targeted outreach to raise awareness of safety topics, to educate and train new road users, and to educate new safety professionals.
- **Enforcement.** To mitigate those who are educated by choose to take risks, the SHSP envisions enforcement as providing law enforcement with the training and tools necessary to carry out their jobs, to conduct focused enforcement to target individual



behaviors, and to coordinate with the courts system to prosecute and adjudicate traffic safety cases.

- **Emergency Response.** Quick emergency response is an important tool to prevent serious injuries from progressing to deaths. The SHSP seeks to accelerate the implementation of existing and emerging best practices to enhance response times for particular crash types, keep emergency response professionals safe en route to a crash, and implement measures to more quickly clear vehicles, preventing additional crashes and mitigating traffic.

To think more broadly towards the goal of zero deaths, the SHSP also introduces the concept of the 4Is.

- **Information Intelligence.** Information intelligence involves the collection and analysis of data. The SHSP promotes the collection, analysis, and distribution of crash data to stakeholders as a means of identifying crash trends, like high-risk locations, in real-time and expanding this collection to respond to new trends like micromobility.
- **Innovation.** The SHSP seeks to engage and deploy advancements in transportation safety as they occur. This is achieved through the rapid implementation of these new technologies, the acceleration of new countermeasures, and the analysis of the safety potential for autonomous vehicle technology.
- **Insight into communities.** The SHSP recognizes that community-wide changes are needed rather than just the employment of individual countermeasures. In recognizing this, the SHSP calls for creating safer communities through enhanced public input, promoting a broader range of modal choices, and reducing risk disparities among socioeconomic groups.
- **Investments and Policies.** Investment is needed to implement change. To accomplish this, the SHSP seeks to employ flexible funding strategies, prioritize projects that demonstrate a real impact on safety, integrate safety into all levels of decision-making, pursue legislation and policies proven to reduce death and serious injury, and enhance the expertise of staff involved in safety.



### Emphasis Areas

To aid in effective implementation and provide focus, the SHSP categorizes crashes into the primary emphasis areas of Roadway, Road Users, and User Behavior. Each emphasis area is complete with sub-areas which, along with the emphasis areas themselves, were selected based on a review of crash data based on which crash types make up a disproportionate share of fatal and serious injury crashes. For example, a review of crash data revealed that intersection crashes make up a large share of total fatal and serious injury crashes, justifying its inclusion as an emphasis area sub-area.

#### ROADWAYS



LANE DEPARTURES



INTERSECTIONS

#### ROAD USERS



PEDESTRIANS AND BICYCLISTS



AGING ROAD USERS



MOTORCYCLISTS AND MOTOR SCOOTER RIDERS



COMMERCIAL MOTOR VEHICLE OPERATORS



TEEN DRIVERS

#### USER BEHAVIOR



IMPAIRED DRIVING



OCCUPANT PROTECTION



SPEEDING AND AGGRESSIVE DRIVING



DISTRACTED DRIVING

#### TRAFFIC RECORDS AND INFORMATION SYSTEMS

#### EVOLVING EMPHASIS AREAS

WORK ZONES

DROWSY AND ILL DRIVING

RAIL CROSSINGS

ROADWAY TRANSIT

MICROMOBILITY

CONNECTED AND AUTOMATED VEHICLES

Within each emphasis area, the SHSP addresses how each of the 4Es and 4Is work to reduce roadway deaths to zero.



## Local Best Practices

### City of Orlando

The City of Orlando finalized its Vision Zero Action Plan in 2021. Orlando’s plan has a timeline of 2040 to achieve zero deaths and is contemplated as being a “first edition,” leaving flexibility for future endeavors.



To guide the plan’s development, the Vision Zero Orlando Task Force was convened. The Task Force was multidisciplinary, with members representing planning, engineering, transit, public safety, higher education, the public school system, healthcare, and advocacy groups like the AARP and Bike/Walk Central Florida. The Task Force helped guide the development of the Action Plan and meets to discuss the progress and challenges of the adopted plan.

### Vision Zero Core Principles and Goals

Similar to the SHSP, Orlando expanded upon the core 4Es – Engineering, Education, Evaluation, Enforcement – to a total of 6Es. The fifth and sixth Es added under Orlando’s framework are Equity, which engages historically underrepresented groups in the process, and Economics, which





examines the economic detriment to communities of fatal and serious injury crashes and the significant economic benefits that come with eliminating those types of crashes.


Orlando’s High Injury Network, which was created utilizing fatal and serious injury crash data for roadways within the city limits and excluding limited access highways, reviewed modes as an aggregate and individually. Separate maps were made demonstrating focus areas for crashes involving people walking, biking, riding motorcycles, and driving cars. Further, a Risk-Based Analysis was created to identify the root causes of crashes by mode.

Based on the findings of the data analysis, the Vision Zero Task Force helped to shape the development of six primary goals to guide the implementation of the plan:

1. Adopt a Safe Systems approach in roadway design, operation, and maintenance.
2. Increase everyone’s understanding of the leading causes of crashes resulting in fatalities or serious injuries.
3. Support law enforcement efforts to eliminate behaviors leading to fatal or serious injury crashes.
4. Demonstrate continuous progress toward Vision Zero.
5. Improve access to travel time to Level 1 Trauma Center and other hospitals.
6. Prioritize investments and programs in communities of concern.

## Toolbox of Countermeasure

To streamline implementation of countermeasures, a Toolbox of Countermeasures was created:



Toolbox of Countermeasures	
<p style="text-align: center;">Engineering Countermeasures</p> <ul style="list-style-type: none"> <li>• Lighting</li> <li>• Pedestrian Priority Traffic Signals</li> <li>• Crosswalk Enhancements</li> <li>• Intersection Control</li> <li>• Sidewalk Network</li> <li>• On-Street Parking Program</li> <li>• Crosswalk Density</li> </ul>	<p style="text-align: center;">Education Campaigns</p> <ul style="list-style-type: none"> <li>• Crosswalk Use</li> <li>• Wrong-Way Cycling</li> </ul> <hr/> <p style="text-align: center;">Enforcement Concentrations</p> <ul style="list-style-type: none"> <li>• Yielding on High Injury Network</li> <li>• Speeding on High Injury Network</li> </ul>

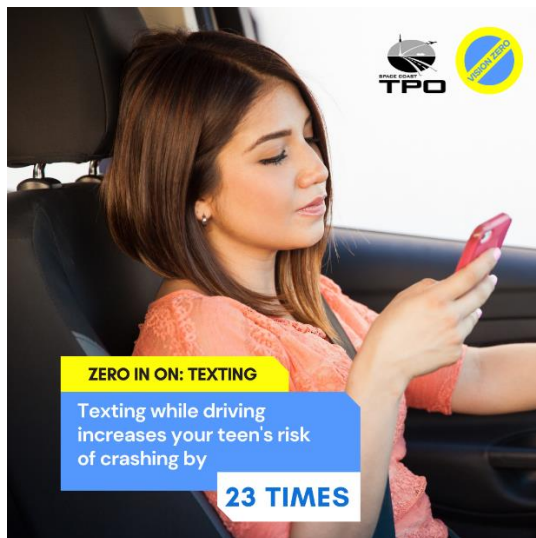


### Space Coast TPO

The Space Coast Transportation Planning Organization’s (TPO) action plan for achieving zero traffic deaths aligns with the Vision Zero Network’s goals and recommendations for action plans. To guide the development of the plan, the TPO created a high injury network broken down by mode, location, and the behaviors of those involved in the crash. Using these results, the TPO developed their action plan broken down into four areas, which are highlighted below.

#### Action Plan:

- **Leadership.** A steering committee consisting of parties from different departments and jurisdictions charged with implementing Vision Zero was initiated. The TPO also welcomed community involvement by maintaining a list of partner safety collations in the community, sharing updates and initiatives on their website, to community traffic safety teams, and at outreach meetings.
- **Safer Speeds, Engineering, and Enforcement.** Working with FDOT and cities within the TPO’s jurisdiction, this goal focuses on implementing best practices such as setting target speeds, zoning, parking, and retrofitting roadways for ADA compliance, especially at transit stops. By investing in public transportation, the TPO hopes to achieve safer roadways with less injury and zero deaths.
- **Education.** A large emphasis was placed on the education of the community on proactive safety habits to prevent serious injury and death, as education solutions are significantly less expensive than engineering solutions. The TPO utilized a messaging campaign to foster a community that has a culture around safety, being sure to target more at-risk populations in particular. These efforts also included targeting partners like the school system, broadening the campaign’s reach. Examples of the campaign are shown below.





- **Data-Driven Approach.** Using a data-driven approach, the TPO was able to maintain transparency and accountability throughout the implementation of their Action Plan. To achieve this, the TPO maintained a safety dashboard and webpage. These resources allowed for informed decision making, evaluation of methods, and resource allocation. To further this commitment to data-driven transparency, an annual Vision Zero Report created by TPO tracks progress annually, monitoring crash trends and the progress towards implementing the Action Plan's goals and policies.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: TPO Board Election of Officers**

---

**Summary**

Per Board Bylaws, members must elect a Chair and Vice-Chair to serve one-year terms at the last board meeting of the calendar year. In 2022, the current officers are:

- Chair, City of Ocala President Ire Bethea, Sr.
- Vice-Chair, Marion County Commissioner Craig Curry

**Action Requested**

Elect a Board Chair and Vice-Chair for 2023. The officers will begin their terms as Chair and Vice-Chair on January 1, 2023.

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



# TPO Board Members

**Councilmember Ire Bethea, Sr. Chair**  
**Commissioner Craig Curry, Vice-Chair**

**City of Ocala, District 2**  
**Marion County, District 1**

**Commissioner Kathy Bryant**  
**Councilmember Kristen Dreyer**  
**Commissioner Jeff Gold**  
**Mayor Kent Guinn**  
**Councilmember James Hilty**  
**Commissioner Ronald Livsey**  
**Councilmember Barry Mansfield**  
**Commissioner Michelle Stone**  
**Mayor Bill White**  
**Commissioner Carl Zalak**

**Marion County, District 2**  
**City of Ocala, District 4**  
**Marion County, District 3**  
**City of Ocala**  
**City of Ocala, District 5**  
**City of Belleview, Seat 3**  
**City of Ocala, District 1**  
**Marion County, District 5**  
**City of Dunnellon**  
**Marion County, District 4**

**Non-Voting**

**John Tyler, P.E.**

**District Five Secretary**

**Contacts for Jurisdictions:**

<b>City of Belleview</b>	<b>352-245-7021</b>
<b>City of Dunnellon</b>	<b>352-465-8500</b>
<b>City of Ocala</b>	<b>352-629-8401</b>
<b>Marion County</b>	<b>352-438-2323</b>





**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Appointments to the Florida Metropolitan Planning Organization Advisory Council (MPOAC)**

---

**Summary**

On an annual basis, the Board selects two representatives to serve the Florida MPOAC. The MPOAC is a statewide transportation planning and policy organization devoted to serving the 27 MPO/TPO's in Florida. The MPOAC consists of a Governing Board, with one representative and one alternate from all MPO/TPO's. The MPOAC has a Staff Directors Advisory Committee, which is represented by the TPO Director. In 2023, the MPOAC Governing Board will meet quarterly in Orlando.

The TPO's current 2022 Governing Board member and alternate member are as follows.

MPOAC (1 member, 1 alternate)

Governing Board Member: Marion County Commissioner Craig Curry

Alternate Member: City of Ocala Councilmember Kristen Dreyer

MPOAC Website: <https://www.mpoac.org>

**Attachment(s)**

- 2023 Schedule

**Action Requested**

Appoint one member and one alternate member for 2023.

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



Florida Metropolitan Planning Organization Advisory Council  
*A forum for transportation decision-making*

## 2023 Meetings

Click a link to view the meeting details and documents for the dates listed below (2023):

- [January 31, 2023](#)
- [April 27, 2023](#)
- [July 27, 2023](#)
- [October 26, 2023](#)



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: TPO Appointments to the Central Florida MPO Alliance**

---

**Summary**

On an annual basis, the Board selects representatives to serve the Central Florida MPO Alliance. The Central Florida MPO Alliance is a coalition of six MPO/TPO's within the larger Central Florida region. The Alliance is served by a Policy Board of 18 members, three each from the MPO/TPO's, including three TPO Board members and the TPO Director. In 2023, the Alliance will meet three times in Orlando (February 10, April 14, October 13).

**Attachment(s)**

- 2023 Schedule

The TPO's current 2022 delegates are as follows.

Central Florida MPO Alliance (3 members, 1 TPO Director)

Member: Marion County Commissioner Michelle Stone (outgoing 2022 Chair)

Member: City of Ocala President Ire Bethea, Sr.

Alternate Member: Marion County Commissioner Craig Curry

**Action Requested**

Appoint three full delegate members and one alternate for 2023.

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



---

## 2023 Meeting Schedule<sup>1</sup>

(All meetings are scheduled to begin at 10:00 a.m.)

**LOCATION:** MetroPlan Orlando  
250 S. Orange Avenue, Suite 200  
Orlando, FL 32801

---

### Date

February 10, 2023

April 14, 2023

October 13, 2023

#### NOTE(S):

<sup>1</sup> In 2018, the Alliance approved a meeting schedule of three (3) times per year: January/February, April, and September/October. Fall meeting date is contingent upon the Priority Project List adoption schedule.

<sup>2</sup> Next joint meeting with Sun Coast TPA will be June or July 2024.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Proposed 2023 Board Meeting Schedule**

---

**Summary**

Per TPO Board bylaws, regular board meetings shall be held at least quarterly. Based on a review of anticipated business items and key deadlines in 2023, a total of nine board meetings are proposed. The proposed meeting schedule is included with this memo.

**Attachment(s)**

- Proposed 2023 Schedule

**Action Requested**

Approve a schedule for TPO Board meetings in 2023.

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





# 2023 TPO Board Meeting Schedule

Ocala Marion Transportation Planning Organization (TPO) 2710 E. Silver Springs Blvd.,  
 Ocala, FL 34470 [ocalamariontpo.org](http://ocalamariontpo.org)  
 (352) 438-2630

**Transportation Planning Organization (TPO) Board – 4:00 p.m.**  
 All scheduled TPO Board meetings are held on the fourth Tuesday of the month.  
 TPO Board meetings will be held at the Marion County Board of County Commissioners Auditorium,  
 601 SE 25<sup>th</sup> Ave., Ocala, FL 34471

January 24, 2023
February 28, 2023
March 28, 2023
April 25, 2023
May 23, 2023
June 27, 2023
September 26, 2023
October 24, 2023
November 28, 2023

### Meeting Deadlines and Public Notices

TPO Board meetings take place on the 4th Tuesday of the month when scheduled.

### Agenda Item Submission Deadlines:

- To TPO by **Friday 5:00 PM**, prior to the Tuesday 7-day public notice. (12 days in advance of meeting)

### Agenda and Public Notices:

- Public notices and agendas are sent 7-days prior to the meeting per Florida Sunshine Law, Board Bylaws and the TPO’s adopted Public Participation Plan (PPP).

<b><u>Contacts for Agenda Items:</u></b>	
Shakayla Irby	<a href="mailto:Shakayla.Irby@marionfl.org">Shakayla.Irby@marionfl.org</a>
Rob Balmes	<a href="mailto:Rob.Balmes@marionfl.org">Rob.Balmes@marionfl.org</a>



**TO: Board Members**

**FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner**

**RE: DBE Program 2022 Update**

---

**Summary**

The TPO has developed a Disadvantaged Business Enterprise (DBE) program document to ensure a continuing, cooperative and comprehensive process that is in alignment with FDOT's Plan Program. As a sub-recipient of federal transportation funding, the TPO has developed this document in accordance with the regulations of the U.S. Department of Transportation (49 CFR part 26). The purpose of this document is to ensure a formally established document is in place that obtains the TPO's policy to ensure all DBE contractors have an equal opportunity to participate in U.S. Department of Transportation assisted contracts through the TPO.

**Attachment(s)**

- DBE Program 2022 update
- A Power Point Presentation of the DBE Plan will be provided at the meeting.

**Committee Recommendation(s)**

N/A

**Action Requested**

Approval of the Plan.

If you have any questions, please contact me at, [liz.mitchell@marionfl.org](mailto:liz.mitchell@marionfl.org) or (352) 438-2634.



**OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION**



**DISADVANTAGED BUSINESS  
ENTERPRISE PROGRAM**

[WWW.OCALAMARIONTPO.ORG](http://WWW.OCALAMARIONTPO.ORG)

ADOPTED: November 29, 2022

# Table of Contents

<b>RESOLUTION</b>	2
<b>POLICY STATEMENT</b>	3
<b>OVERVIEW</b>	4
<b>GENERAL REQUIREMENTS</b>	4
Objective	4
DBE Participation Goal	4
Applicability	4
Non-discrimination	5
Record Keeping Requirements	5
DBE Checklists	5
Contract Goals	5
DBE Directory	6
Federal Financial Assistance Assurance	6
Contract Assurance	7
<b>ADMINISTRATIVE REQUIREMENTS</b>	7
Program Updates	7
Policy Statement	7
Liaison Officer	7
<b>PUBLIC PARTICIPATION</b>	8
<b>APPENDIX 1:</b>	9
DBE POLICY STATEMENT	9
<b>APPENDIX 2:</b>	10
ORGANIZATIONAL CHART	10
<b>APPENDIX 3:</b>	11
FDOT DBE CONTRACT CHECKLISTS	11
<b>APPENDIX 4:</b>	12
ASSURANCES	12
<b>APPENDIX 5:</b>	13
RECORD KEEPING FORM	13
<b>APPENDIX 6:</b>	14
STATUTE (49 CFR Part 26)	14

# RESOLUTION

## RESOLUTION OF THE OCALA MARION TRANSPORTATION PLANNING ORGANIZATION (TPO) UPDATING AND APPROVING THE DISADVANTAGED BUSINESS ENTERPRISE PROGRAM.

**WHEREAS**, the Ocala Marion Transportation Planning Organization (TPO) has been designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for Marion County; and

**WHEREAS**, the TPO has developed a program to assure that Disadvantaged Business Enterprises (hereinafter called "DBE"), shall have the maximum practicable opportunity to participate in the performance of contracts financed in whole or in part with funds derived from the U.S. Department of Transportation for the TPO; and

**WHEREAS**, Florida Statutes 49 CFR Part 26 requires as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive DBE process that results in plans and programs taking all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner; and

**WHEREAS**, engaging the public in the decision-making process is important to the success of all of the TPO's transportation planning programs and activities; and

**WHEREAS**, the purpose of public engagement is to provide goals and guidelines to ensure that public participation and access to information regarding transportation decision making is facilitated and tracked for the general public and disadvantaged or traditionally underserved populations; and

**WHEREAS**, the Disadvantaged Business Enterprise Program has been amended to include clear objectives, and specific strategies to comply with federal and state guidelines; and

**NOW, THEREFORE BE IT RESOLVED** that the Ocala Marion Transportation Planning Organization Disadvantaged Business Enterprise Program for the Marion County area is adopted and approved.

Passed and adopted this 29<sup>th</sup> day of November, 2022

Ocala Marion Transportation Planning Organization

\_\_\_\_\_  
Ire Bethea, Sr., Chair

ATTEST:

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



# POLICY STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) has established a Disadvantaged Business Enterprise (DBE) program in accordance with rules and regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. As a condition of receiving federal financial assistance from DOT, the TPO has signed an assurance that it will comply with 49 CFR Part 26. As a recipient of federal aid funding through the Florida Department of Transportation (FDOT), the TPO must comply with FDOT's DBE Program Plan. The DBE Program Plan may be found at: <https://www.fdot.gov/equalopportunity/dbe-plan>.

It is the policy of the TPO to ensure that DBE's, as defined in 49 CFR part 26, have an equal opportunity to receive and participate in DOT-assisted contracts without discrimination. It is also the TPO's policy:

1. To ensure nondiscrimination in the award and administration of DOT-assisted contracts.
2. To create a level playing field on which DBE's can compete fairly for DOT-assisted contracts.
3. To ensure that the DBE program is narrowly tailored in accordance with applicable law.
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBE's.
5. To help remove barriers to the participation of DBE's in DOT-assisted contracts.
6. To promote the use of DBE's in all types of federally-assisted contracts and procurement activities.
7. To assist the development of firms that can compete successfully in the marketplace outside the DBE program.
8. To provide appropriate flexibility in establishing and providing opportunities for DBE's.

The TPO, and its consultants, shall take all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner.

The TPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income or familial status in the award and performance of its contracts. The TPO does not tolerate discrimination in any of its programs, services, or activities. This is in accordance with applicable federal regulations and statutory references contained in the Disadvantaged Business Enterprise Program, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

\_\_\_\_\_  
Ire Bethea, Sr.  
Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Robert Balmes  
TPO Director

\_\_\_\_\_  
Date

## OVERVIEW

What is a Disadvantaged Business Enterprise (DBE)? A DBE is a for-profit small business that is at least 51% owned, controlled and managed by individuals who are socially and economically disadvantaged such as women, minorities or any other group classified as disadvantaged by the US Small Business Administration (SBA). For more information on DBE's go to the U.S. Department of Transportation's Office of Civil Rights website: <https://www.civilrights.dot.gov/disadvantaged-business-enterprise/do-you-qualify-dbe>.

In 1983, Congress enacted the first DBE statutory provision. This provision required that at least 10% of the funds authorized for the highway and transit financial assistance programs be expended with DBE's. Several years later Congress re-authorized and amended the statutory DBE program to include women to the groups presumed to be disadvantaged along with minorities and other changes.

There are three major Department of Transportation (DOT) administrations involved in the DBE program; the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), and the Federal Transit Administration (FTA). The DOT DBE program is carried out by the state and local transportation agencies under the rules and guidelines in the Code of Federal Regulations, (49 CFR Part 26). A link to the 49 CFR Part 26 Code of Federal Regulations is provided in [Appendix 6](#).

The DBE program was established to ensure that firms owned by minorities, women and other socially and economically disadvantaged persons have an equal opportunity to participate in U.S.DOT-assisted projects. The goal of the program is to level the playing field on which DBE's may compete for contracts and subcontracts in the transportation industry. As a sub-recipient of FHWA and FTA funding through the Florida Department of Transportation (FDOT), the Ocala Marion TPO operates under FDOT's DBE approved program plan.

## GENERAL REQUIREMENTS

### Objective

Objectives are found in the policy statement on the first page of this program.

### DBE Participation Goal

The TPO's current DBE annual participation goal is 10.65% of federal funds available for contracting to be expended with DBE's.

### Applicability

The Ocala Marion Transportation Planning Organization (hereinafter "TPO") is the recipient of federal-aid highway funds authorized under Titles I and V of the Intermodal Surface Transportation Efficiency Act of

1991 (ISTEA), Pub. L. 102-240, 105 Stat. 1914, Titles I, III, and V of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21, Pub. L. 10-178, 112 Stat. 107 and Transportation Equity Act (SAFETEA-LU, Pub. L. 109-59, August 10, 2005), The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21, Pub. L. 112-141, July 6, 2012) and Fixing America's Surface Transportation Act (FAST, Pub. L. 114-94, Dec. 4, 2015); and the Infrastructure Investment and Jobs Act (IIJA, 117-58).

### Non-discrimination

The TPO will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, national origin, age, disability, religion, income or familial status.

The TPO will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, national origin, age, disability, religion, income or familial status.

### Record Keeping Requirements

In order to monitor and evaluate the progress of the TPO and its third-party contractors towards meeting the participation goals of the DBE Program, TPO shall develop and maintain a record keeping system as follows:

TPO will report DBE participation to FDOT on a semi-annual basis. This report will reflect payments made to DBE's on DOT-assisted contracts. A copy of this form can be found in [Appendix 5](#) of this Program.

The TPO will also maintain regular tracking of DBE actions in the FDOT Equal Opportunity Compliance (EOC) system.

### DBE Checklists

The TPO will also adhere to the checklist provided by FDOT in reference to contracting and administration. [Appendix 3](#) contains the FDOT checklist used for all TPO contracting, including request for proposals (RFP's) pre-award and post-award execution of contracts.

### Contract Goals

In accordance with 49 CFR Part 26.21, and the FDOT DBE Program Plan, DBE participation on FHWA-assisted contracts must be achieved through race-neutral methods. 'Race neutral' means that the TPO can likely achieve the overall DBE goal of 10.65% through ordinary procurement methods. Therefore, no specific DBE contract goal may be applied to this project. Nevertheless, the TPO is committed to

supporting the identification and use of DBEs and other small businesses and encourages all reasonable efforts to do so. Furthermore, the TPO recommends the use of certified DBE's listed in the Florida Unified Certification Program (UCP) DBE Directory, who by reason of their certification are ready, willing, and able to provide and assist with the services identified in the scope of work. Assistance with locating DBEs and other special services are available at no cost through FDOT's Equal Opportunity Office DBE Supportive Services suppliers.

## DBE Directory

The TPO references certified DBE's listed in the Florida Unified Certification Program (UCP) Directory.

The Directory is available at:

<https://fdotxwp02.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/Home.aspx>.

## Federal Financial Assistance Assurance

The TPO has signed the following assurances, applicable to all DOT-assisted contracts (FHWA or FTA) and their administration.

Assurance:

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

The Ocala Marion 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.

This language will appear in all contracts and requests for qualifications/proposals.

## Contract Assurance

The TPO will provide the following statement in every DOT assisted contract and subcontract:

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, national origin, sex, age, disability, income, religion, or familial status in the performance of this contract or in the administration of its DBE Program or requirements of 49 CFR 26.13(b). The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Implementation of this program is a legal obligation and failure by the contractor to carry out these requirements shall be treated as a violation of this agreement. This violation may result in the termination of this contract or such other remedy as deemed necessary, which may include, but not limited to:

- Withholding monthly progress payments
- Assessing sanctions
- Liquidated damages and/or
- Disqualifying the contractor from future bidding as a non-responsible

A copy of the assurances is provided in [Appendix 4](#) of this Program.

## **ADMINISTRATIVE REQUIREMENTS**

### Program Updates

The TPO will provide FDOT with updates representing significant changes in the program.

### Policy Statement

The Policy Statement is elaborated on the first page of this Program or it can be found in [Appendix 1](#).

### Liaison Officer

The TPO has appointed a DBE Liaison Officer (herein after called “DBELO”) to develop and maintain this DBE Program in accordance with the requirements of Rule Chapter 14-78, F.A.C.

The delegated DBE Liaison Officer is:

Robert Balmes  
TPO Director  
2710 E. Silver Springs Blvd.  
Ocala, Florida 34470  
352-438-2631



The DBELO is responsible for implementing all aspects of the DBE program and ensuring that the TPO complies with all provisions of 49 CFR Part 26. The DBELO has access to Services, Grants and Contracts concerning DBE program matters. An organizational chart displaying the DBELO's position in the organization is found in [Appendix 2](#) to this program.

The DBELO is responsible for developing, implementing and monitoring the DBE program, in coordination with the Florida Department of Transportation DBE Program Management. The DBELO may assign additional staff to assist in the administration of the program, if necessary.

The duties and responsibilities are as follows:

- Develops, gathers and reports statistical data, policies, procedures and other information.
- Ensures that bid notices and requests for proposals are available to DBE's in a timely manner.
- Advises the TPO Board on DBE matters and achievement.
- Identifies contracts and procurements so that DBE goals are included in solicitations.
- Provides outreach to DBE's and community organizations to advise them of opportunities.
- Analyzes the TPO's progress toward attainment and identifies ways to improve progress.

## **PUBLIC PARTICIPATION**

Prior to establishing an overall goal, the TPO will consult with the general public, and local businesses, to obtain information concerning the availability of disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the efforts of the TPO to establish a level playing field for the participation of DBEs.

# APPENDIX 1:

## DBE POLICY STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) has established a Disadvantaged Business Enterprise (DBE) program in accordance with rules and regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. As a condition of receiving federal financial assistance from DOT, the TPO has signed an assurance that it will comply with 49 CFR Part 26. As a recipient of federal aid funding through the Florida Department of Transportation (FDOT), the TPO must comply with FDOT's DBE Program Plan. The FDOT DBE Program Plan may be found at: <https://www.fdot.gov/equalopportunity/dbe-plan>.

It is the policy of the TPO to ensure that DBE's, as defined in 49 CFR part 26, have an equal opportunity to receive and participate in DOT-assisted contracts without discrimination. It is also the TPO's policy:

1. To ensure nondiscrimination in the award and administration of DOT-assisted contracts.
2. To create a level playing field on which DBE's can compete fairly for DOT-assisted contracts.
3. To ensure that the DBE program is narrowly tailored in accordance with applicable law.
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBE's.
5. To help remove barriers to the participation of DBE's in DOT-assisted contracts.
6. To promote the use of DBE's in all types of federally-assisted contracts and procurement activities.
7. To assist the development of firms that can compete successfully in the marketplace outside the DBE program.
8. To provide appropriate flexibility in establishing and providing opportunities for DBE's.

The TPO, and its consultants, shall take all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner.

The TPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income or familial status in the award and performance of its contracts. The TPO does not tolerate discrimination in any of its programs, services, or activities. This is in accordance with applicable federal regulations and statutory references contained in the Disadvantaged Business Enterprise Program, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

\_\_\_\_\_  
Ire Bethea, Sr.  
Chair

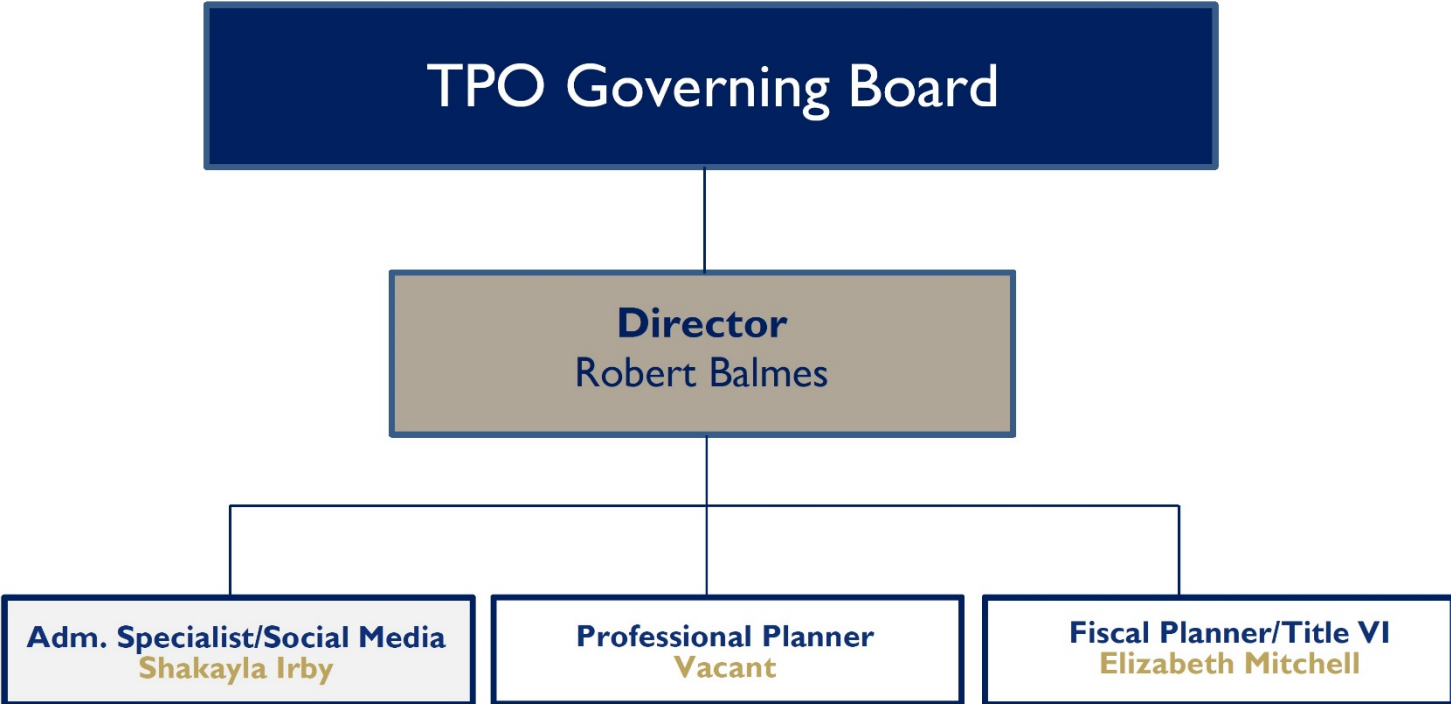
\_\_\_\_\_  
Date

\_\_\_\_\_  
Robert Balmes  
TPO Director

\_\_\_\_\_  
Date

**APPENDIX 2:**  
ORGANIZATIONAL CHART

**Ocala Marion Transportation Planning Organization (TPO)**



**APPENDIX 3:**  
CONTRACT CHECKLIST

Inserted



## **Disadvantaged Business Enterprise (DBE) Review Checklist for Contract**

---

### **Pre Award**

The Request for Proposal (RFP) requires use of FDOT's Equal Opportunity Compliance (EOC) system for entry of DBE information. Yes  No  Other (Explain below)

The RFP specifies use of FDOT Race Neutral goal and DBE Program in the procurement. Yes  No  Other (Explain below)

The RFP contains a prompt payment/retainage clause for all bidders regardless of tier. Yes  No  Other (Explain below)

All bidders must provide the Bidder Opportunity List in the EOC system, not just the award bidder. Yes  No  Other (Explain below)

RFP does not reference any contracting program besides DBE (i.e. small, women, minority, veteran business programs, etc.) Yes  No  Other (Explain below)

Bidder evaluation does not include consideration of or points for using DBEs. Yes  No  Other (Explain below)

RFP does not contain local contracting preference(s). Yes  No  Other (Explain below)

### **After Award/Execution**

The contract has the DBE listed. Yes  No  Other (Explain below)

The DBE(s) listed are certified in the DBE Directory. Yes  No  Other (Explain below)

The consultant has gone into the EOC system to input the DBE commitment for the contract. Yes  No  Other (Explain below)

The Metropolitan Planning Organization (MPO) has a Point of Contact (POC) for overseeing contract performance. Yes  No  Other (Explain below)



## Civil Rights - Contract Procurement and Administration Review Checklist

<b>District:</b>		<b>FAP:</b>		<b>FIN:</b>		<b>MPO:</b>	
Procurement							
PARC Element	Authority	Response	Date				
Contract is for consultant services <sup>1</sup>	2 CFR 200.318 2 CFR 200.320	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
RFP contains verbatim nondiscrimination language	49 CFR 26.13(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
RFP contains Assurance Clauses A & E	DOT 1050.2A 23 CFR 200.9(a) 23 CFR 200.9(b)(7)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
RFP is free of local preferences for hiring, contracting, purchasing	2 CFR 200.319	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
RFP specifies use of FDOT RN goal & program only	49 CFR 26.21(a)(1), (c)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
RFP contains a prompt payment/retainage clause	49 CFR 26.29	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
RFP requires use of FDOT EOC for entry of DBE info	49 CFR 26.55 FDOT Standard Spec 7-25	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
RFP is incorporated into and is part of the final executed contract	2 CFR 200.318(h) & (i) 2 CFR 200.319(d)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
Administration							
PARC Element	Authority	Response	Date				
MPO has a POC for overseeing contract performance	2 CFR 200.318(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
Prime entered BOL into EOC	49 CFR 26.11(c)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
EOC commitments and payments are up to date	49 CFR 26.11(a), 26.37(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
MPO has documentation of CUF	49 CFR 26.55, 26.37(a), (b)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
MPO has resolved any violations via its compliance process	29 CFR 503.19 2 CFR 200.318(k)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other (explain)					
<b>Name of MPO Reviewer</b>				<b>Title of Reviewer</b>		<b>Review Date</b>	

<sup>1</sup> MPO contracts for engineering/design services (23 CFR 172) or construction services (23 CFR 230) have different and more extensive requirements. Contact District or Central Office for assistance.

## **APPENDIX 4:**

### ASSURANCES

The TPO has signed the following assurances, applicable to all DOT-assisted contracts (FHWA or FTA) and their administration.

#### Assurance:

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

The Ocala Marion 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.

This language will appear in all contracts and requests for qualifications/proposals.

The TPO will ensure all professional services procurement and contracts will also be in accordance with Chapter 287, Florida Statutes, Chapter 60A, Florida Administrative Code, and the FTA Best Practices Procurement Manual. The TPO has developed a policy in reference to all FTA clauses included in this Appendix.

#### Contract Assurance:

The TPO will provide the following statement in every DOT assisted contracts and subcontracts:

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income, or familial status in the performance of this contract or in the administration of its DBE Program or requirements of 49 CFR 26.13(b). The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Implementation of this program is a legal obligation and failure by the contractor to carry out these requirements shall be treated as a violation of this agreement. This violation may result in the termination of this contract or such other remedy as deemed necessary, which may include, but not limited to:

Withholding monthly progress payments  
Assessing sanctions  
Liquidated damages and/or  
Disqualifying the contractor from future bidding as a non-responsible

Resolution  
No. 22-9

POLICY OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION (TPO)  
ACQUISITION OF PROFESSIONAL SERVICES

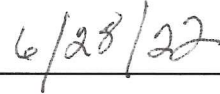
The Ocala/Marion County Transportation Planning Organization (TPO) is designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Ocala/Marion County planning area.

This policy ensures the TPO follows the Federal Transit Administration (FTA) and Florida Department of Transportation (FDOT) in the procurement of Professional Services. As a sub-recipient of FTA funding, the TPO has developed this policy to be applicable to all TPO Professional Services/Architectural Engineering Services procurements and contracts. This will ensure TPO procurements and contracts shall be in accordance with Chapter 287, Florida Statutes, Chapter 60A, Florida Administrative Code, and the FTA Best Practices Procurement Manual. Additionally, geographic preferences are prohibited when procurements involve Federal funds [49.CFR 18.36 (c)(1)(2) and FTA C4220. 1F, Chapter VI, Section 2a(4)(g)].

This policy includes specific Federal clauses involving methods of procurement for Micro Purchases (less than \$2,500), Small Purchases (greater than \$2,500 but less than \$35,000) and Competitive Proposals (greater than \$35,000). Attachment 1 includes a summary of all applicable FTA clauses and mandatory language included with TPO Professional Services/Architectural Engineering Services procurements and contracts. This policy should be deemed to amend and become part of all future procurements and contracts, initiated by the TPO and communicated as to those needs with the Marion County Board of County Commissioners Procurement Services Department both at the time a solicitation begins and when the contract is written. The TPO will be responsible for clearly communicating these needs with the Marion County Board of County Commissioners Procurement Services Department.



Ire Bethea Sr., TPO Board Chair



Date



Robert Balmes, TPO Director



Date

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

525-010-08  
POLICY PLANNING  
05/18

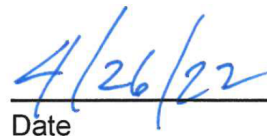
**DEBARMENT and SUSPENSION CERTIFICATION**

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**

525-010-08  
POLICY PLANNING  
05/18

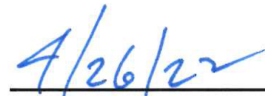
**LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS**

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)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

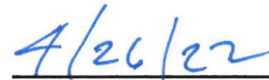
It is the policy of the Ocala/Marion County TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise 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**

525-010-08  
POLICY PLANNING  
05/18

**TITLE VI/ NONDISCRIMINATION ASSURANCE**

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

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

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

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



Name: Ire Bethea Sr.  
Title: TPO Chair



Date

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

525-010-08  
POLICY PLANNING  
05/18

**APPENDICES A and E**

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

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

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

525-010-08  
POLICY PLANNING  
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 5:**  
RECORD KEEPING FORM

Inserted



**UNIFORM REPORT OF DBE COMMITMENTS/AWARDS AND PAYMENTS**

\*\*Please refer to the instruction sheet for directions on filling out this form\*\*

1	Submitted to (check only one)	<input type="checkbox"/> FHWA	<input type="checkbox"/> FAA	<input checked="" type="checkbox"/> FTA - Recipient ID Number
2	AIP Numbers (FAA Recipients); Grant Number (FTA Recipients):			
3	Federal Fiscal year in which reporting period falls	FY 2021	4. Date This Report Submitted:	October 21, 2021
5	Reporting Period	<input type="checkbox"/> Report due June 1 (for period Oct 1-Mar 31)	<input checked="" type="checkbox"/> Report due Dec 1 (for period April 1-Sep 30)	<input type="checkbox"/> FAA annual report due Dec 1
6	Name and address of Recipient:	Ocala Marion Transportaiton Planning Organization, 2710 E. Silver Springs Blvd., Ocala, FL 34470		
7	Annual DBE Goal(s): N/A	Race Conscious Projection: N/A	Race Neutral Projection: N/A	OVERALL Goal: N/A

**Awards/Commitments this Reporting Period**

A	AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (Total contracts and subcontracts committed during this reporting period)	A	B	C	D	E	F	G	H	I
		Total Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs (number)	Total to DBEs/Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
8	Prime contracts awarded this period	\$ -	0	\$ -	0	\$ -	0	\$ -	0	0%
9	Subcontracts awarded/committed this period	\$ -	0	\$ -	0	\$ -	0	\$ -	0	0%
10	<b>TOTAL</b>	\$ -	0	\$ -	0	\$ -	0	\$ -	0	0.00%

B	BREAKDOWN BY ETHNICITY & GENDER	A			B			C			D			E			F		
		Total to DBE (dollar amount)						Total to DBE (number of contracts)											
		Women	Men	Total	Women	Men	Total												
11	Black American	\$ -	\$ -	\$ -	0	0	0												
12	Hispanic American	\$ -	\$ -	\$ -	0	0	0												
13	Native American	\$ -	\$ -	\$ -	0	0	0												
14	Asian-Pacific American	\$ -	\$ -	\$ -	0	0	0												
15	Subcontinent Asian Americans	\$ -	\$ -	\$ -	0	0	0												
16	Non-Minority	\$ -	\$ -	\$ -	0	0	0												
17	<b>TOTAL</b>	\$ -	\$ -	\$ -	0	0	0												

**Payments Made this Period**

C	PAYMENTS ON ONGOING CONTRACTS	A	B	C	D	E	F
		Total Number of Contracts	Total Dollars Paid	Total Number of Contracts with DBEs	Total Payments to DBE firms	Total Number of DBE firms Paid	Percent to DBEs
18	Prime and subcontracts currently in progress	2	\$ 43,575.94	2	\$ 494.00	2	1.10%

D	TOTAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	A	B	C	D	E
		Number of Contracts Completed	Total Dollar Value of Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percent to DBEs
19	Race Conscious	0	\$ -	commitments on contracts	\$ -	0.00%
20	Race Neutral	0	\$ -		\$ -	0.00%
21	Totals	0	\$ -		\$ -	0.00%

22	Submitted by: Robert Balmes, TPO Director	23. Signature:	352-438-2631
----	---	----------------	--------------

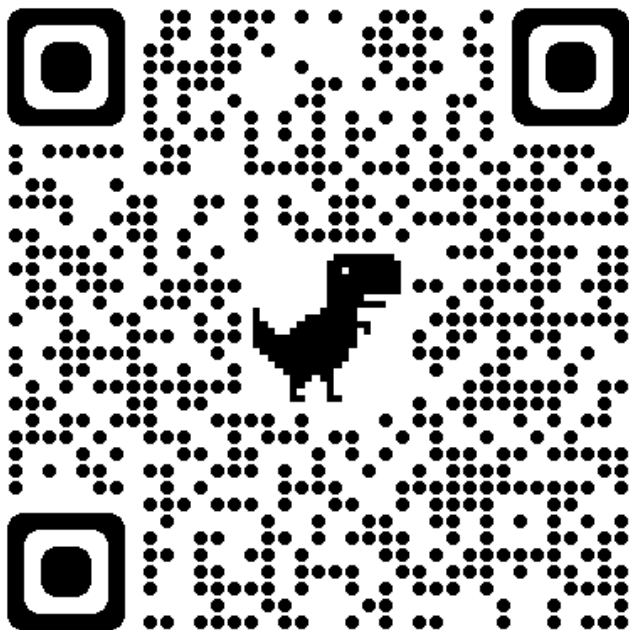
## **APPENDIX 6:** STATUTE (49 CFR Part 26)

Electronic Code of Federal Regulations for Title 49 CFR part 26 can be found at the following web address:

[https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfr26\\_main\\_02.tpl](https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfr26_main_02.tpl)

or

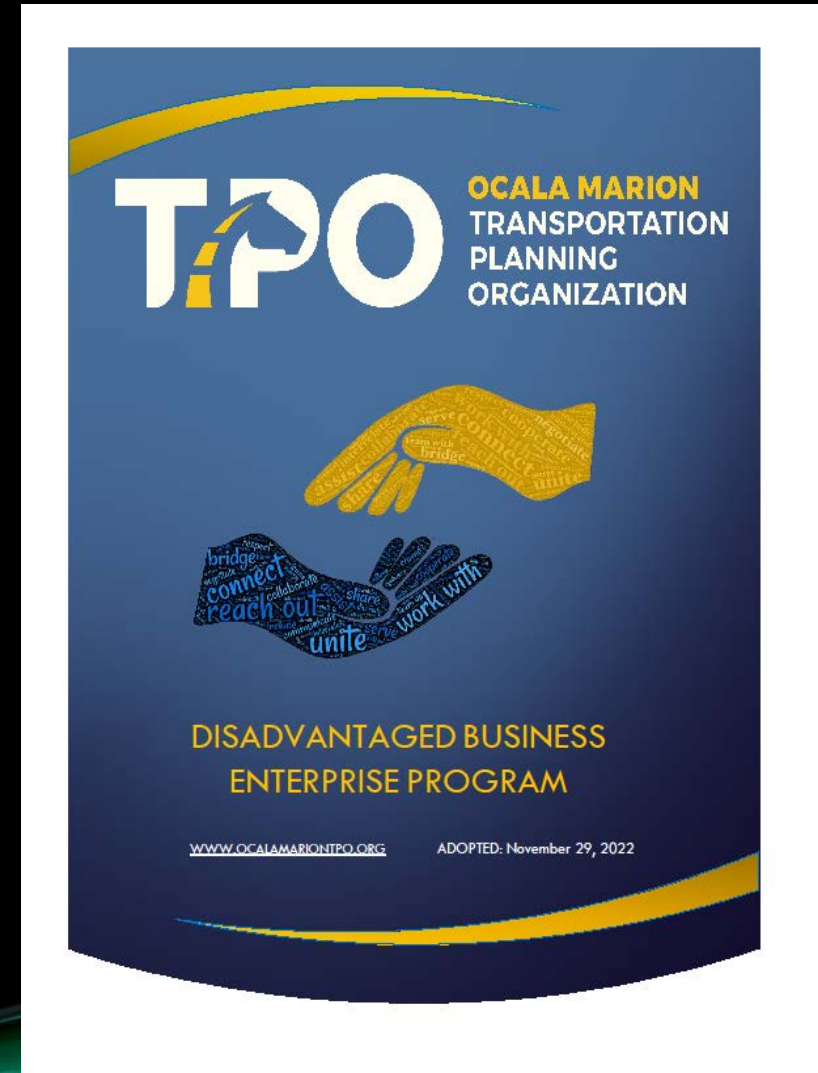
Scan the below code with your phone and it will take you directly to the website:



For FDOT DBE Program Plan go to:

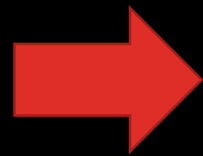
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/equalopportunity/dbeprogram/dbeprogram-plan0208008ad2b948889d591795932ab4a6.pdf?sfvrsn=c7b148a4\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/equalopportunity/dbeprogram/dbeprogram-plan0208008ad2b948889d591795932ab4a6.pdf?sfvrsn=c7b148a4_0)

# DISADVANTAGE BUSINESS ENTERPRISE PROGRAM (DBE)



The TPO is updating their DBE plan to have a continuing, cooperative and comprehensive DBE process that is in alignment with FDOT's DBE Program Plan.

As recipients of federal funds through FDOT we must follow their process.



What is a DBE?



A for-profit small business that is at least 51% owned, controlled and managed by person(s) who are socially and economically disadvantaged, such as women, minorities or any other group classified by the US Small Business Administration (SBA).

For transportation purposes there are three major administrations involved in the DBE program:

1. Federal Highway Administration (FHWA)
2. Federal Aviation Administration (FAA)
3. Federal Transit Administration (FTA)





The goal of the program is to level the playing field on which DBE's may compete for contracts and subcontracts in the transportation industry.



The DBE program was established to ensure that firms owned by minorities, women and other socially and economically disadvantaged person(s) have an equal opportunity to participate in U.S.DOT-assisted projects.

# A quick synopsis of the DBE program entails:

## 1. Non-discrimination policy and practices


- a. Ensuring that through contractual or other arrangements, we do not use criteria or methods of administration that have the effect of defeating or impairing the objectives of the DBE program


## 2. Record keeping and reporting

- a. semi-annual reports to FDOT

## 3. Monitoring the DBE directory

- a. Continual vigilance to maintain knowledge of registered small businesses on the DBE list within our area

- 
4. Contract monitoring to make DBE's inclusive:
    - a. Ensure that contractors/consultants also follow DBE Program requirements and include DBE's in contracts and programs
  
  5. Maintaining program updates:
    - a. Watch for any changes in rules and regulations of the DBE program in order to stay up to date
  
  6. Having a Liaison Officer:
    - a. Program required: Our TPO Director, Rob Balmes
  
  7. Maintain adherence to program requirements:
    - a. Assessing sanctions, progress payments, or disqualifying a contractor, if necessary

- 
8. Good faith efforts to ensure contracting opportunities with continual measures to be taken to increase small business participation:
    - a. Requires monitoring, reporting and follow through on all of the listed items ensuring that we are making the best possible attempt at a fair and equitable program
  
  9. Outreach to DBE's and community organizations:
    - a. Maintaining communications with area DBE's and keeping them aware of possible opportunities to help improve/assist in their success
  
  10. Public participation, include the public:
    - a. Make the public aware and get their input



Ocala Marion TPO is committed to:

The TPO, and its consultants, shall take all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner.

The TPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income or familial status in the award and performance of its contracts.

The TPO does not tolerate discrimination in any of its programs, services, or activities. This is in accordance with applicable federal regulations and statutory references contained in the Disadvantaged Business Enterprise Program, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Thank you!





**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Amendment #2 of FY 2023 to 2027  
Transportation Improvement Program (TIP)**

---

**Summary**

Per the request of the Florida Department of Transportation (FDOT), two projects are proposed to be amended to the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP), pending approval of an amendment to the 2045 Long Range Transportation Plan (LRTP) at the TPO Board Public Hearing meeting on November 29, 2022. The projects may be found on the following attached pages of the TIP document.

**FM# 435547-3: NW 44th Avenue Extension from SR 40 to NW 11th Street**

- Total: \$9,000,000
- Funds to be added to FY 2023
- Construction funds (CST) for roadway extension project

**FM# 450918-1: Dunnellon Trail from River View to Rainbow River Bridge**

- Total: \$2,537,000
- Funds to be added to FY 2023
- Preliminary Engineering (PE) and CST funds for the trail project

**Attachment(s)**

- FDOT TIP Amendment Request
- TIP Proposed Amended Project Pages
- FY 2023 to 2027 TIP document

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

- The Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) approved the TIP Amendment on September 13, 2022.

### **Action Requested**

TPO staff is recommending approval of the FY 2023 to 2027 Transportation Improvement Program (TIP) Amendment #2.

If you have any questions about the TIP amendment, please contact me at: 438-2631.



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

August 1, 2022

Mr. Robert Balmes, AICP, CTP, Executive Director  
Ocala-Marion Transportation Planning Organization (TPO)  
2710 E Silver Springs Blvd  
Ocala, FL 34470

**RE: Request to Modify Fiscal Year (FY) 2021/22-2025/26 Transportation Improvement Program (TIP) and Amend FY 2022/23-2026/27 TIP**

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO modify the FY 2021/22-2025/26 TIP and amend the FY 2022/23-2026/27 TIP.

The administrative modification to the FY 2021/22-2025/26 TIP is to add project #448376-1 to the old TIP so that authorization of federal funds for the design phase of the project can be requested prior to October 1, 2022.

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
448376-1	I-75/SR-93	SR-200 to north of SR-500	4.469	PE	ACNP	\$1,630,000	2023

**The amendment to the FY 2022/23-2026/27 TIP is to add the two projects described in the table below. These projects received funding through an appropriation of Florida Legislature during the 2022 session and will need to be included in the TIP.**

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
435547-3	NW 44 <sup>th</sup> Avenue Extension	SR 40 to NW 11 <sup>th</sup> Street	.8 miles	CST	GR23 LF	\$8,000,000 \$1,000,000	2023
450918-1	Dunnellon Trail	River View to Rainbow River Bridge	.815 miles	PE CST	GR23	\$ 375,000 \$2,162,000	2023

As always, feel free to contact the Liaison Group at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us) if you would like to discuss further.

Sincerely,

*Anna Taylor*

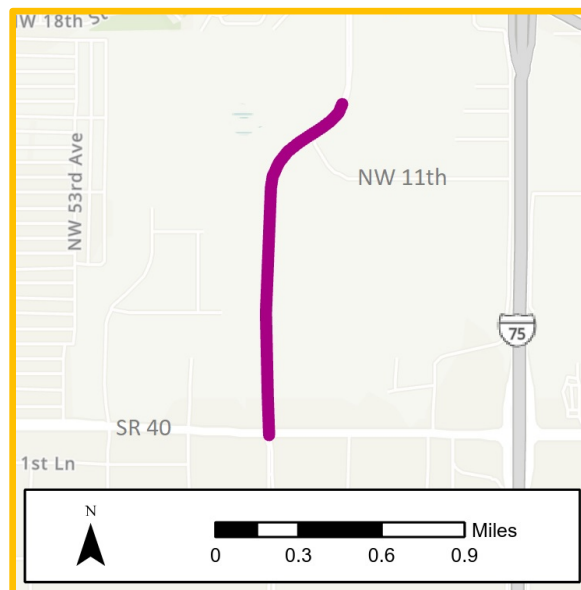
Anna Taylor  
Government Liaison Administrator  
FDOT District Five

c: Kellie Smith, FDOT  
Lisa Buscher, FDOT



**Project: NW 44th Street from SR 40 to NW 11th Street**

Project Type: New Road Construction  
 FM Number: 4355473  
 Lead Agency: City of Ocala  
 Length: 0.80 miles  
 LRTP (Page #): Goal 2, Objective 2.1; Objective 2.3; Goal 3, Objective 3.2 (14);



**Description:**

Construction of a new four-lane roadway connection from SR 40 to NW 11th Street.

**Prior <2023:**

\$0

**Future >2027:**

\$0

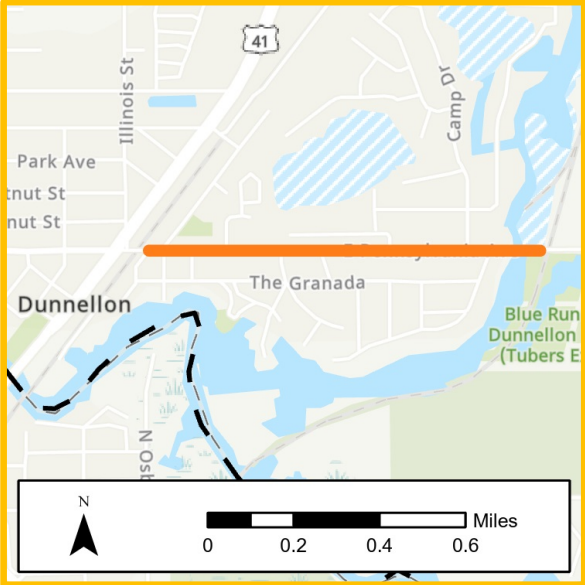
**Total Project Cost:**

\$9,000,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	GR 23	State	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
CST	LF	Local	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total:</b>			<b>\$9,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000,000</b>

**Project: Dunnellon Trail from River View to Rainbow River Bridge**

Project Type: Bike Path/Trail  
 FM Number: 4509181  
 Lead Agency: Marion County  
 Length: 0.82 miles  
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (13);  
 Goal 3, Objective 3.2 (14)



**Description:**

Construction of a multi-use trail and safety barrier separation on CR 484 (Pennsylvania Avenue) in the City of Dunnellon.

**Prior <2023:** \$0      **Future >2027:** \$0      **Total Project Cost:** \$2,537,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	GR23	State	\$375,000	\$0	\$0	\$0	\$0	\$375,000
CST	GR23	State	\$2,162,000	\$0	\$0	\$0	\$0	\$2,162,000
<b>Total:</b>			<b>\$2,537,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,537,000</b>

# Transportation Improvement Program

## Fiscal Years 2023 to 2027



**Adopted June 28, 2022**

Amendment 1: August 23, 2022  
Amendment 2: November 29, 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 OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION (TPO)  
TRANSPORTATION IMPROVEMENTPROGRAM (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 amendment of 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 29th day of November 2022.

By: \_\_\_\_\_  
Ire Bethea Sr., Chair

Attest: \_\_\_\_\_  
Robert Balmes, TPO Director

Resolution  
No. 22-12

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 amendment of 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 23rd day of August 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](http://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.

# TABLE OF CONTENTS

<b>1. INTRODUCTION .....</b>	<b>5</b>
Purpose.....	5
TPO Planning Area.....	6
Development of the TIP .....	7
Joint Certification .....	8
Consistency with Other Plans.....	8
TIP Revisions.....	10
Transportation Disadvantaged.....	11
Efficient Transportation Decision Making.....	11
<b>2. PERFORMANCE MANAGEMENT .....</b>	<b>12</b>
Performance Based Planning .....	12
Performance Measures and Targets .....	13
<b>3. FINANCIAL PLAN .....</b>	<b>20</b>
<b>4. PROJECT PRIORITIZATION PROCESS.....</b>	<b>24</b>
Overview.....	24
Methodology .....	24
Project Ranking.....	24
<b>5. PROJECTS.....</b>	<b>27</b>
Overview.....	27
TIP Online Interactive Map.....	29
Performance Management and TIP Projects .....	29
TIP Project Summary Pages.....	31
Interstate 75 (I-75) Projects .....	32
U.S. Route (U.S.) Projects .....	38
State and Local Projects .....	47
Bicycle and Pedestrian Projects .....	65
Aviation (Airport) Projects.....	72
Transit, Funding and Grants .....	82
ITS and Maintenance Projects.....	89
<b>APPENDIX</b>	
APPENDIX A: List of Figures .....	A-1
APPENDIX B: List of Federally Obligagted Projects .....	B-1
APPENDIX C: National Highway System (NHS) and Strategic Intermodal System (SIS) .....	C-1
APPENDIX D: Transportation Performance Management Fact Sheets.....	D-1
APPENDIX E: Public Notice Records .....	E-1
APPENDIX F: Public and Partner Comments .....	F-1
APPENDIX G: Glossary of Terms and Acronyms.....	G-1
APPENDIX H: Project Changes from Prior TIP .....	H-1
APPENDIX I: List of Projects in 2045 LRTP .....	I-1
APPENDIX J: FDOT TIP Project Detailed Report .....	J-1
APPENDIX K: Roll Forward Amendment Report.....	K-1

# 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.

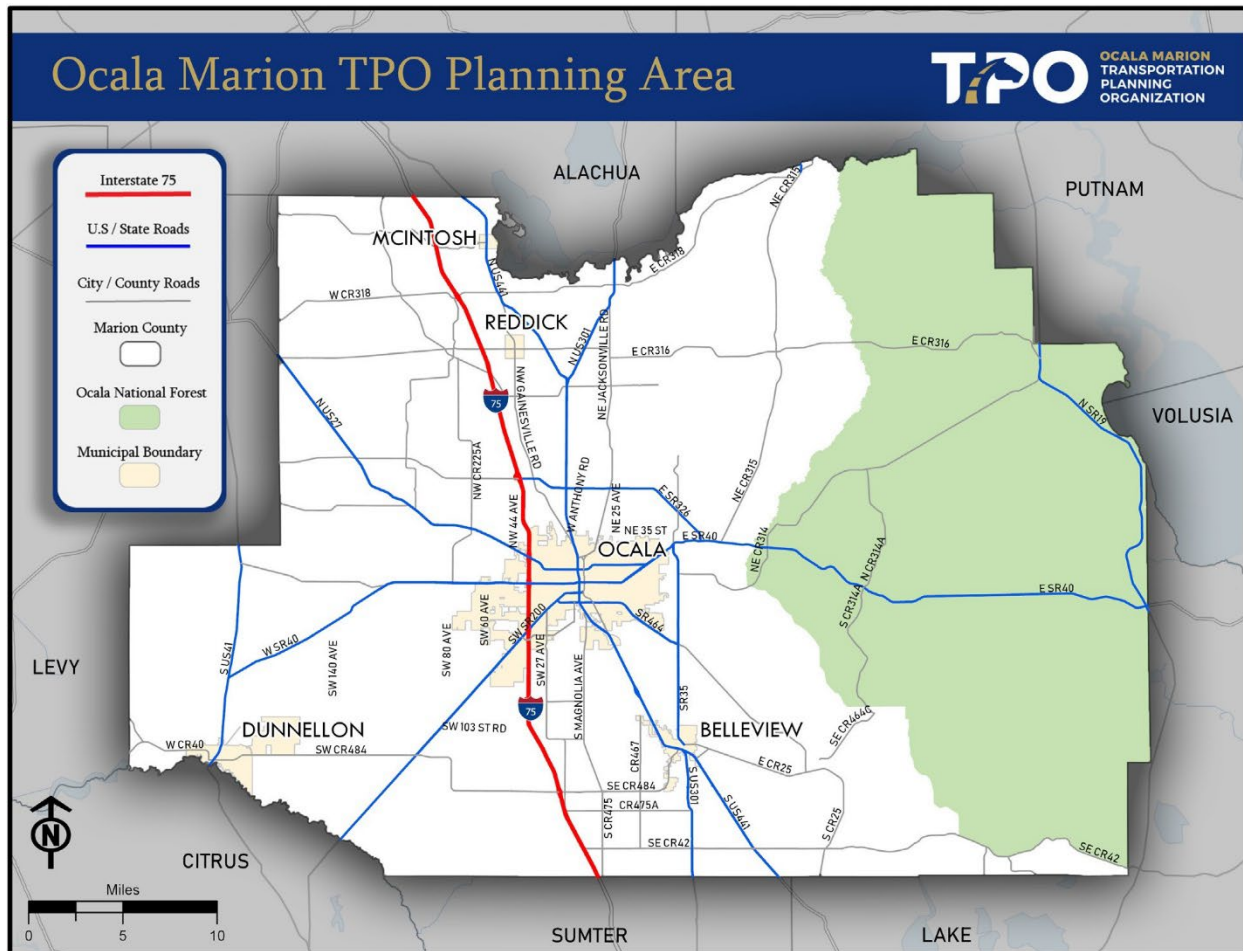


Figure 1: Map of TPO Planning Area

## 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)
<b>Pavement Measures</b>			
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%
<b>Bridge Deck Area Measures</b>			
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.

<b>System Performance Measures</b>	<b>FDOT/TPO Target (2-Year)</b>	<b>FDOT/TPO Target (4-Year)</b>	<b>TPO Target Results (2021)</b>
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.

<b>SunTran Safety Performance Targets</b>							
Performance Targets based on collected data from the previous three years							
<b>Mode of Transit Service</b>	<b>Fatalities Total</b>	<b>Fatalities (per 100k vehicle revenue miles) VRM)</b>	<b>Injuries Total</b>	<b>Injuries (per 100k vehicle revenue miles VRM)</b>	<b>Safety Events Total</b>	<b>Safety Events (per 100k vehicle revenue miles VRM)</b>	<b>System Reliability (VRM/failures)</b>
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.

<b>Acronym</b>	<b>Funding Category</b>	<b>Funding Source</b>
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**

<b>Funding Category</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
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
GR23	\$10,537,000	\$0	\$0	\$0	\$0	\$10,537,000
LF	\$12,856,345	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$32,140,696
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
<b>Total:</b>	<b>\$161,329,074</b>	<b>\$28,281,572</b>	<b>\$97,954,050</b>	<b>\$25,206,743</b>	<b>\$18,572,489</b>	<b>\$331,343,928</b>

**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	\$95,695,582	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$171,158,340
Local	\$12,856,345	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$32,140,696
<b>Total</b>	<b>\$161,329,074</b>	<b>\$28,281,572</b>	<b>\$97,954,050</b>	<b>\$25,206,743</b>	<b>\$18,572,489</b>	<b>\$331,343,928</b>

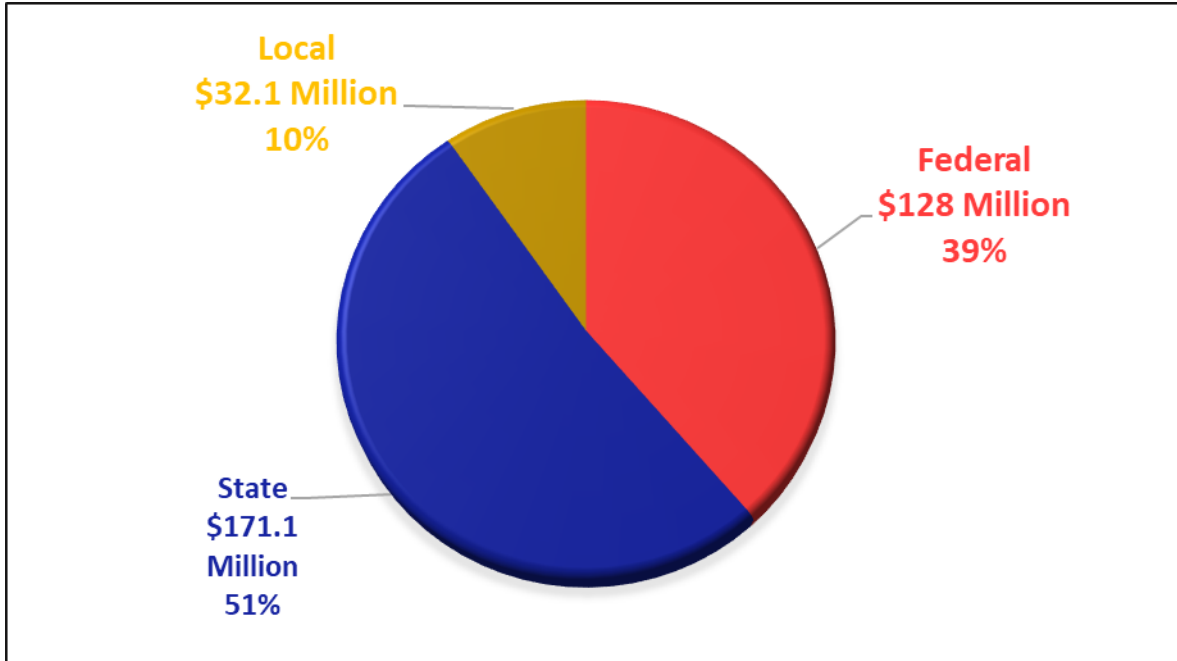


Figure 9: 5-Year Funding Summary by Source

# 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.

<b>Acronym</b>	<b>Project Phase and Information</b>
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
<b>Total:</b>			\$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
<b>Total:</b>			\$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
<b>Total:</b>			\$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
<b>Total:</b>		\$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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$42,379,864</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,379,864</b>

**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

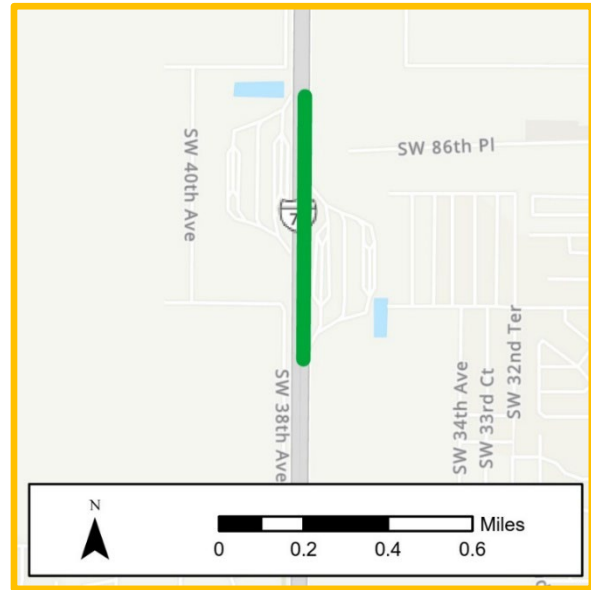
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$1,439,000</b>	<b>\$0</b>	<b>\$15,977,866</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,416,866</b>

**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

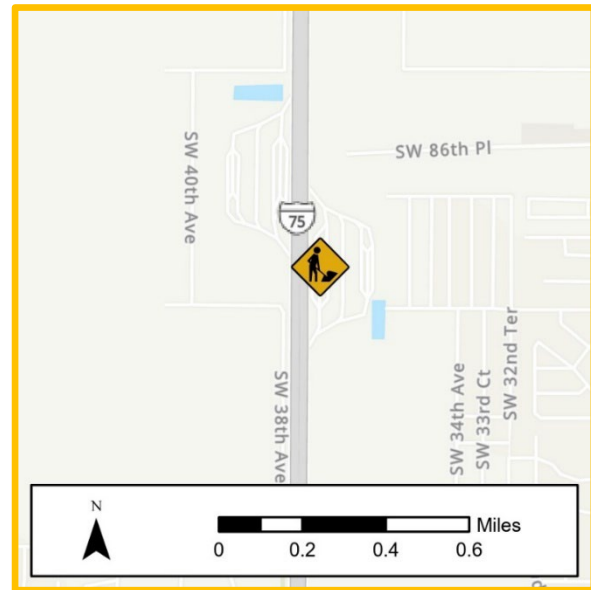
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$411,284</b>	<b>\$0</b>	<b>\$0</b>	<b>\$411,284</b>

**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
<b>Total:</b>			<b>\$29,941,993</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,941,993</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$532,902</b>	<b>\$0</b>	<b>\$532,902</b>



# U.S. Route (U.S.) Projects

NORTH  
27  
301  
441

metroPCS

THANK YOU  
88.7m

FORDNE

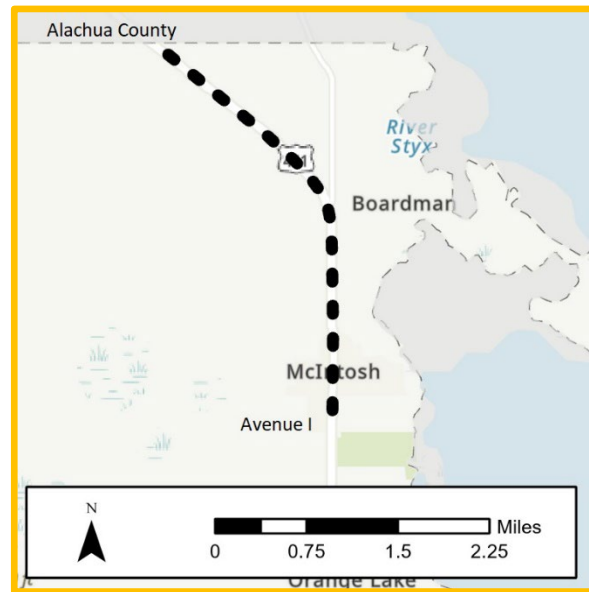
A LOANS

SPEED  
LIMIT  
35

Collins  
Available  
www.collins.com  
407.22.6100

**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:**

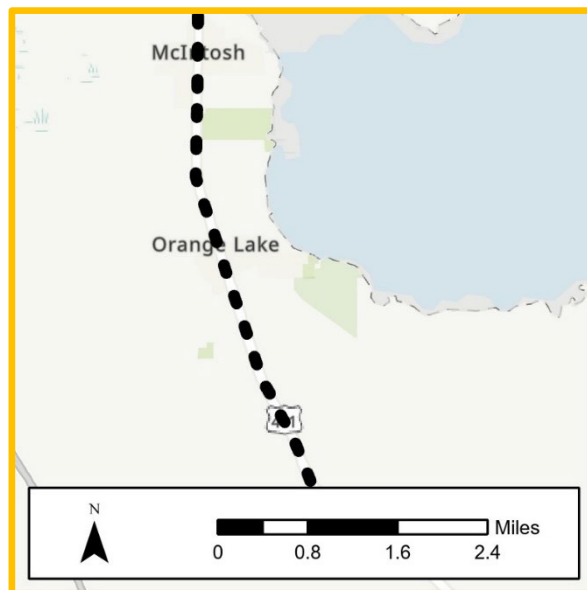
\$7,095,081

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
<b>Total:</b>			<b>\$927,369</b>	<b>\$0</b>	<b>\$6,167,712</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,095,081</b>



**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

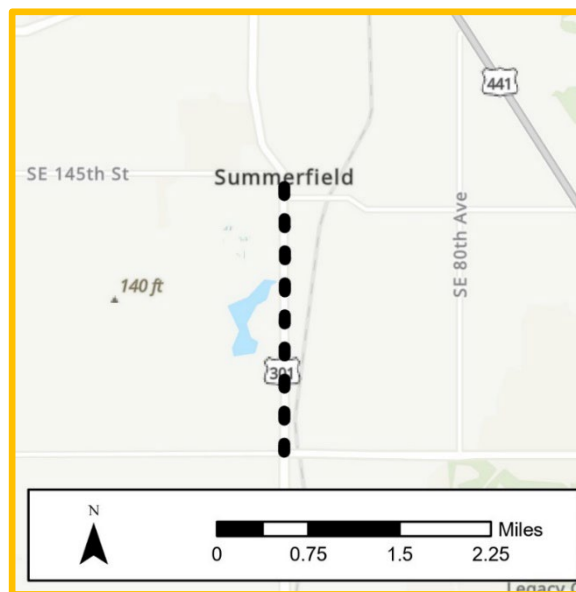
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$1,042,000</b>	<b>\$0</b>	<b>\$6,529,976</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,571,976</b>

**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

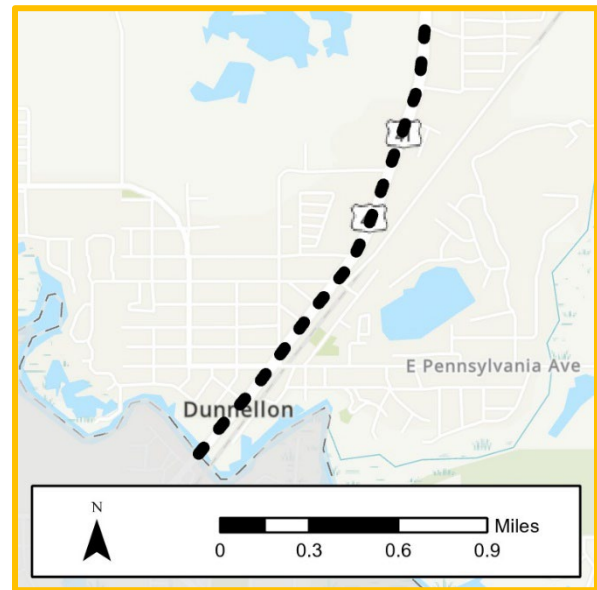
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$0</b>	<b>\$3,054,497</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,054,497</b>

**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:**

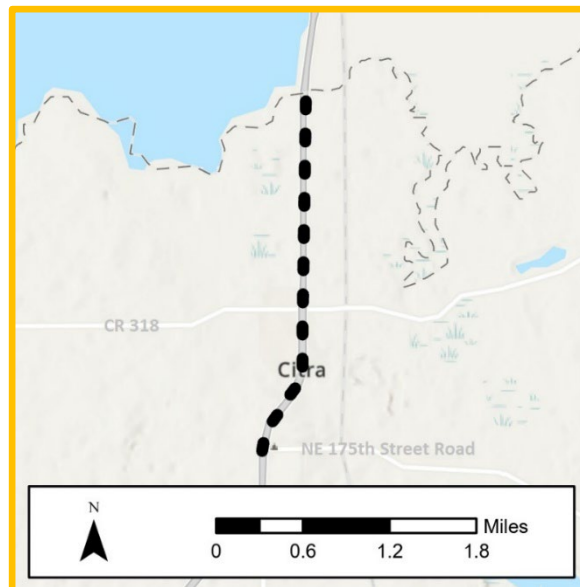
\$4,937,992

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
<b>Total:</b>			<b>\$888,000</b>	<b>\$0</b>	<b>\$4,049,992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,937,992</b>



**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

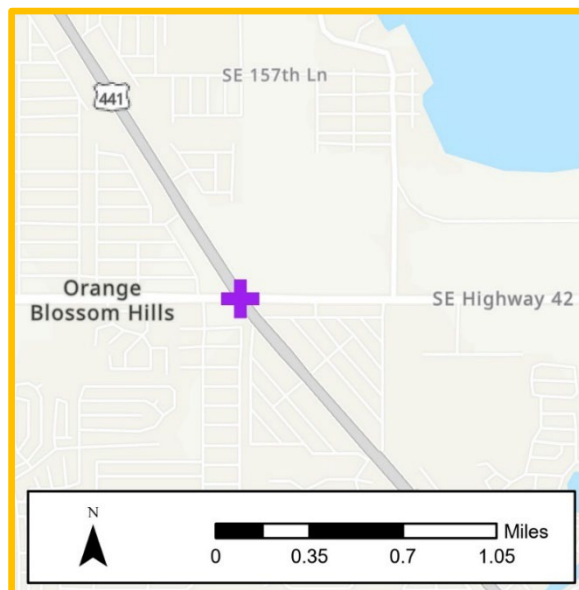
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$0</b>	<b>\$4,729,689</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,729,689</b>

**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

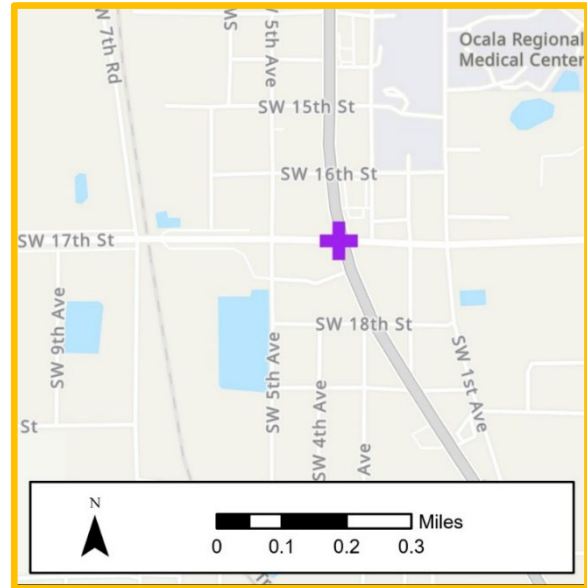
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$1,099,429</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,099,429</b>

**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

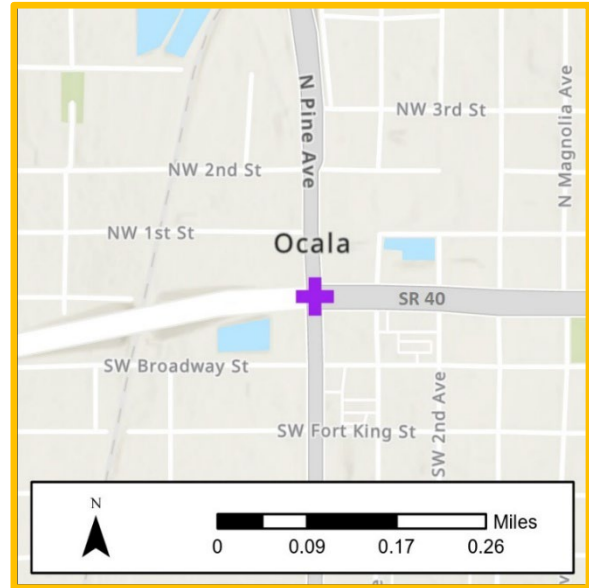
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$160,000</b>	<b>\$3,094,219</b>	<b>\$23,080</b>	<b>\$3,277,299</b>

**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
<b>Total:</b>			<b>\$17,767</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,767</b>

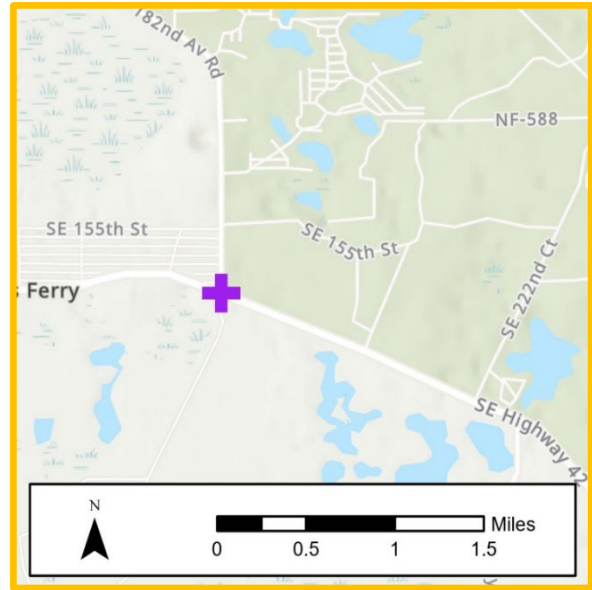
# State and Local Projects





**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

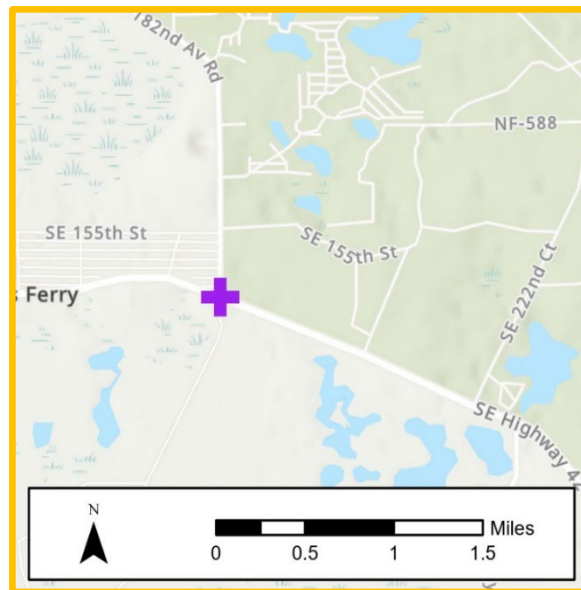
**Total Project Cost:**

\$396,012

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$350,000	\$0	\$0	\$0	\$0	\$350,000
<b>Total:</b>			<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>

**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
<b>Total:</b>			<b>\$67,980</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$67,980</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$47,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,520</b>

**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
<b>Total:</b>			<b>\$184,725</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$184,725</b>

**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:**

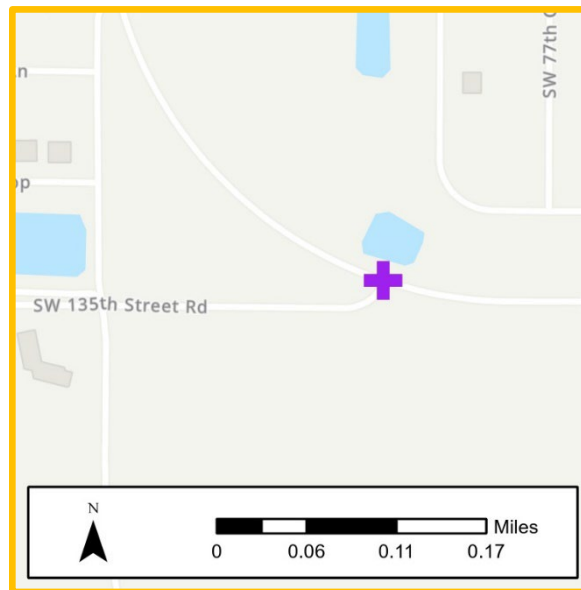
\$536,625

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
<b>Total:</b>			<b>\$60,795</b>	<b>\$475,830</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$536,625</b>



**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

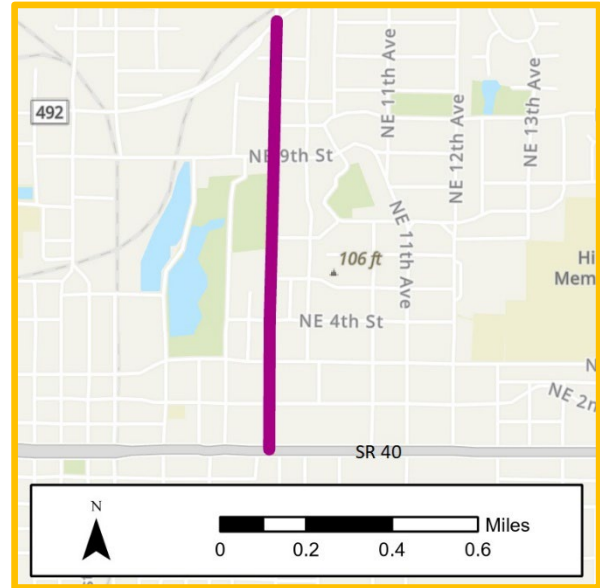
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$88,705</b>	<b>\$369,605</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,310</b>

**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

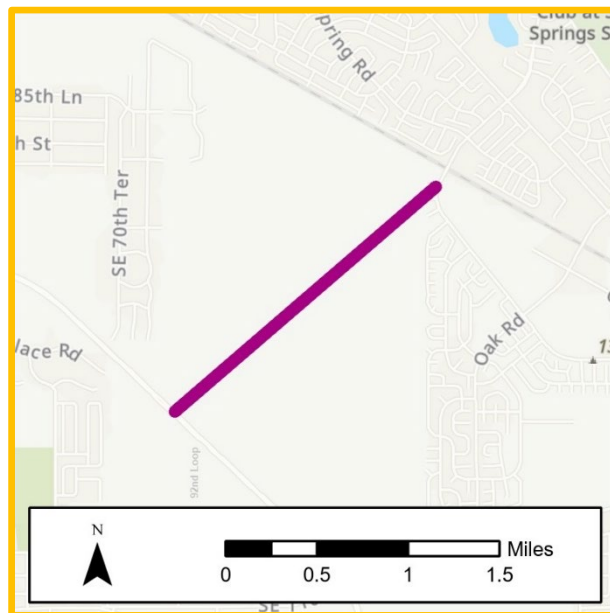
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,452,800</b>	<b>\$4,452,800</b>

**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
<b>Total:</b>			<b>\$9,650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,650,000</b>

**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

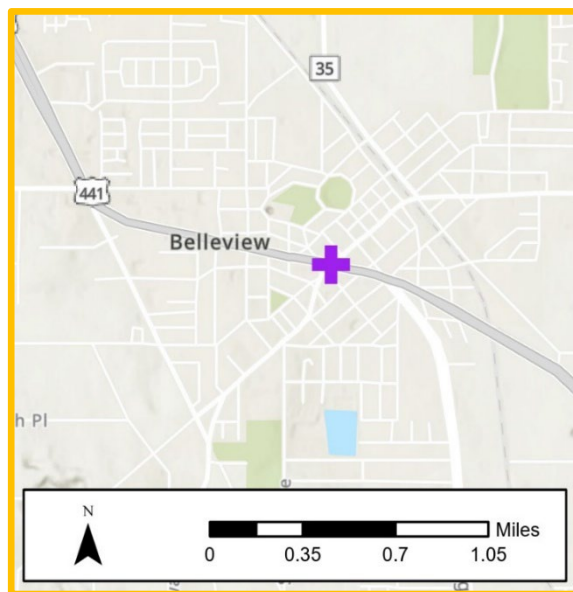
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$0</b>	<b>\$822,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$822,178</b>

**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
<b>Total:</b>			<b>\$2,062,140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,062,140</b>



**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

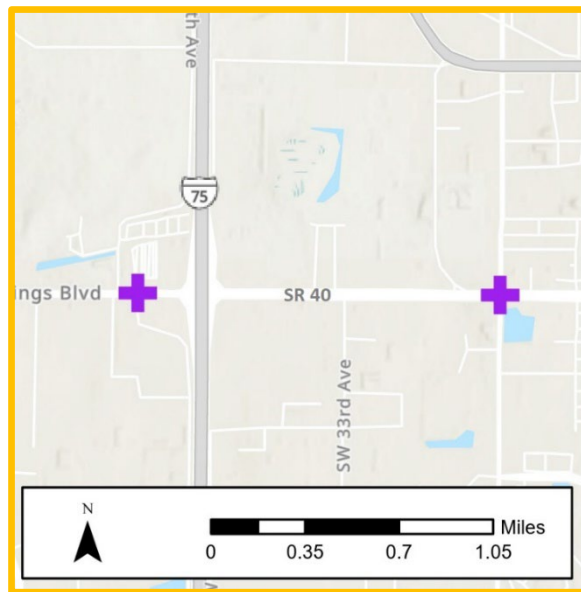
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$47,818</b>	<b>\$199,243</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$247,061</b>

**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:**

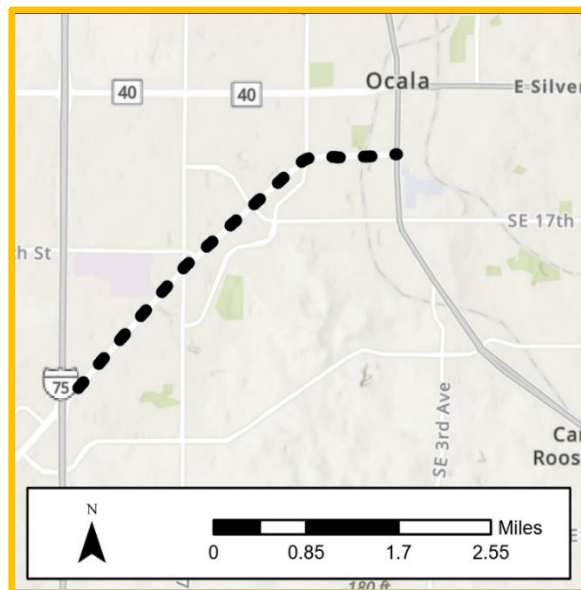
\*\$6,546,377

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
<b>Total:</b>			<b>\$1,152,500</b>	<b>\$247,154</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,399,654</b>

\*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

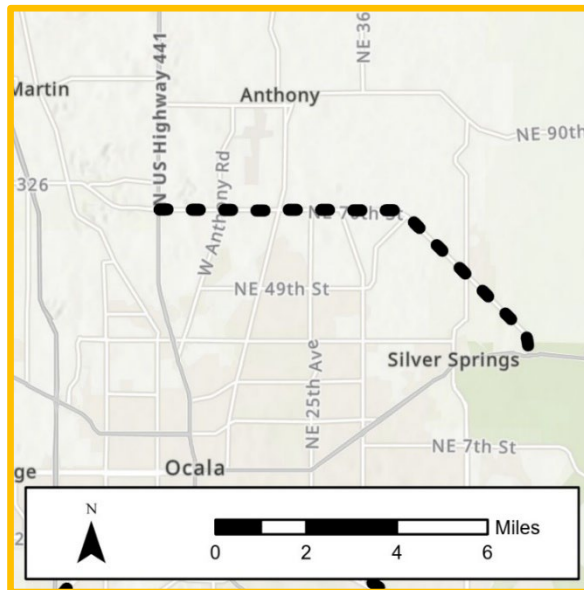
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$13,344,987</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,344,987</b>

**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

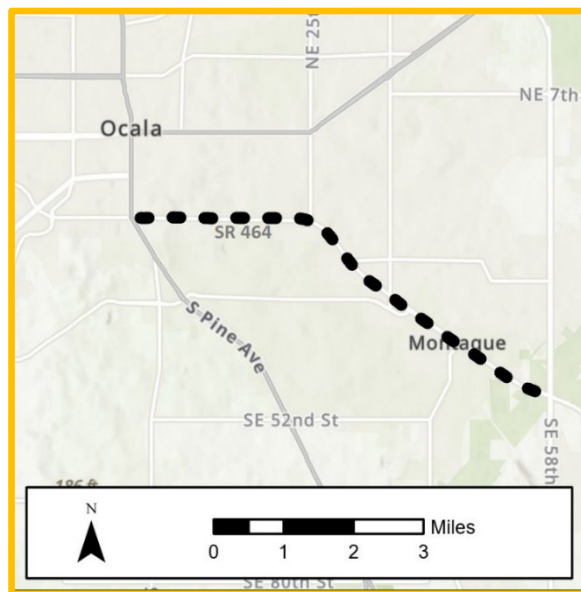
**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$11,875,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,875,930</b>

**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:**

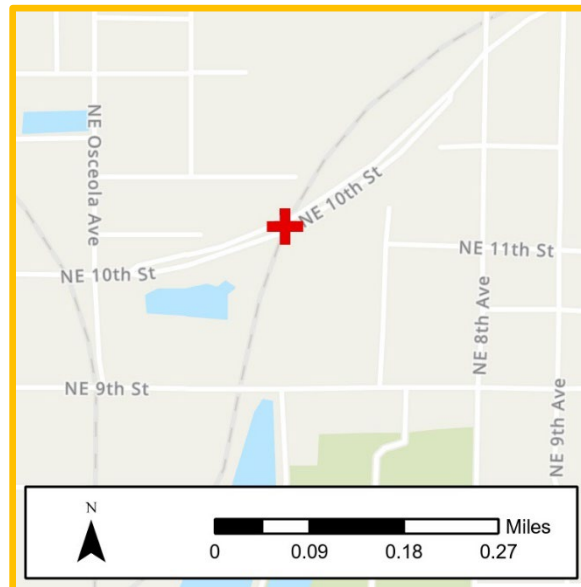
\$24,525,123

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
<b>Total:</b>			<b>\$21,644,972</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,644,972</b>



**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
<b>Total:</b>			<b>\$391,249</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$391,249</b>

**Project: NW 44th Street from SR 40 to NW 11th Street**

Project Type: New Road Construction  
 FM Number: 4355473  
 Lead Agency: City of Ocala  
 Length: 0.80 miles  
 LRTP (Page #): Goal 2, Objective 2.1; Objective 2.3; Goal 3, Objective 3.2 (14);



**Description:**

Construction of a new four-lane roadway connection from SR 40 to NW 11th Street.

**Prior <2023:**

\$0

**Future >2027:**

\$0

**Total Project Cost:**

\$9,000,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	GR 23	State	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
CST	LF	Local	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total:</b>			<b>\$9,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000,000</b>



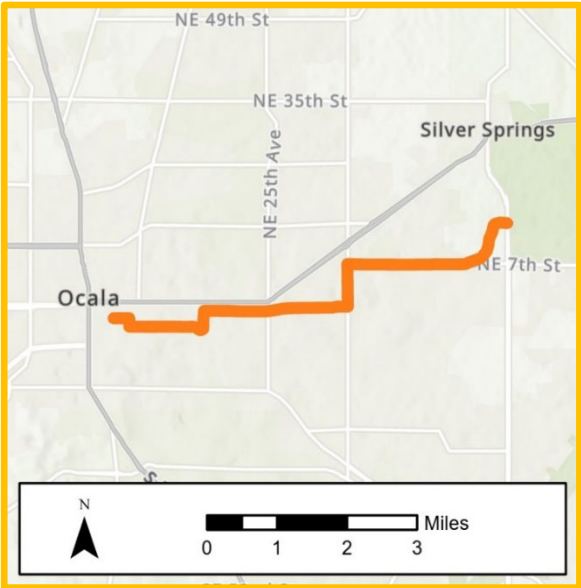
# Bicycle and Pedestrian Projects





**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.

<b>Prior &lt;2023:</b>	<b>Future &gt;2027:</b>	<b>Total Project Cost:</b>
\$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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$253,001</b>	<b>\$0</b>	<b>\$0</b>	<b>\$253,001</b>

\*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.

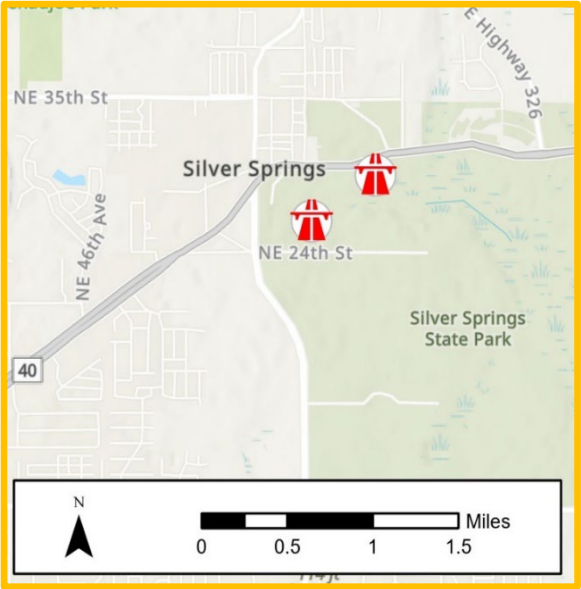
**Prior <2023:** \$0                      **Future >2027:** \$0                      **Total Project Cost:** \$2,158,000

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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,158,000</b>	<b>\$0</b>	<b>\$2,158,000</b>



**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.

<b>Prior &lt;2023:</b>	<b>Future &gt;2027:</b>	<b>Total Project Cost:</b>
\$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
<b>Total:</b>			<b>\$0</b>	<b>\$3,665,439</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,665,439</b>

**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:**

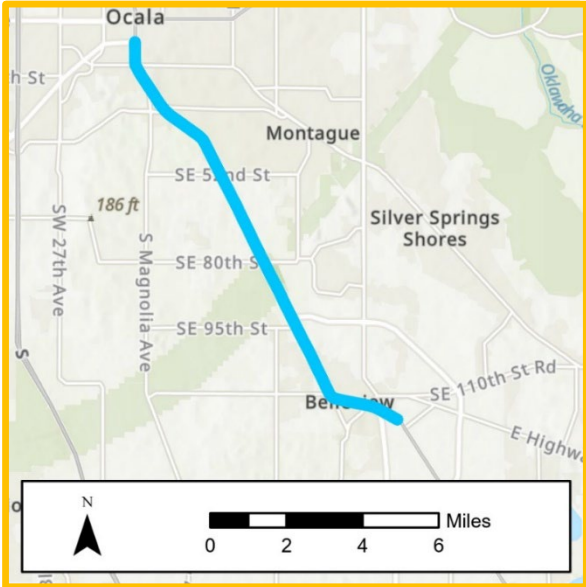
Construction of new sidewalks on SR 40 (Silver Springs Boulevard).

<b>Prior &lt;2023:</b>	<b>Future &gt;2027:</b>	<b>Total Project Cost:</b>
\$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
<b>Total:</b>			<b>\$909,279</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$909,279</b>

**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:**

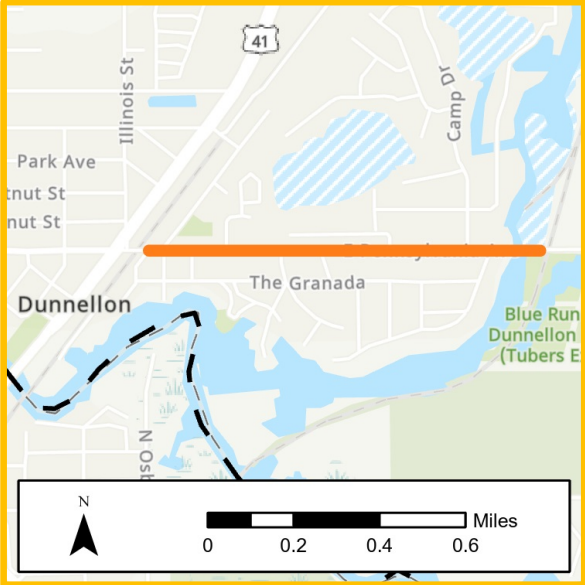
Addition of bike lanes and sidewalks to the resurfacing project on US 441/301.

<b>Prior &lt;2023:</b>	<b>Future &gt;2027:</b>	<b>Total Project Cost:</b>
\$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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$2,975,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,975,178</b>

**Project: Dunnellon Trail from River View to Rainbow River Bridge**

Project Type: Bike Path/Trail  
 FM Number: 4509181  
 Lead Agency: Marion County  
 Length: 0.82 miles  
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (13);  
 Goal 3, Objective 3.2 (14)



**Description:**

Construction of a multi-use trail and safety barrier separation on CR 484 (Pennsylvania Avenue) in the City of Dunnellon.

**Prior <2023:**  
\$0

**Future >2027:**  
\$0

**Total Project Cost:**  
\$2,537,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	GR23	State	\$375,000	\$0	\$0	\$0	\$0	\$375,000
CST	GR23	State	\$2,162,000	\$0	\$0	\$0	\$0	\$2,162,000
<b>Total:</b>			<b>\$2,537,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,537,000</b>



# 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
<b>Total:</b>			<b>\$0</b>	<b>\$437,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$437,500</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

**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
<b>Total:</b>			<b>\$312,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$312,500</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>



**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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>

**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
<b>Total:</b>			<b>\$1,875,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,875,000</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,500,000</b>	<b>\$0</b>	<b>\$6,500,000</b>



# 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
<b>Total:</b>			<b>\$1,467,204</b>	<b>\$1,511,220</b>	<b>\$1,557,557</b>	<b>\$1,603,252</b>	<b>\$1,651,350</b>	<b>\$7,790,583</b>

**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
<b>Total:</b>			<b>\$23,361,147</b>	<b>\$3,176,495</b>	<b>\$3,271,829</b>	<b>\$3,271,829</b>	<b>\$3,271,829</b>	<b>\$36,353,129</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$1,819,698</b>	<b>\$1,874,292</b>	<b>\$1,930,518</b>	<b>\$1,987,878</b>	<b>\$7,612,386</b>

**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
<b>Total:</b>			<b>\$898,984</b>	<b>\$669,715</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,568,699</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$676,473</b>	<b>\$683,366</b>	<b>\$0</b>	<b>\$1,359,839</b>



**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
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$683,366</b>	<b>\$683,366</b>



# 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
<b>Total:</b>			<b>\$850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>

**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
<b>Total:</b>			<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>

**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
<b>Total:</b>			<b>\$3,132,596</b>	<b>\$3,132,596</b>	<b>\$3,132,596</b>	<b>\$3,132,596</b>	<b>\$3,132,596</b>	<b>\$15,662,980</b>



**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
<b>Total:</b>			<b>\$220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220,000</b>

**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
<b>Total:</b>			<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$100,000</b>

**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
<b>Total:</b>			<b>\$433,240</b>	<b>\$441,220</b>	<b>\$454,457</b>	<b>\$468,088</b>	<b>\$487,617</b>	<b>\$2,284,622</b>

**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:**

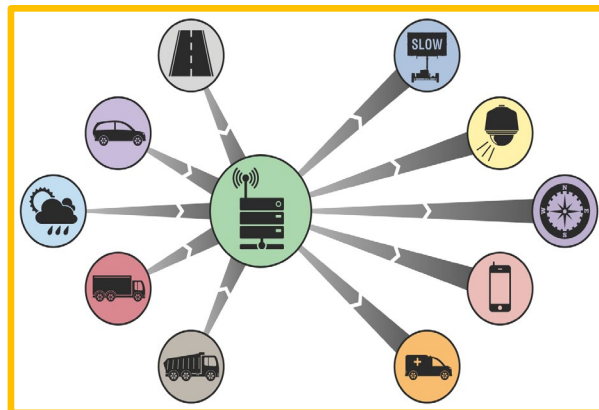
Routine maintenance.

<b>Prior &lt;2023:</b>	<b>Future &gt;2027:</b>	<b>Total Project Cost:</b>
\$40,439,904	\$0	\$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
<b>Total:</b>			<b>\$1,831,973</b>	<b>\$1,831,973</b>	<b>\$1,831,973</b>	<b>\$1,831,973</b>	<b>\$1,831,973</b>	<b>\$9,159,865</b>

**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
<b>Total:</b>			<b>\$954,356</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$954,356</b>



**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
<b>Total:</b>			<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>

**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:**

\$0

**Future >2027:**

\$0

**Total Project Cost:**

\$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
<b>Total:</b>			<b>\$5,536,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,536,100</b>

**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
<b>Total:</b>			<b>\$9,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>

**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
<b>Total:</b>			<b>\$70,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,000</b>

# APPENDIX



**APPENDIX A: List of Figures**

<b>Figure 1:</b> Map of TPO Planning Area	Page 6
<b>Figure 2:</b> Safety Performance Measure Targets and Results	Page 15
<b>Figure 3:</b> Performance Measure Targets and Results – Pavement and Bridge Condition	Page 16
<b>Figure 4:</b> Performance Measure Targets and Results – System Performance	Page 17
<b>Figure 5:</b> Performance Measure Targets and Results – Transit Asset Management	Page 18
<b>Figure 6:</b> Performance Measure Targets and Results – Transit Safety Targets	Page 19
<b>Figure 7:</b> List of Funding Categories and Associated Funding Sources	Page 21
<b>Figure 8:</b> 5-Year Summary of Total Funding by Category and Fiscal Year	Page 22
<b>Figure 9:</b> 5-Year Funding Summary by Source	Page 23
<b>Figure 10:</b> 2022 List of Priority Projects (LOPP), Top 20 Priorities	Page 26
<b>Figure 11:</b> Project Phase/Activity and Information Acronym List	Page 28

## APPENDIX B: List of Federally Obligagted Projects



Website: [Ocalamariontpo.org](http://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.



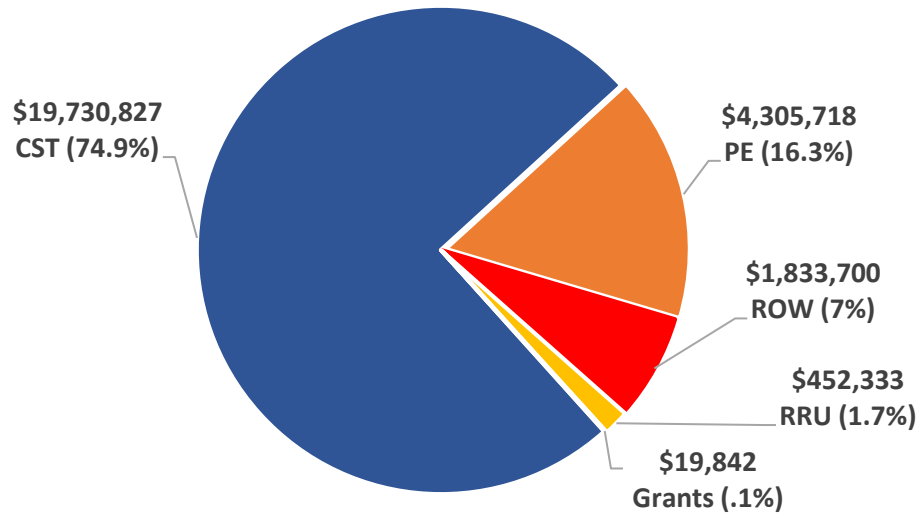
Annual Listing of Federally Obligated Projects - Marion County  
Federal Fiscal Year (FFY) 2021  
October 1, 2020 - September 30, 2021

<b>FM NUMBER</b>	<b>PROJECT AND DESCRIPTION</b>	<b>PHASE</b>	<b>LENGTH</b>	<b>FFY 2021 TOTAL</b>
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
<b>30 PROJECTS/PROGRAMS</b>			<b>TOTAL:</b>	<b>\$26,342,420</b>

**FFY 2021 Federal Obligations by Phase**



**Phase Code:**

- CST - Construction
- PE - Preliminary Engineering
- ROW - Right-of-Way
- RRU - Railroad Utilities

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	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFSL	205,655	
GFSN	30,330	
SN	264,015	
<b>TOTAL 238648 1</b>	<b>500,000</b>	
<b>TOTAL 238648 1</b>	<b>500,000</b>	

ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	20,000	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	434,400	
SN	1,381,364	
<b>TOTAL 410674 2</b>	<b>1,835,764</b>	
<b>TOTAL 410674 2</b>	<b>1,835,764</b>	

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
FUND CODE	2021	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-9,531	
<b>TOTAL 431797 1</b>	<b>-9,531</b>	
<b>TOTAL 431797 1</b>	<b>-9,531</b>	

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
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-8,237	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	364,067	
SN	20,000	
<b>TOTAL 431798 1</b>	<b>375,830</b>	
<b>TOTAL 431798 1</b>	<b>375,830</b>	

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

Ocala-Marion TPO

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  
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
<b>TOTAL 433651 1</b>	<b>428,210</b>
<b>TOTAL 433651 1</b>	<b>428,210</b>

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
<b>TOTAL 433651 4</b>	<b>60,000</b>
<b>TOTAL 433651 4</b>	<b>60,000</b>

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
<b>TOTAL 435659 2</b>	<b>-268</b>
<b>TOTAL 435659 2</b>	<b>-268</b>

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

Ocala-Marion TPO

HIGHWAYS  
=====

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**



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

OCALA-MARION TPO

HIGHWAYS  
=====

ITEM NUMBER:441366 1 PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SAFETY PROJECT  
ROADWAY ID:36110000 PROJECT LENGTH: .790MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2021
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	272,546
<b>TOTAL 441366 1</b>	<b>272,546</b>
<b>TOTAL 441366 1</b>	<b>272,546</b>

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	2021
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	574,435
<b>TOTAL 443170 1</b>	<b>574,435</b>
<b>TOTAL 443170 1</b>	<b>574,435</b>

ITEM NUMBER:444382 1 PROJECT DESCRIPTION:CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RAIL SAFETY PROJECT  
ROADWAY ID:36150000 PROJECT LENGTH: .014MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2021
-----	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHP	-51,130
<b>TOTAL 444382 1</b>	<b>-51,130</b>
<b>TOTAL 444382 1</b>	<b>-51,130</b>

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	2021
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	1,000
SA	362,000
<b>TOTAL 445687 1</b>	<b>363,000</b>
<b>TOTAL 445687 1</b>	<b>363,000</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

Ocala-Marion TPO

HIGHWAYS  
=====

ITEM NUMBER:445688 1 PROJECT DESCRIPTION:US 27 / US 441 / ABSHIVER BLVD. @ CR 42 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC SIGNALS  
ROADWAY ID:36220000 PROJECT LENGTH: .065MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2021	
-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		5,000
SA		74,788
<b>TOTAL 445688 1</b>		<b>79,788</b>
<b>TOTAL 445688 1</b>		<b>79,788</b>

ITEM NUMBER:445701 1 PROJECT DESCRIPTION:SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC SIGNALS  
ROADWAY ID:36010000 PROJECT LENGTH: .180MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2021	
-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		67,175
SA		46,367
<b>TOTAL 445701 1</b>		<b>113,542</b>
<b>TOTAL 445701 1</b>		<b>113,542</b>

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	2021	
-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		270,000
<b>TOTAL 445800 1</b>		<b>270,000</b>
<b>TOTAL 445800 1</b>		<b>270,000</b>

ITEM NUMBER:446791 1 PROJECT DESCRIPTION:LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RAIL SAFETY PROJECT  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021	
-----		
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHP		33,077
<b>TOTAL 446791 1</b>		<b>33,077</b>
<b>TOTAL 446791 1</b>		<b>33,077</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**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  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

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  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**MISCELLANEOUS**  
 =====

OCALA-MARION TPO

ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALN	600,000	
TALT	38,457	
<b>TOTAL 426179 1</b>	<b>638,457</b>	
<b>TOTAL 426179 1</b>	<b>638,457</b>	

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	
<b>TOTAL 436361 1</b>	<b>160,000</b>	
<b>TOTAL 436361 1</b>	<b>160,000</b>	

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	
<b>TOTAL 436361 2</b>	<b>110,000</b>	
<b>TOTAL 436361 2</b>	<b>110,000</b>	

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	
<b>TOTAL 439310 1</b>	<b>-6,083</b>	
<b>TOTAL 439310 1</b>	<b>-6,083</b>	



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

Ocala-Marion TPO

MISCELLANEOUS  
=====

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
<b>TOTAL 440900 2</b>		<b>328,462</b>
<b>TOTAL 440900 2</b>		<b>328,462</b>

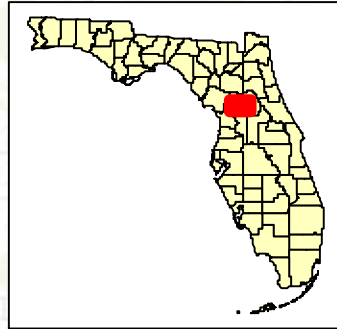
ITEM NUMBER:442203 4	PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17		7,651
<b>TOTAL 442203 4</b>		<b>7,651</b>
<b>TOTAL 442203 4</b>		<b>7,651</b>

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
<b>TOTAL 442211 4</b>		<b>12,191</b>
<b>TOTAL 442211 4</b>		<b>12,191</b>
<b>TOTAL DIST: 05</b>		<b>1,250,678</b>
<b>TOTAL MISCELLANEOUS</b>		<b>1,250,678</b>

GRAND TOTAL 26,342,420

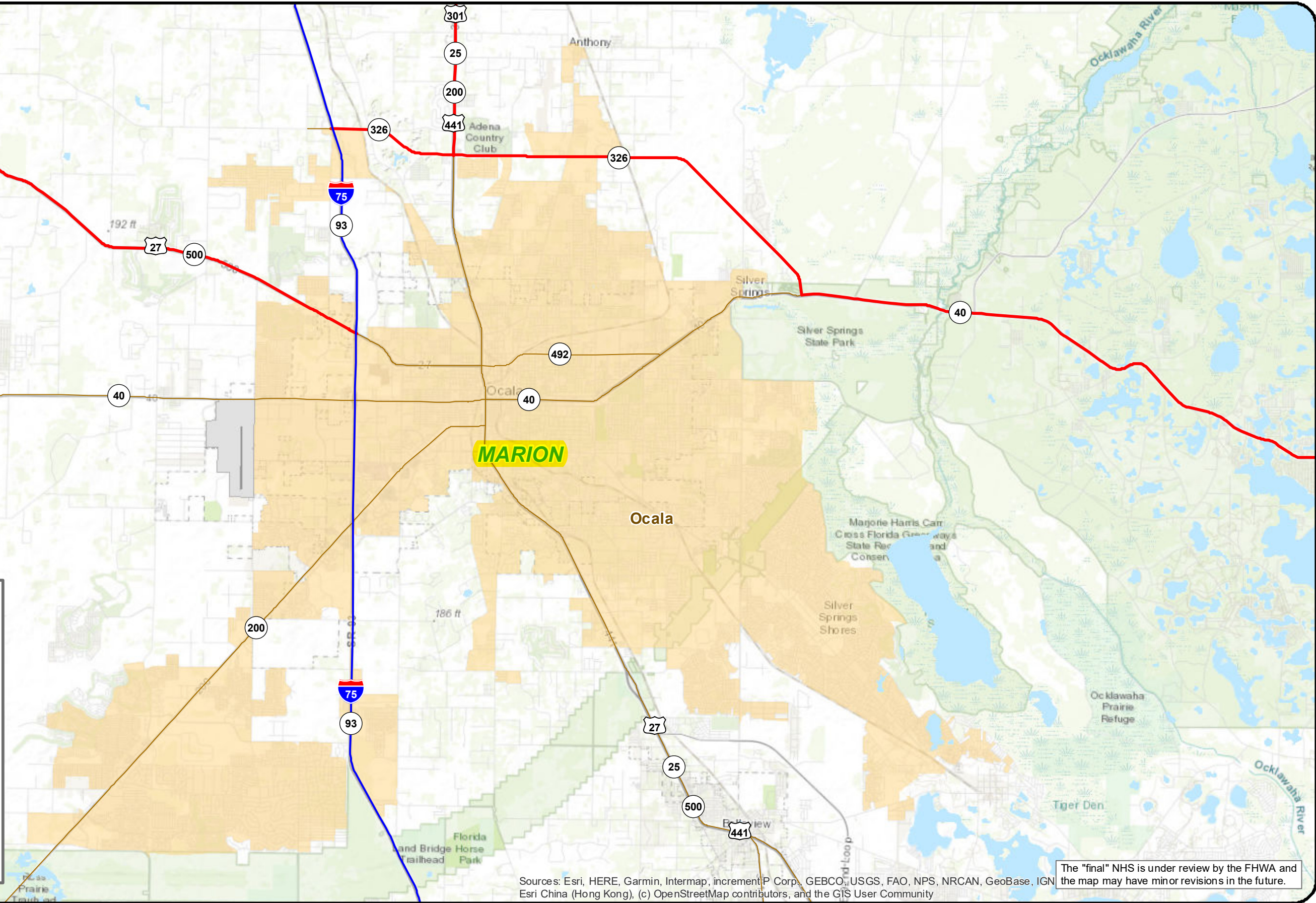
**APPENDIX C: National Highway System (NHS) and  
Strategic Intermodal System (SIS)**





**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

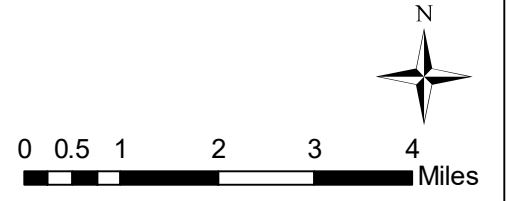
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.



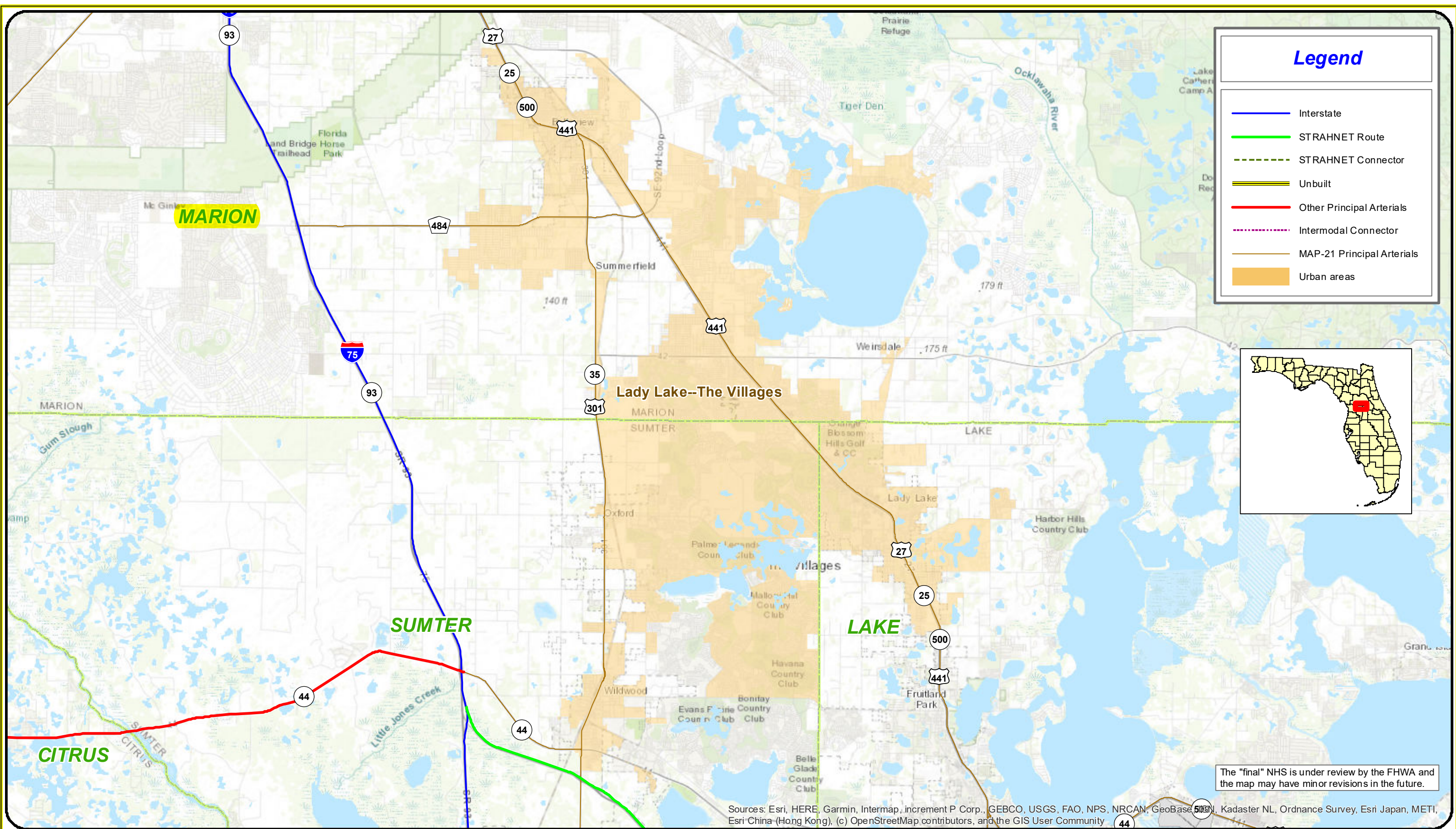
**Florida Department of Transportation**  
Transportation Data & Analytics

# Florida's National Highway System

## Ocala - 3/2/2022

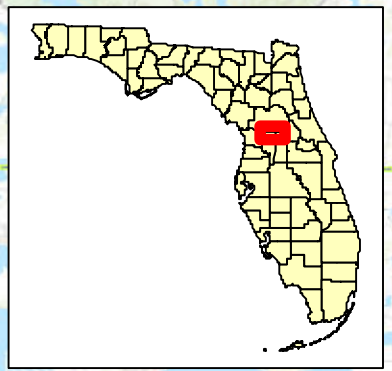






### Legend

- 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

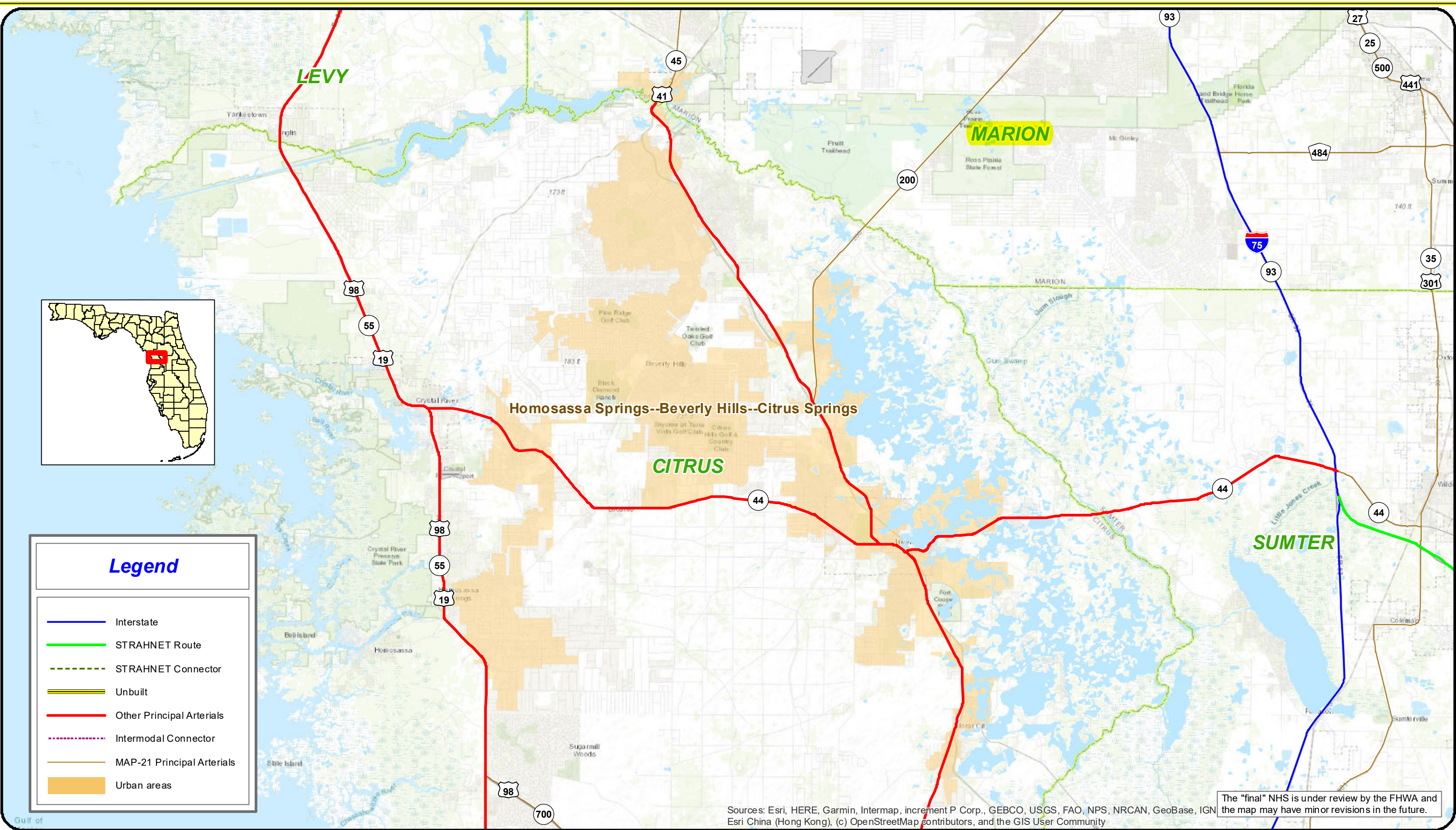
**Florida Department of Transportation**  
Transportation Data & Analytics

# 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

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

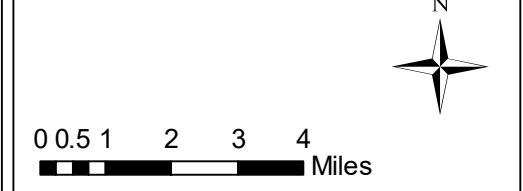
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.



**Florida Department of Transportation**  
Transportation Data & Analytics

# Florida's National Highway System

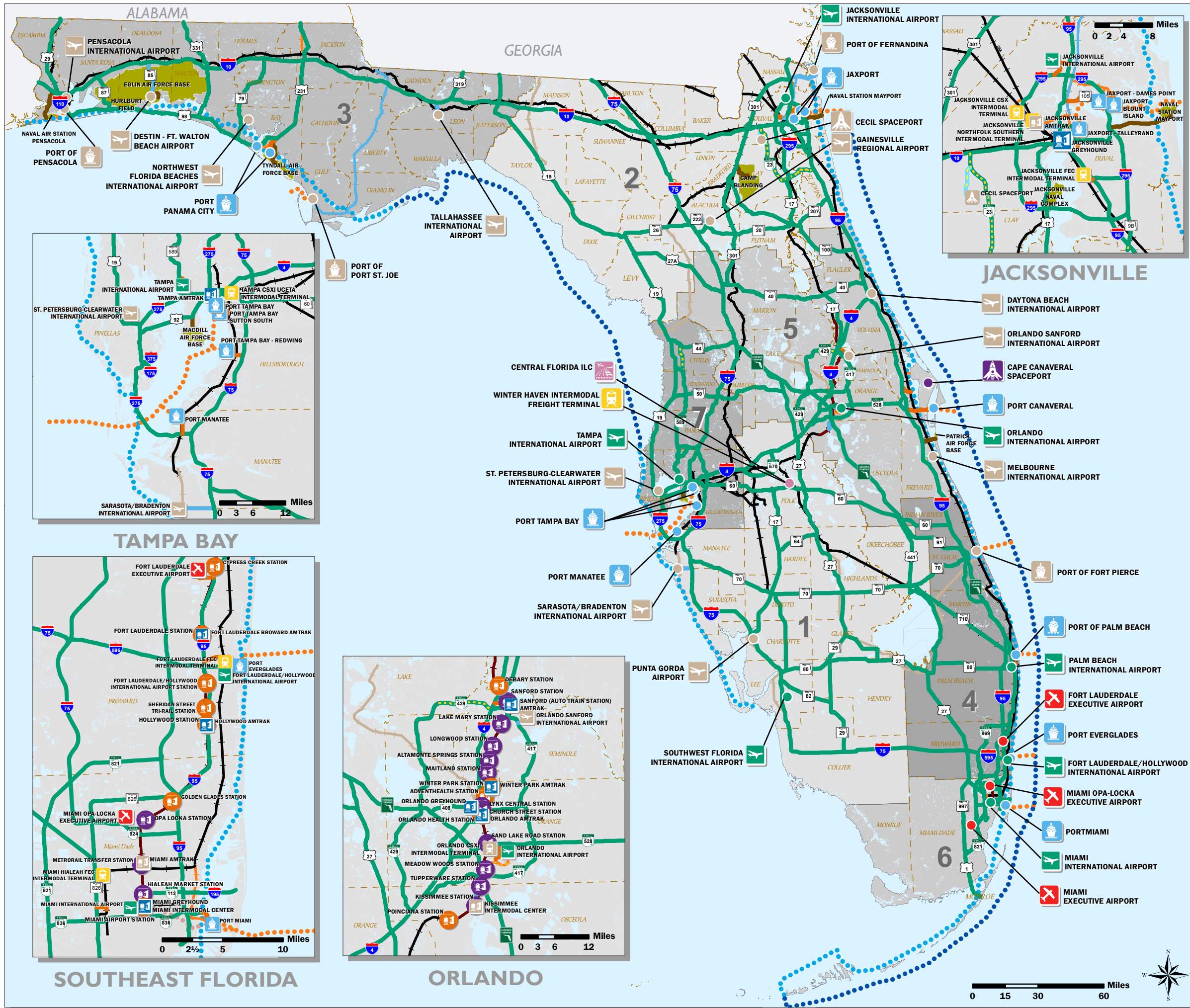
## Homosassa Springs, Beverly Hills, Citrus Springs - 3/2/2022



N

0.5 1 2 3 4  
Miles





**SIS Strategic Intermodal System System Map**

**Airports & Spaceports**

- SIS Commercial Service Airport
- Strategic Growth Commercial Service Airport
- SIS General Aviation Reliever Airport
- SIS Spaceport
- Strategic Growth Spaceport

**Seaports**

- SIS Seaport
- Strategic Growth Seaport

**Freight Rail Terminals**

- SIS Freight Rail Terminal
- Strategic Growth Freight Rail Terminal

**Intermodal Logistic Center**

- Strategic Growth Intermodal Logistic Center

**Interregional Passenger Terminals**

- SIS Passenger Terminal
- Strategic Growth Passenger Terminal

**Urban Fixed Guideway Transit Terminal**

- SIS Urban Fixed Guideway Hub
- SIS Urban Fixed Guideway Station

**Highway**

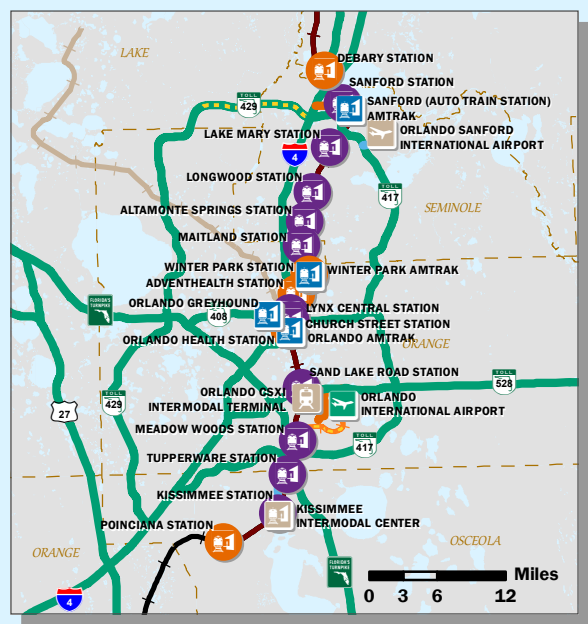
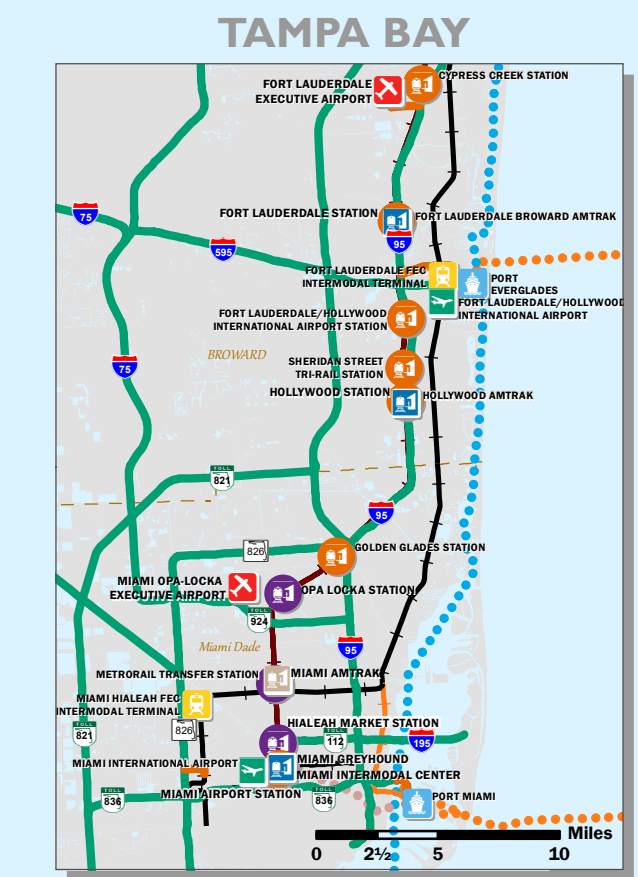
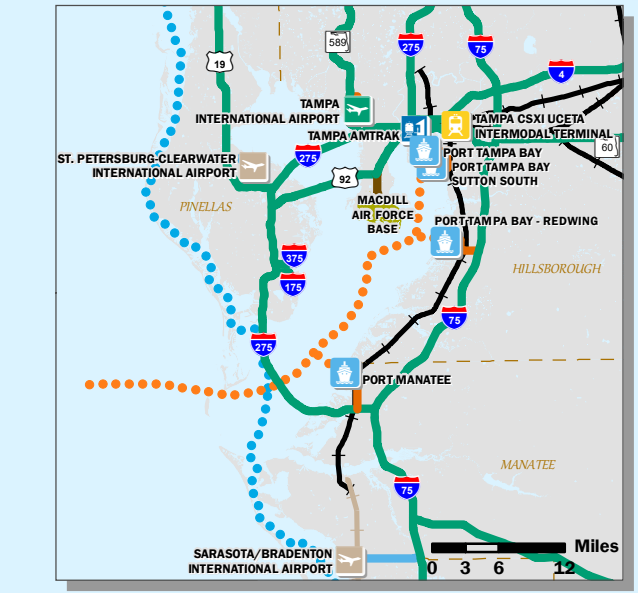
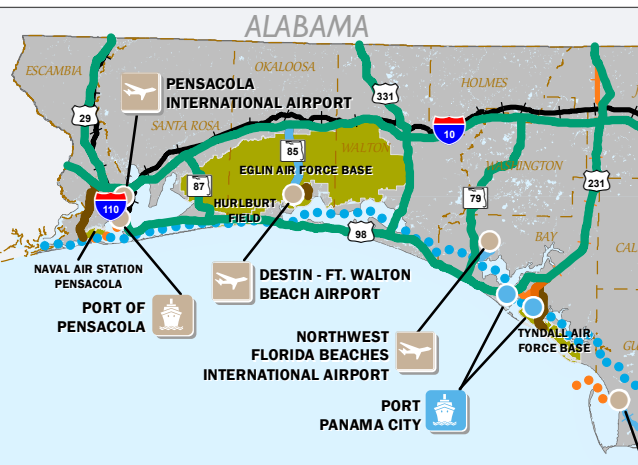
- SIS Highway Corridor
- Future SIS Highway Corridor
- Strategic Growth Highway Corridor
- SIS Highway Connector
- Strategic Growth Highway Connector
- Future Strategic Growth Highway Connector
- SIS Military Access Facility

**Rail & Urban Fixed Guideway**

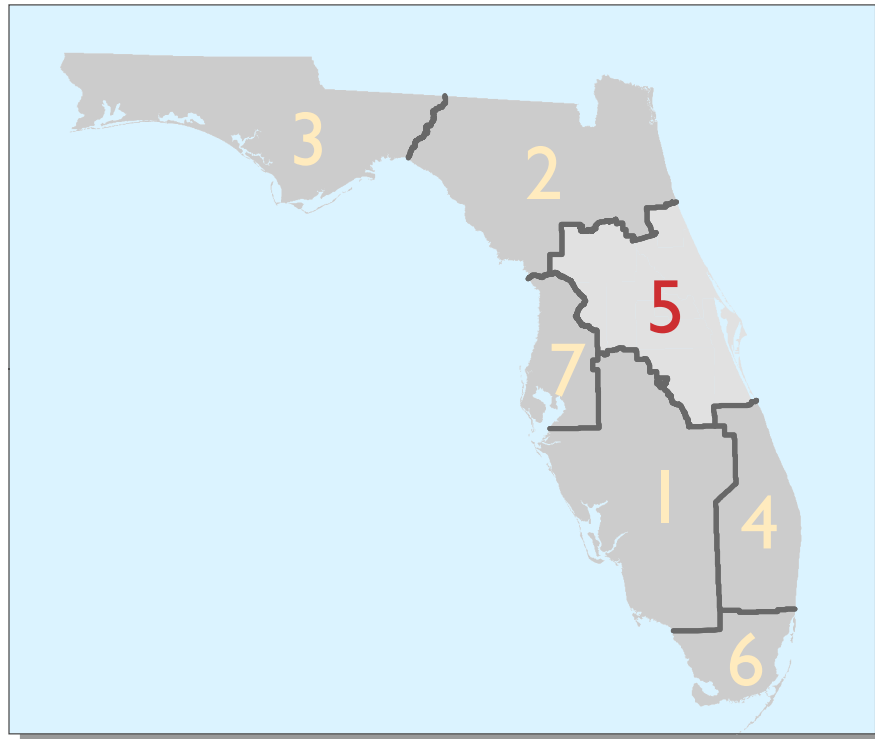
- SIS Railway Corridor
- Strategic Growth Railway Corridor
- SIS Railway Connector
- Strategic Growth Railway Connector
- SIS Urban Fixed Guideway

**Waterways**

- SIS Waterway
- Strategic Growth Waterway
- SIS Waterway Connector
- SIS Waterway Shipping Lane

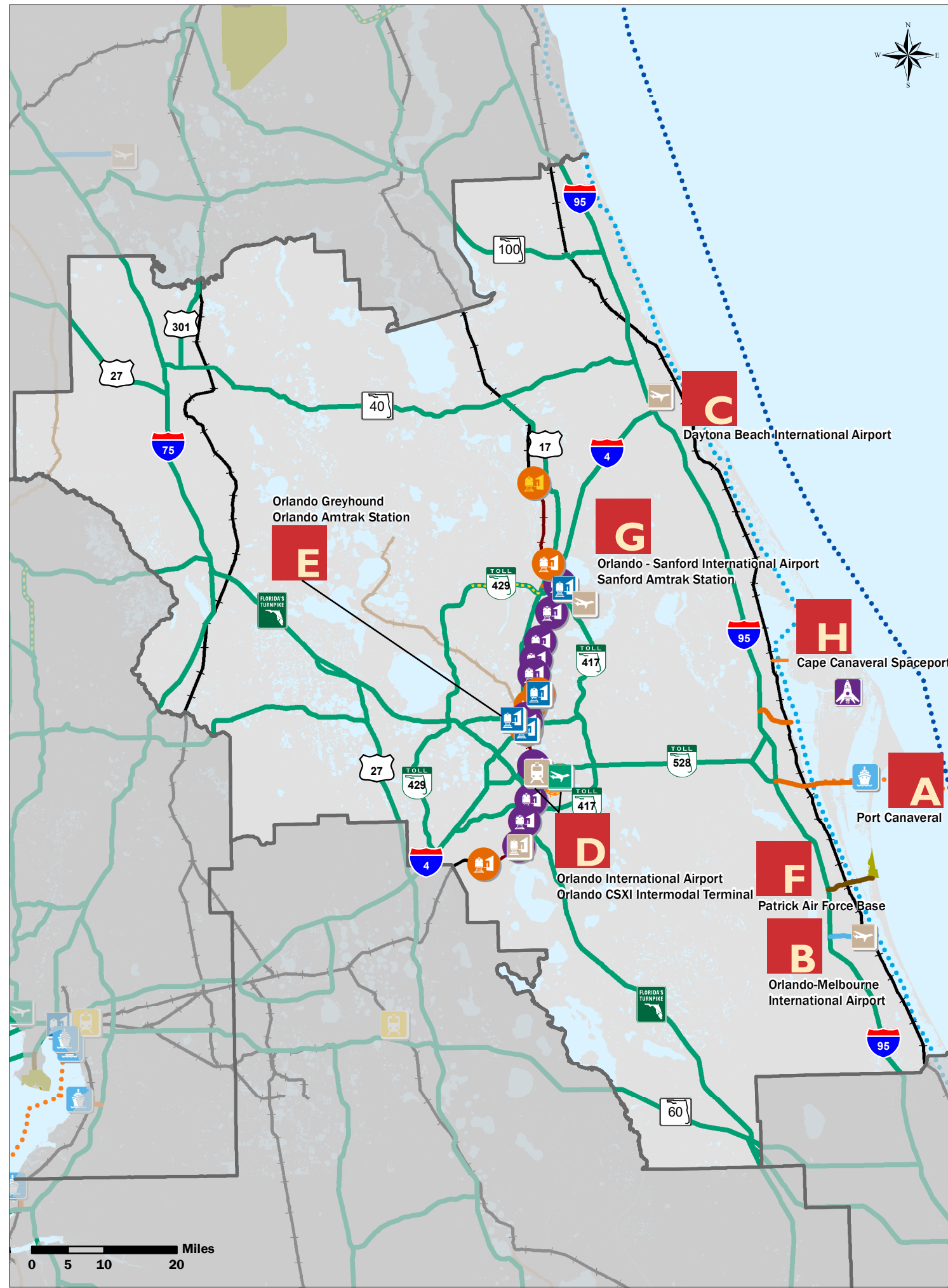


# DISTRICT 5 overview



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 21<sup>st</sup> 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.

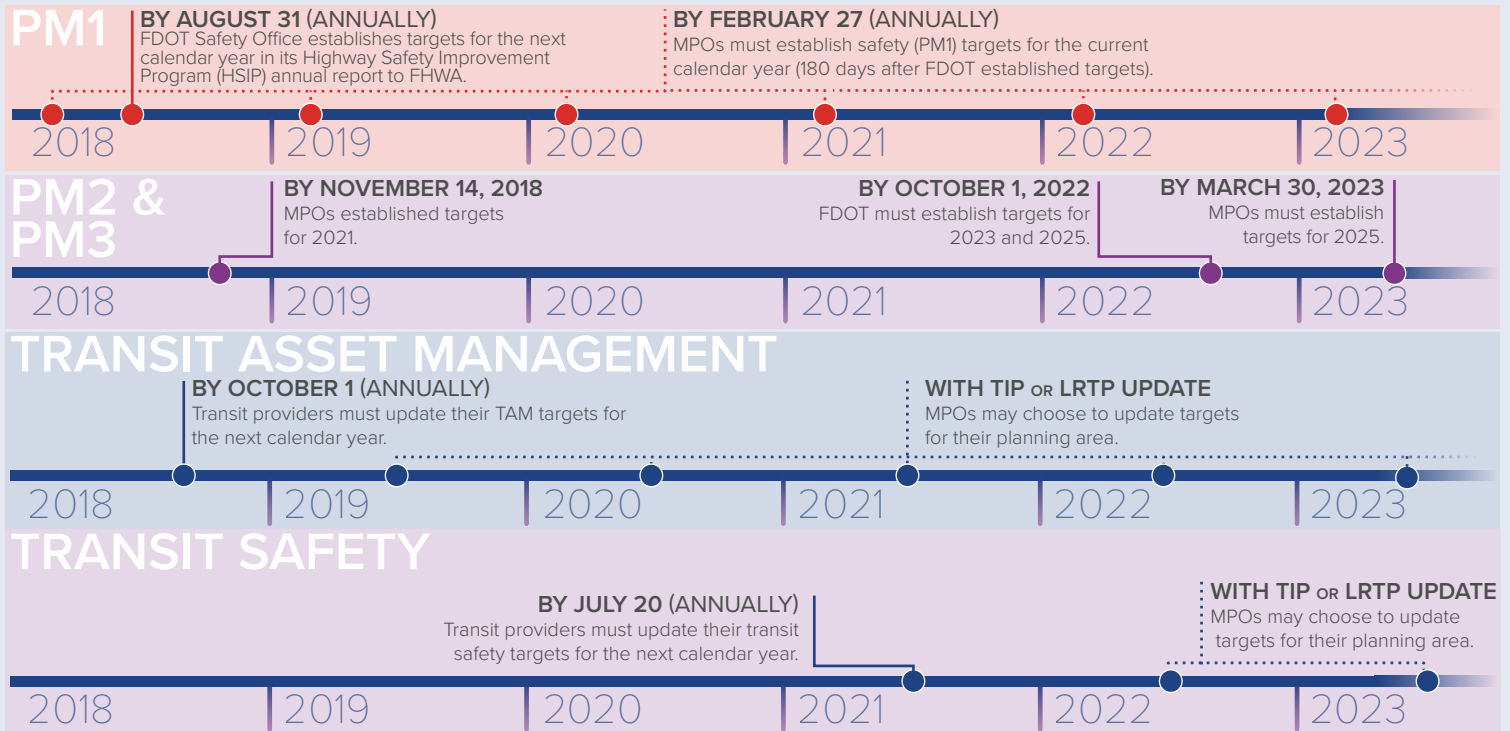
#### Transportation Improvement Programs

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

# 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 state-wide 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

**Erika Thompson, Statewide Metropolitan Planning Coordinator**

Florida Department of Transportation  
erika.thompson@dot.state.fl.us | (850) 414-4807



# PM1: Safety



Florida Department of Transportation Office of Policy Planning

## MAP-21 Performance Management

April 2022

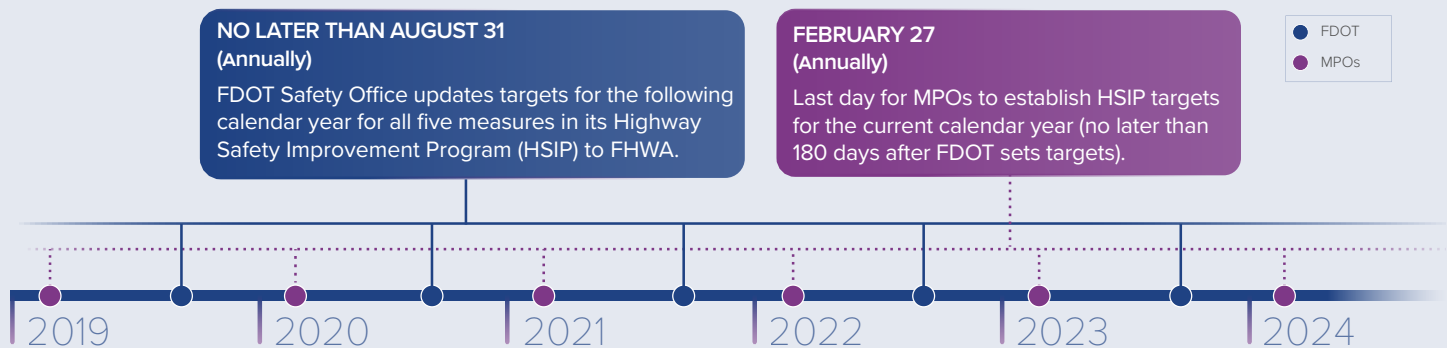
### OVERVIEW

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

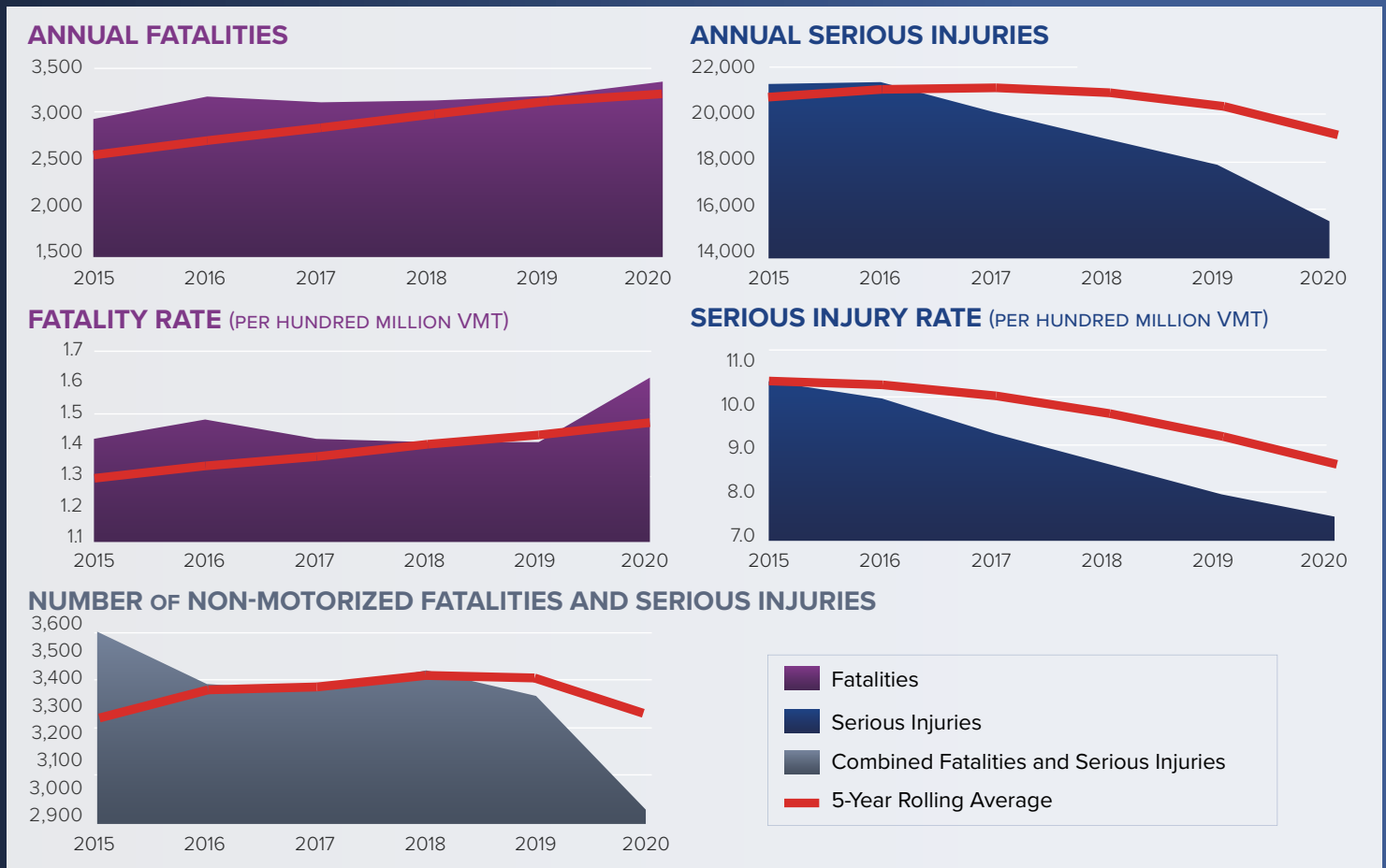
<b>NUMBER OF FATALITIES</b>	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	<b>COORDINATION WITH OTHER PLANS</b>  Updates to FDOT’s Florida Transportation Plan (FTP) and MPO’s Long-Range Transportation Plans (LRTP) must include most recently reported 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.
<b>RATE OF FATALITIES</b>	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	
<b>NUMBER OF SERIOUS INJURIES</b>	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
<b>RATE OF SERIOUS INJURIES</b>	The total number of serious injuries per 100 million VMT in a calendar year.	
<b>NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES</b>	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

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

# 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)

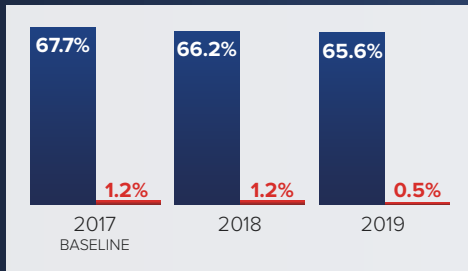
**SECOND** Performance Period  
(January 1, 2022 to December 31, 2025)



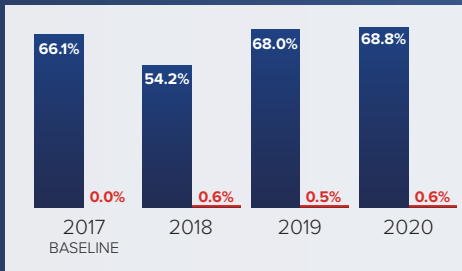
\* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

# EXISTING STATEWIDE CONDITIONS

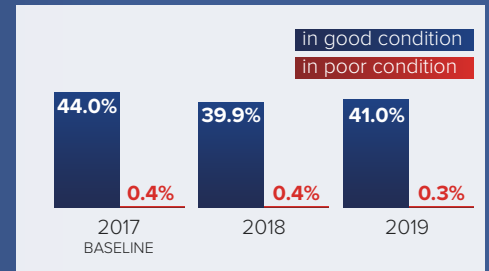
## NHS Bridges



## 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 <b>GOOD</b> condition	Not required	≥ 60%
% of Interstate pavements in <b>POOR</b> condition	Not required	≤ 5%
% of non-Interstate NHS pavements in <b>GOOD</b> condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in <b>POOR</b> condition	≤ 5%	≤ 5%
<i>Bridge</i>		
% of NHS bridges (by deck area) classified in <b>GOOD</b> condition	≥ 50%	≥ 50%
% of NHS bridges (by deck area) classified in <b>POOR</b> 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

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

# 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



\* 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

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

# 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.

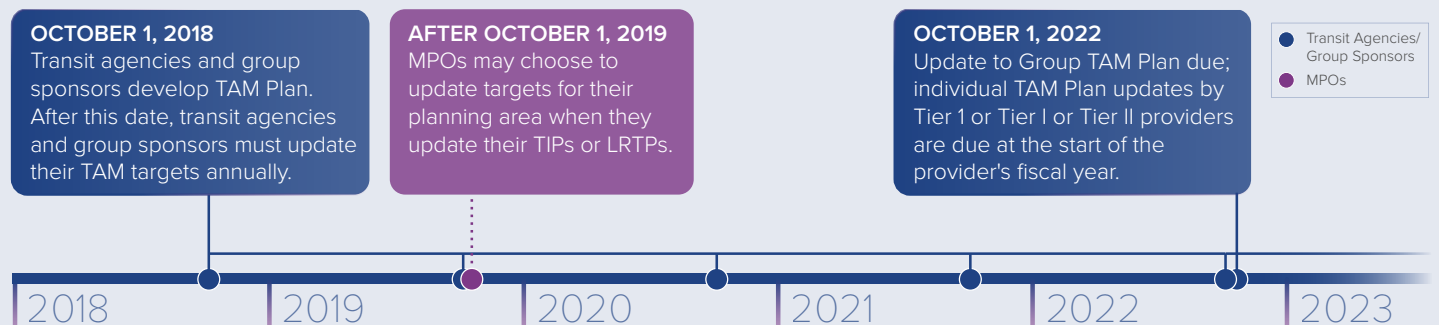
#### Transit Asset Categories and Related Performance Measures

FTA Asset Categories	Type of Measure	Performance Measures
<b>EQUIPMENT</b> Non-revenue support-service and maintenance vehicles	<b>Age</b>	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)
<b>ROLLING STOCK</b> Revenue vehicles	<b>Age</b>	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
<b>INFRASTRUCTURE</b> Rail fixed-guideway track	<b>Performance</b>	Percentage of track segments (by mode) with performance restrictions
<b>FACILITIES</b> Buildings and structures	<b>Condition</b>	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	<b>ALL PROVIDERS</b> (Tiers I and II)
2. Condition Assessment	
3. Decision Support Tools	
4. Investment Prioritization	
5. TAM and SGR Policy	<b>TIER I ONLY</b>
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 21<sup>st</sup> 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

<b>RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS</b>	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
<b>SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)</b>	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

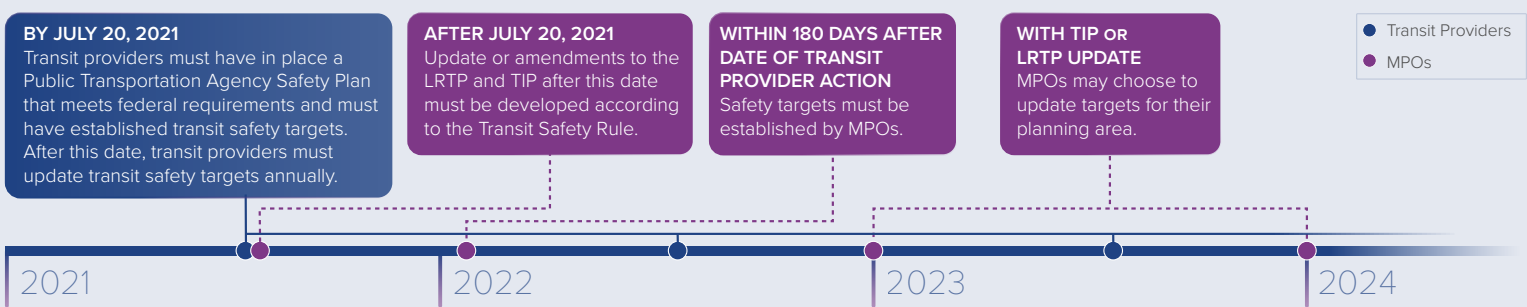
Total number of reportable events and rate per total vehicle revenue miles by mode.



#### SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

### TIMELINE



# PTASP CERTIFICATION AND REVIEW

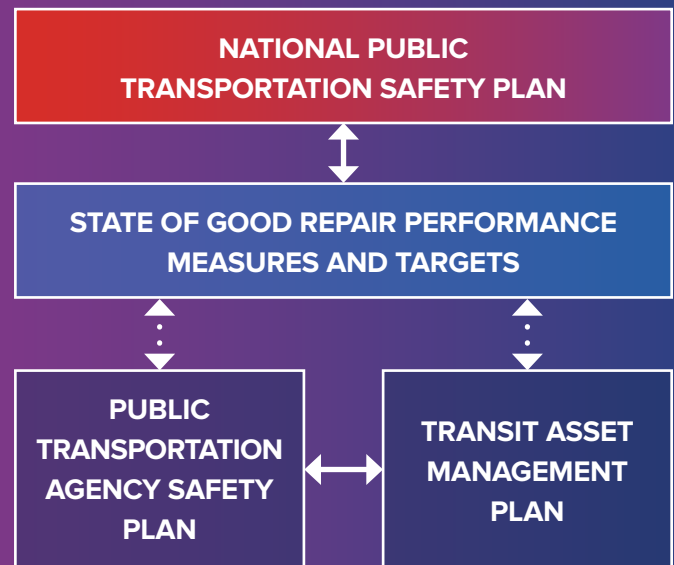
## RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

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

**Erika Thompson, Statewide Metropolitan Planning Coordinator**

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807



**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


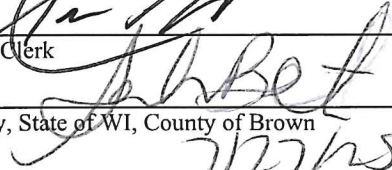
The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.  
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area of 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](mailto:rob.balmes@marionfl.org).  
May 3, 2022 7198272

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

  
\_\_\_\_\_  
Legal Clerk  
  
\_\_\_\_\_  
Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$72.32  
Order No: 7198272 # of Copies:  
Customer No: 522376 1  
PO #:

**THIS IS NOT AN INVOICE!**

*Please do not use this form for payment remittance.*

SARAH BERTELSEN  
Notary Public  
State of Wisconsin

# Ocala StarBanner

## Public Notices

Originally published at ocala.com 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](mailto:rob.balmes@marionfl.org).

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 is a vertical banner with a gold top section containing the text 'DRAFT Transportation Improvement Program Fiscal Years 2023 to 2027'. Below this is a photograph of a busy multi-lane highway with cars and a truck. Underneath the photo is the text 'Pending Board Adoption, June 28, 2022'. A row of seven circular icons follows, representing different transportation modes: a car, a truck, an airplane, a bus, a pedestrian, a bicycle, and a wheelchair. At the bottom, there is a small line of text about funding and the organization's address and phone number.

**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](mailto:rob.balmes@marionfl.org).

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

---

#### **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](#)

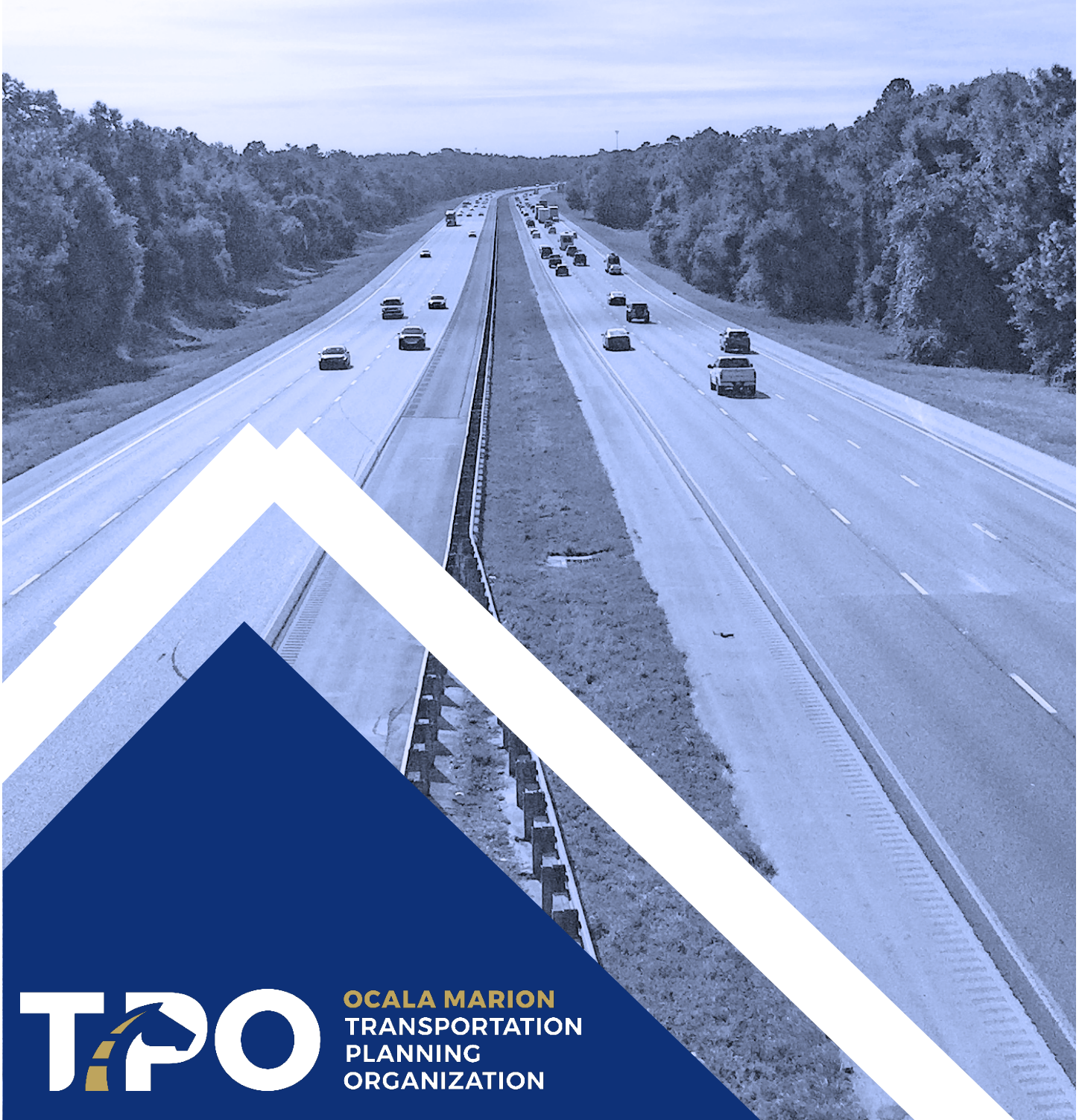
Page Numbers:

[Click here to enter notes](#)



**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 - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> ).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> ).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> ).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.



ACRYONYM	NAME	DESCRIPTION
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- <a href="https://jobs.myflorida.com/go/Department-of-Transportation/2817700/">https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/</a> ).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
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.
IJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IJA was signed into law by President Biden on November 15, 2021. IJA includes \$550 billion in new funding for transportation infrastructure. IJA 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: <a href="https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/">https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/</a> .

ACRYONYM	NAME	DESCRIPTION
LOTTR	Level of Travel Time Reliability	The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS).
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated as an MPO, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.
MSA	Metropolitan Statistical Area	A Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NTD	National Transit Database	The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)].
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b) (23CFR500).

ACRYONYM	NAME	DESCRIPTION
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - <a href="https://www.fdotd7studies.com/what-is-a-pde-study.html">https://www.fdotd7studies.com/what-is-a-pde-study.html</a> ).
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PM	Performance Management	Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals.
PPP	Public Participation Plan	The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PTASP	Public Transportation Agency Safety Action Plan	A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system.
RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - <a href="https://www.fdot.gov/planning/sis/default.shtm">https://www.fdot.gov/planning/sis/default.shtm</a> ).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and 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- <a href="http://www.reconnectingamerica.org">www.reconnectingamerica.org</a> ).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia).



**APPENDIX 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.

<b>Project Status from Prior TIP: Advanced, Completed, Construction or Deferred</b>			
<b>Project Number/FM</b>	<b>Project Description</b>	<b>Project Status</b>	<b>FY 22-26 TIP Funding</b>
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

<b>Major Project Total Funding Changes: Prior TIP to Current TIP</b>			
<b>Project Number/FM</b>	<b>Project Description</b>	<b>Project Schedule Changes</b>	<b>Change in Project Funding</b>
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**

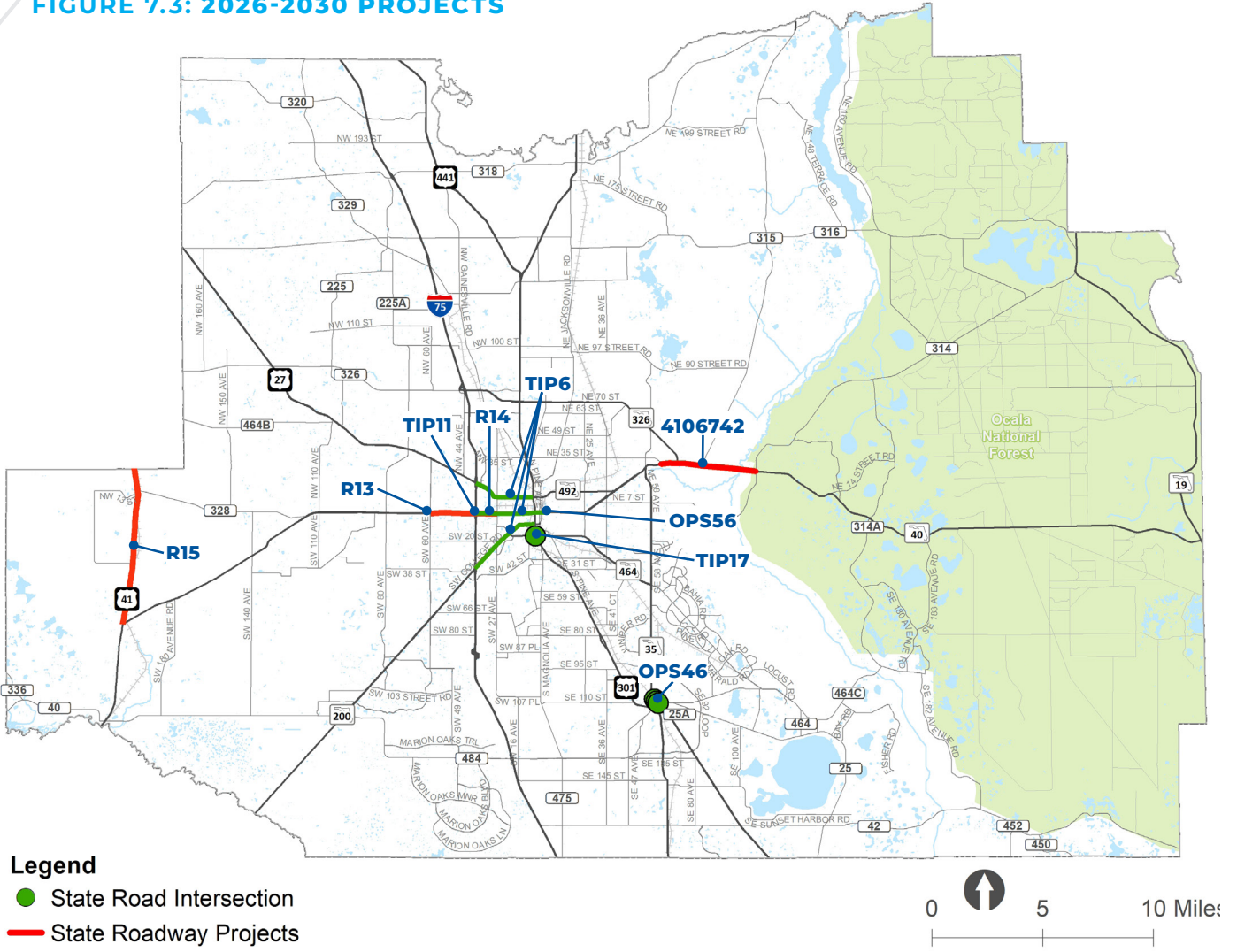




**TABLE 7.2: 2021-2025 PROJECTS**

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
<b>State/Federal Funded Roadway Investmens</b>	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
<b>Local Funded Roadway Investments</b>	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
<b>Pedestrian/ Bicycle Investments</b>	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
<b>Technological Investments</b>	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	
<b>TIP</b> County/MPO Area: Ocala-Marion TPO Number Of Years: 5 Version: G1	<b>Detail</b> <b>All Funds</b> 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
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>2,520,930</b>							<b>2,520,930</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: RIGHT OF WAY Totals</b>		<b>2,191,101</b>							<b>2,191,101</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: RAILROAD &amp; UTILITIES Totals</b>		<b>3,007,018</b>							<b>3,007,018</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: CONSTRUCTION Totals</b>	<b>10,877,616</b>		<b>47,520</b>					<b>10,925,136</b>
<b>Item: 433651 1 Totals</b>	<b>18,596,665</b>		<b>47,520</b>					<b>18,644,185</b>

**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
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> SN-STP, MANDATORY NON-URBAN <= 5K	61,067							61,067
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> SN-STP, MANDATORY NON-URBAN <= 5K		179,725						179,725
<b>Item: 433651 4 Totals</b>	<b>61,067</b>	<b>179,725</b>						<b>240,792</b>
<b>Project Totals</b>	<b>18,657,732</b>	<b>179,725</b>	<b>47,520</b>					<b>18,884,977</b>

**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
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> 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
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>1,993,877</b>							<b>1,993,877</b>

		Fiscal Year						
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
<b>Fund Code:</b> 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
<b>Phase: RIGHT OF WAY Totals</b>	<b>3,152,846</b>	<b>1,152,500</b>	<b>247,154</b>					<b>4,552,500</b>
<b>Item: 433652 1 Totals</b>	<b>5,146,723</b>	<b>1,152,500</b>	<b>247,154</b>					<b>6,546,377</b>
<b>Project Totals</b>	<b>5,146,723</b>	<b>1,152,500</b>	<b>247,154</b>					<b>6,546,377</b>

**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
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> 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
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>854,383</b>			<b>160,000</b>				<b>1,014,383</b>

		Fiscal Year						
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
	472,364							472,364



<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE								
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	153,140							153,140
	DS-STATE PRIMARY HIGHWAYS & PTO	26,450							26,450
<b>Phase: RIGHT OF WAY Totals</b>		<b>651,954</b>							<b>651,954</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE				3,066,244	23,080			3,089,324
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				27,975				27,975
<b>Phase: CONSTRUCTION Totals</b>					<b>3,094,219</b>	<b>23,080</b>			<b>3,117,299</b>
<b>Item: 433660 1 Totals</b>		<b>1,506,337</b>			<b>160,000</b>	<b>3,094,219</b>	<b>23,080</b>		<b>4,783,636</b>
<b>Project Totals</b>		<b>1,506,337</b>			<b>160,000</b>	<b>3,094,219</b>	<b>23,080</b>		<b>4,783,636</b>
<b>Item Number: 433661 1 Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY)</b>									
<b>District: 05 County: MARION</b>		<b>Type of Work: TRAFFIC OPS IMPROVEMENT</b>				<b>Project Length: 0.384MI</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>945,316</b>							<b>945,316</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: RIGHT OF WAY Totals</b>		<b>555,536</b>							<b>555,536</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	LF-LOCAL FUNDS	173,355							173,355
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: CONSTRUCTION Totals</b>		<b>4,724,243</b>	<b>17,767</b>						<b>4,742,010</b>
<b>Item: 433661 1 Totals</b>		<b>6,398,450</b>	<b>17,767</b>						<b>6,416,217</b>
<b>Project Totals</b>		<b>6,398,450</b>	<b>17,767</b>						<b>6,416,217</b>
<b>Item Number: 434844 1 Project Description: CR 42 AT SE 182ND</b>									
<b>District: 05 County: MARION</b>		<b>Type of Work: ADD LEFT TURN LANE(S)</b>				<b>Project Length: 0.307MI</b>			
<b>Fiscal Year</b>									

Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT</b>									
Fund Code:	HSP-SAFETY (HIWAY SAFETY PROGRAM)	25,012							25,012
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
Fund Code:	LF-LOCAL FUNDS	21,000							21,000
<b>CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT</b>									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		350,000						350,000
<b>Item: 434844 1 Totals</b>		<b>46,012</b>	<b>350,000</b>						<b>396,012</b>
<p><b>Item Number:</b> 434844 2      <b>Project Description:</b> CR 42 AT SE 182ND</p> <p><b>District:</b> 05      <b>County:</b> MARION      <b>Type of Work:</b> ADD LEFT TURN LANE(S)      <b>Project Length:</b> 0.000</p>									
<b>Fiscal Year</b>									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		67,980						67,980
<b>Item: 434844 2 Totals</b>			<b>67,980</b>						<b>67,980</b>
<b>Project Totals</b>		<b>46,012</b>	<b>417,980</b>						<b>463,992</b>
<p><b>Item Number:</b> 435209 1      <b>Project Description:</b> I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST      *SIS*</p> <p><b>District:</b> 05      <b>County:</b> MARION      <b>Type of Work:</b> INTERCHANGE (NEW)      <b>Project Length:</b> 0.001MI</p>									
<b>Fiscal Year</b>									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>P D &amp; E / MANAGED BY FDOT</b>									
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
<b>Phase: P D &amp; E Totals</b>		<b>3,381,900</b>							<b>3,381,900</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
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
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>4,505,476</b>							<b>4,505,476</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
Fund Code:	LF-LOCAL FUNDS	10,200,000							10,200,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
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
<b>Phase: CONSTRUCTION Totals</b>					<b>42,379,864</b>				<b>42,379,864</b>
<b>Item: 435209 1 Totals</b>		<b>18,087,376</b>			<b>42,379,864</b>				<b>60,467,240</b>
<b>Project Totals</b>		<b>18,087,376</b>			<b>42,379,864</b>				<b>60,467,240</b>
<b>Item Number: 435484 2</b>									
<b>Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD</b>									
<b>District: 05</b>		<b>County: MARION</b>		<b>Type of Work: BIKE PATH/TRAIL</b>				<b>Project Length: 0.000</b>	
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C</b>									
<b>Fund Code:</b>	SL-STP, AREAS <= 200K				460,700				<b>460,700</b>
	SN-STP, MANDATORY NON-URBAN <= 5K				561,853				<b>561,853</b>
	TALL-TRANSPORTATION ALTS- <200K				622,203				<b>622,203</b>
	TALT-TRANSPORTATION ALTS- ANY AREA				513,244				<b>513,244</b>
<b>Phase: CONSTRUCTION Totals</b>					<b>2,158,000</b>				<b>2,158,000</b>
<b>Item: 435484 2 Totals</b>					<b>2,158,000</b>				<b>2,158,000</b>
<b>Project Totals</b>					<b>2,158,000</b>				<b>2,158,000</b>
<b>Item Number: 436756 1</b>									
<b>Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK</b>									
<b>District: 05</b>		<b>County: MARION</b>		<b>Type of Work: BIKE PATH/TRAIL</b>				<b>Project Length: 0.000</b>	
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA</b>									
<b>Fund Code:</b>	TALL-TRANSPORTATION ALTS- <200K			253,001					<b>253,001</b>
<b>Item: 436756 1 Totals</b>				<b>253,001</b>					<b>253,001</b>
<b>Project Totals</b>				<b>253,001</b>					<b>253,001</b>
<b>Item Number: 437596 2</b>									
<b>Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE</b>									
<b>District: 05</b>		<b>County: MARION</b>		<b>Type of Work: SIDEWALK</b>				<b>Project Length: 1.423MI</b>	
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	406,973							<b>406,973</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	25,267							<b>25,267</b>
	DS-STATE PRIMARY HIGHWAYS & PTO	1,789							<b>1,789</b>
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>434,029</b>							<b>434,029</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						<b>10,270</b>
	SL-STP, AREAS <= 200K		899,009						<b>899,009</b>
<b>Phase: CONSTRUCTION Totals</b>			<b>909,279</b>						<b>909,279</b>
<b>Item: 437596 2 Totals</b>		<b>434,029</b>	<b>909,279</b>						<b>1,343,308</b>

<b>Project Totals</b>		<b>434,029</b>	<b>909,279</b>						<b>1,343,308</b>
<b>Item Number: 437826 1</b>		<b>Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING</b>						<b>*SIS*</b>	
<b>District: 05</b>	<b>County: MARION</b>	<b>Type of Work: LANDSCAPING</b>				<b>Project Length: 0.542MI</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,860					<b>10,860</b>
	DS-STATE PRIMARY HIGHWAYS & PTO			400,424					<b>400,424</b>
<b>Phase: CONSTRUCTION Totals</b>				<b>411,284</b>					<b>411,284</b>
<b>Item: 437826 1 Totals</b>				<b>411,284</b>					<b>411,284</b>
<b>Project Totals</b>				<b>411,284</b>					<b>411,284</b>
<b>Item Number: 438562 1</b>		<b>Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200</b>						<b>*SIS*</b>	
<b>District: 05</b>	<b>County: MARION</b>	<b>Type of Work: REST AREA</b>				<b>Project Length: 0.547MI</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	660,000							<b>660,000</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	56,082							<b>56,082</b>
	DRA-REST AREAS - STATE 100%	2,637,424							<b>2,637,424</b>
	DS-STATE PRIMARY HIGHWAYS & PTO	10,700							<b>10,700</b>
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>3,364,206</b>							<b>3,364,206</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE		2,456,502						<b>2,456,502</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		51,350						<b>51,350</b>
	DRA-REST AREAS - STATE 100%		27,434,141						<b>27,434,141</b>
<b>Phase: CONSTRUCTION Totals</b>			<b>29,941,993</b>						<b>29,941,993</b>
<b>Item: 438562 1 Totals</b>		<b>3,364,206</b>	<b>29,941,993</b>						<b>33,306,199</b>
<b>Project Totals</b>		<b>3,364,206</b>	<b>29,941,993</b>						<b>33,306,199</b>
<b>Item Number: 439234 1</b>		<b>Project Description: SR 200 FROM I-75 TO US 301</b>						<b>*SIS*</b>	
<b>District: 05</b>	<b>County: MARION</b>	<b>Type of Work: RESURFACING</b>				<b>Project Length: 3.321MI</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	772,311							<b>772,311</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	41,065							<b>41,065</b>
	DS-STATE PRIMARY HIGHWAYS & PTO	13,036							<b>13,036</b>
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>826,412</b>							<b>826,412</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
			6,438,783						<b>6,438,783</b>

<b>Fund Code:</b>	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
<b>Phase:</b>	<b>CONSTRUCTION Totals</b>		<b>13,344,987</b>						<b>13,344,987</b>
	<b>Item: 439234 1 Totals</b>	<b>826,412</b>	<b>13,344,987</b>						<b>14,171,399</b>
	<b>Project Totals</b>	<b>826,412</b>	<b>13,344,987</b>						<b>14,171,399</b>

**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	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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	
<b>Phase:</b>	<b>PRELIMINARY ENGINEERING Totals</b>	<b>1,697,850</b>						<b>1,697,850</b>	

<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			2,975,178				2,975,178
	<b>Item: 439238 2 Totals</b>	<b>1,697,850</b>		<b>2,975,178</b>				<b>4,673,028</b>
	<b>Project Totals</b>	<b>1,697,850</b>		<b>2,975,178</b>				<b>4,673,028</b>

**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	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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	
<b>Phase:</b>	<b>PRELIMINARY ENGINEERING Totals</b>	<b>2,850,151</b>						<b>2,850,151</b>	

<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DS-STATE PRIMARY HIGHWAYS & PTO	30,000						30,000

<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	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
<b>Phase:</b>	<b>CONSTRUCTION Totals</b>		<b>21,644,972</b>					<b>21,644,972</b>
	<b>Item: 441141 1 Totals</b>	<b>2,880,151</b>	<b>21,644,972</b>					<b>24,525,123</b>
	<b>Project Totals</b>	<b>2,880,151</b>	<b>21,644,972</b>					<b>24,525,123</b>



<b>Item Number:</b> 445212 1		<b>Project Description:</b> SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE						<b>*SIS*</b>	
<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> RESURFACING				<b>Project Length:</b> 2.362MI			
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSA-ADVANCE CONSTRUCTION (SA)	934,950						<b>934,950</b>	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000						<b>20,000</b>	
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>954,950</b>						<b>954,950</b>	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			4,719,129				<b>4,719,129</b>	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560				<b>10,560</b>	
<b>Phase: CONSTRUCTION Totals</b>				<b>4,729,689</b>				<b>4,729,689</b>	
<b>Item: 445212 1 Totals</b>		<b>954,950</b>		<b>4,729,689</b>				<b>5,684,639</b>	
<b>Project Totals</b>		<b>954,950</b>		<b>4,729,689</b>				<b>5,684,639</b>	

<b>Item Number:</b> 445217 1		<b>Project Description:</b> SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40						<b>*SIS*</b>	
<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> RESURFACING				<b>Project Length:</b> 8.404MI			
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	662,000						<b>662,000</b>	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	21,308						<b>21,308</b>	
	DS-STATE PRIMARY HIGHWAYS & PTO	194,971						<b>194,971</b>	
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>878,279</b>						<b>878,279</b>	
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	298,000						<b>298,000</b>	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACNR-AC NAT HWY PERFORM RESURFACING		8,852,307					<b>8,852,307</b>	
	DDR-DISTRICT DEDICATED REVENUE		1,412,976					<b>1,412,976</b>	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270					<b>10,270</b>	
	DS-STATE PRIMARY HIGHWAYS & PTO	9,029	402,640					<b>411,669</b>	
	SL-STP, AREAS <= 200K		1,197,737					<b>1,197,737</b>	
<b>Phase: CONSTRUCTION Totals</b>		<b>9,029</b>	<b>11,875,930</b>					<b>11,884,959</b>	
<b>Item: 445217 1 Totals</b>		<b>1,185,308</b>	<b>11,875,930</b>					<b>13,061,238</b>	
<b>Project Totals</b>		<b>1,185,308</b>	<b>11,875,930</b>					<b>13,061,238</b>	

<b>Item Number:</b> 445218 1		<b>Project Description:</b> SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE						<b>*SIS*</b>	
<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> RESURFACING				<b>Project Length:</b> 3.146MI			
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	

<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			917,369					<b>917,369</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000					<b>10,000</b>
<b>Phase: PRELIMINARY ENGINEERING Totals</b>				<b>927,369</b>					<b>927,369</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE				6,156,852				<b>6,156,852</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,860				<b>10,860</b>
<b>Phase: CONSTRUCTION Totals</b>					<b>6,167,712</b>				<b>6,167,712</b>
<b>Item: 445218 1 Totals</b>				<b>927,369</b>	<b>6,167,712</b>				<b>7,095,081</b>
<b>Item Number: 448635 1</b> <b>Project Description: SR-25 FROM NORTH OF CR-25A TO AVENUE I</b> <b>District: 05</b> <b>County: MARION</b> <b>Type of Work: RESURFACING</b> <b>Project Length: 3.173MI</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE		1,032,000						<b>1,032,000</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,000						<b>10,000</b>
<b>Phase: PRELIMINARY ENGINEERING Totals</b>			<b>1,042,000</b>						<b>1,042,000</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACNR-AC NAT HWY PERFORM RESURFACING				5,923,545				<b>5,923,545</b>
	DDR-DISTRICT DEDICATED REVENUE				596,431				<b>596,431</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				<b>10,000</b>
<b>Phase: CONSTRUCTION Totals</b>					<b>6,529,976</b>				<b>6,529,976</b>
<b>Item: 448635 1 Totals</b>			<b>1,042,000</b>		<b>6,529,976</b>				<b>7,571,976</b>
<b>Project Totals</b>			<b>1,969,369</b>		<b>12,697,688</b>				<b>14,667,057</b>
<b>Item Number: 445302 1</b> <b>Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD</b> <b>District: 05</b> <b>County: MARION</b> <b>Type of Work: RESURFACING</b> <b>Project Length: 2.207MI</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	748,364							<b>748,364</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							<b>10,000</b>
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>758,364</b>							<b>758,364</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			3,043,937					<b>3,043,937</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560					<b>10,560</b>
<b>Phase: CONSTRUCTION Totals</b>				<b>3,054,497</b>					<b>3,054,497</b>
<b>Item: 445302 1 Totals</b>		<b>758,364</b>		<b>3,054,497</b>					<b>3,812,861</b>
<b>Project Totals</b>		<b>758,364</b>		<b>3,054,497</b>					<b>3,812,861</b>

<b>Item Number:</b> 445688 1		<b>Project Description:</b> US 27 / US 441 / ABSHIVER BLVD. @ CR 42							
<b>District:</b> 05		<b>County:</b> MARION		<b>Type of Work:</b> TRAFFIC SIGNALS			<b>Project Length:</b> 0.065MI		
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>241,152</b>							<b>241,152</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: CONSTRUCTION Totals</b>		<b>761</b>	<b>1,099,429</b>						<b>1,100,190</b>
<b>Item: 445688 1 Totals</b>		<b>241,913</b>	<b>1,099,429</b>						<b>1,341,342</b>
<b>Project Totals</b>		<b>241,913</b>	<b>1,099,429</b>						<b>1,341,342</b>
<b>Item Number:</b> 445701 1		<b>Project Description:</b> SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD							
<b>District:</b> 05		<b>County:</b> MARION		<b>Type of Work:</b> TRAFFIC SIGNALS			<b>Project Length:</b> 0.180MI		
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>471,226</b>							<b>471,226</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: CONSTRUCTION Totals</b>		<b>152</b>	<b>2,062,140</b>						<b>2,062,292</b>

<b>Item: 445701 1 Totals</b>		<b>471,378</b>	<b>2,062,140</b>						<b>2,533,518</b>
<b>Project Totals</b>		<b>471,378</b>	<b>2,062,140</b>						<b>2,533,518</b>
<b>Item Number: 447603 1      Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.</b>									
<b>District: 05      County: MARION</b>		<b>Type of Work: TRAFFIC SIGNALS</b>				<b>Project Length: 0.026MI</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSL-ADVANCE CONSTRUCTION (SL)	517,150							<b>517,150</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	7,730							<b>7,730</b>
	DS-STATE PRIMARY HIGHWAYS & PTO	250							<b>250</b>
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>525,130</b>							<b>525,130</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSS-ADVANCE CONSTRUCTION (SS,HSP)			65,228					<b>65,228</b>
	LF-LOCAL FUNDS			174,240					<b>174,240</b>
	SL-STP, AREAS <= 200K			528,000					<b>528,000</b>
	SN-STP, MANDATORY NON-URBAN <= 5K			54,710					<b>54,710</b>
	<b>Phase: CONSTRUCTION Totals</b>			<b>822,178</b>					<b>822,178</b>
	<b>Item: 447603 1 Totals</b>	<b>525,130</b>		<b>822,178</b>					<b>1,347,308</b>
	<b>Project Totals</b>	<b>525,130</b>		<b>822,178</b>					<b>1,347,308</b>
<b>Item Number: 447861 1      Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES *SIS*</b>									
<b>District: 05      County: MARION</b>		<b>Type of Work: MCCO WEIGH STATION STATIC/WIM</b>				<b>Project Length: 1.136MI</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DWS-WEIGH STATIONS - STATE 100%					532,902			<b>532,902</b>
	<b>Item: 447861 1 Totals</b>					<b>532,902</b>			<b>532,902</b>
	<b>Project Totals</b>					<b>532,902</b>			<b>532,902</b>
<b>Item Number: 448376 1      Project Description: I-75/SR-93 FROM SR-200 TO NORTH OF SR-500 *SIS*</b>									
<b>District: 05      County: MARION</b>		<b>Type of Work: RESURFACING</b>				<b>Project Length: 4.469MI</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACNP-ADVANCE CONSTRUCTION NHPP		1,439,000						<b>1,439,000</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACNP-ADVANCE CONSTRUCTION NHPP				15,977,866				<b>15,977,866</b>
	<b>Item: 448376 1 Totals</b>		<b>1,439,000</b>		<b>15,977,866</b>				<b>17,416,866</b>
	<b>Project Totals</b>		<b>1,439,000</b>		<b>15,977,866</b>				<b>17,416,866</b>
<b>Item Number: 448526 1      Project Description: SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST</b>									
<b>District: 05      County: MARION</b>		<b>Type of Work: RESURFACING</b>				<b>Project Length: 1.410MI</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	

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		47,818						47,818



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	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		534,900					534,900	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
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	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
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	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
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	
<b>TRANSPORTATION PLANNING</b>									
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	
<b>PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
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	
<b>PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
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	
<b>PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b> PL-METRO PLAN (85% FA; 15% OTHER)							683,366	683,366	
<b>Item: 439331 6 Totals</b>							683,366	683,366	
<b>Project Totals</b>		723,984	669,715	676,473	683,366	683,366		3,436,904	
<b>MAINTENANCE</b>									
<b>Item Number:</b> 413615 3		<b>Project Description:</b> LIGHTING AGREEMENTS							
<b>District:</b> 05		<b>County:</b> MARION			<b>Type of Work:</b> LIGHTING		<b>Project Length:</b> 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>									
<b>Fund Code:</b> 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	
<b>Phase: BRDG/RDWY/CONTRACT MAINT Totals</b>	<b>5,424,277</b>	<b>433,240</b>	<b>441,220</b>	<b>454,457</b>	<b>468,088</b>	<b>487,617</b>		<b>7,708,899</b>	
<b>Item: 413615 3 Totals</b>	<b>5,424,277</b>	<b>433,240</b>	<b>441,220</b>	<b>454,457</b>	<b>468,088</b>	<b>487,617</b>		<b>7,708,899</b>	
<b>Project Totals</b>	<b>5,424,277</b>	<b>433,240</b>	<b>441,220</b>	<b>454,457</b>	<b>468,088</b>	<b>487,617</b>		<b>7,708,899</b>	
<b>Item Number:</b> 418107 1		<b>Project Description:</b> MARION PRIMARY IN-HOUSE							
<b>District:</b> 05		<b>County:</b> MARION			<b>Type of Work:</b> ROUTINE MAINTENANCE		<b>Project Length:</b> 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>									
<b>Fund Code:</b> 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	
<b>Item: 418107 1 Totals</b>	<b>40,439,904</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>		<b>49,599,769</b>	
<b>Project Totals</b>	<b>40,439,904</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>		<b>49,599,769</b>	
<b>Item Number:</b> 423391 2		<b>Project Description:</b> ASPHALT RESURFACING VARIOUS LOCATIONS							
<b>District:</b> 05		<b>County:</b> MARION			<b>Type of Work:</b> ROUTINE MAINTENANCE		<b>Project Length:</b> 0.000		
<b>Extra Description:</b>		SITE SPECIFIC E5M43							
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>									
<b>Fund Code:</b> D-UNRESTRICTED STATE PRIMARY	4,542,202	200,000						4,742,202	
<b>Item: 423391 2 Totals</b>	<b>4,542,202</b>	<b>200,000</b>						<b>4,742,202</b>	
<b>Project Totals</b>	<b>4,542,202</b>	<b>200,000</b>						<b>4,742,202</b>	
<b>Item Number:</b> 429178 1		<b>Project Description:</b> UNPAVED SHOULDER REPAIR							
<b>District:</b> 05		<b>County:</b> MARION			<b>Type of Work:</b> ROUTINE MAINTENANCE		<b>Project Length:</b> 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>									
<b>Fund Code:</b> D-UNRESTRICTED STATE PRIMARY	1,564,038	220,000						1,784,038	
<b>Item: 429178 1 Totals</b>	<b>1,564,038</b>	<b>220,000</b>						<b>1,784,038</b>	
<b>Project Totals</b>	<b>1,564,038</b>	<b>220,000</b>						<b>1,784,038</b>	
<b>Item Number:</b> 442738 1		<b>Project Description:</b> CITY OF OCALA MOA							
<b>District:</b> 05		<b>County:</b> MARION			<b>Type of Work:</b> ROUTINE MAINTENANCE		<b>Project Length:</b> 0.000		
		Fiscal Year							

Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA</b>									
<b>Fund Code:</b>	D-UNRESTRICTED STATE PRIMARY	92,850		50,000			50,000		<b>192,850</b>
<b>Item: 442738 1 Totals</b>		<b>92,850</b>		<b>50,000</b>			<b>50,000</b>		<b>192,850</b>
<b>Project Totals</b>		<b>92,850</b>		<b>50,000</b>			<b>50,000</b>		<b>192,850</b>
Item Number: 446691 1      Project Description: AESTHETICS AREA WIDE District: 05      County: MARION      Type of Work: ROUTINE MAINTENANCE      Project Length: 0.000									
<b>Fiscal Year</b>									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	D-UNRESTRICTED STATE PRIMARY	1,721,305	850,000						<b>2,571,305</b>
<b>Item: 446691 1 Totals</b>		<b>1,721,305</b>	<b>850,000</b>						<b>2,571,305</b>
<b>Project Totals</b>		<b>1,721,305</b>	<b>850,000</b>						<b>2,571,305</b>
Item Number: 446910 1      Project Description: ASSET MAINTENANCE MARION COUNTY District: 05      County: MARION      Type of Work: ROUTINE MAINTENANCE      Project Length: 0.000									
<b>Fiscal Year</b>									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	D-UNRESTRICTED STATE PRIMARY	3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		<b>19,627,885</b>
<b>Item: 446910 1 Totals</b>		<b>3,964,905</b>	<b>3,132,596</b>	<b>3,132,596</b>	<b>3,132,596</b>	<b>3,132,596</b>	<b>3,132,596</b>		<b>19,627,885</b>
<b>Project Totals</b>		<b>3,964,905</b>	<b>3,132,596</b>	<b>3,132,596</b>	<b>3,132,596</b>	<b>3,132,596</b>	<b>3,132,596</b>		<b>19,627,885</b>
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									
<b>Fiscal Year</b>									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	D-UNRESTRICTED STATE PRIMARY			100,000					<b>100,000</b>
<b>Item: 450165 1 Totals</b>				<b>100,000</b>					<b>100,000</b>
<b>Project Totals</b>				<b>100,000</b>					<b>100,000</b>
<b>FLP: AVIATION</b>									
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									
<b>Fiscal Year</b>									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			350,000					<b>350,000</b>
	LF-LOCAL FUNDS			87,500					<b>87,500</b>
<b>Phase: CAPITAL Totals</b>				<b>437,500</b>					<b>437,500</b>
<b>Item: 438417 1 Totals</b>				<b>437,500</b>					<b>437,500</b>
<b>Project Totals</b>				<b>437,500</b>					<b>437,500</b>
Item Number: 438427 1      Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS District: 05      County: MARION      Type of Work: AVIATION PRESERVATION PROJECT      Project Length: 0.000									
<b>Fiscal Year</b>									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									

<b>Fund Code:</b>	DPTO-STATE - PTO				200,000				<b>200,000</b>
	FAA-FEDERAL AVIATION ADMIN				2,250,000				<b>2,250,000</b>
	LF-LOCAL FUNDS				50,000				<b>50,000</b>
	<b>Phase: CAPITAL Totals</b>				<b>2,500,000</b>				<b>2,500,000</b>
	<b>Item: 438427 1 Totals</b>				<b>2,500,000</b>				<b>2,500,000</b>
	<b>Project Totals</b>				<b>2,500,000</b>				<b>2,500,000</b>
<b>Item Number: 438477 1 Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS</b>									
<b>District: 05 County: MARION</b>		<b>Type of Work: AVIATION PRESERVATION PROJECT</b>				<b>Project Length: 0.000</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>CAPITAL / MANAGED BY CITY OF OCALA</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE				520,000				<b>520,000</b>
	FAA-FEDERAL AVIATION ADMIN				5,850,000				<b>5,850,000</b>
	LF-LOCAL FUNDS				130,000				<b>130,000</b>
	<b>Phase: CAPITAL Totals</b>				<b>6,500,000</b>				<b>6,500,000</b>
	<b>Item: 438477 1 Totals</b>				<b>6,500,000</b>				<b>6,500,000</b>
	<b>Project Totals</b>				<b>6,500,000</b>				<b>6,500,000</b>
<b>Item Number: 440780 1 Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION</b>									
<b>District: 05 County: MARION</b>		<b>Type of Work: AVIATION PRESERVATION PROJECT</b>				<b>Project Length: 0.000</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>CAPITAL / MANAGED BY CITY OF OCALA</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE		1,200,000						<b>1,200,000</b>
	LF-LOCAL FUNDS		300,000						<b>300,000</b>
	<b>Phase: CAPITAL Totals</b>		<b>1,500,000</b>						<b>1,500,000</b>
	<b>Item: 440780 1 Totals</b>		<b>1,500,000</b>						<b>1,500,000</b>
	<b>Project Totals</b>		<b>1,500,000</b>						<b>1,500,000</b>
<b>Item Number: 444877 1 Project Description: MARION-OCALA INTL HANGAR</b>									
<b>District: 05 County: MARION</b>		<b>Type of Work: AVIATION REVENUE/OPERATIONAL</b>				<b>Project Length: 0.000</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>CAPITAL / MANAGED BY CITY OF OCALA</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			1,000,000					<b>1,000,000</b>
	LF-LOCAL FUNDS			250,000					<b>250,000</b>
	<b>Phase: CAPITAL Totals</b>			<b>1,250,000</b>					<b>1,250,000</b>
	<b>Item: 444877 1 Totals</b>			<b>1,250,000</b>					<b>1,250,000</b>
	<b>Project Totals</b>			<b>1,250,000</b>					<b>1,250,000</b>
<b>Item Number: 448575 1 Project Description: MARION-OCALA INTL ARFF BUILDING</b>									
<b>District: 05 County: MARION</b>		<b>Type of Work: AVIATION SAFETY PROJECT</b>				<b>Project Length: 0.000</b>			
<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>	
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE					800,000			<b>800,000</b>
	LF-LOCAL FUNDS					200,000			<b>200,000</b>
	<b>Phase: CAPITAL Totals</b>					<b>1,000,000</b>			<b>1,000,000</b>



<b>Item: 448575 1 Totals</b>						<b>1,000,000</b>	<b>1,000,000</b>
<b>Project Totals</b>						<b>1,000,000</b>	<b>1,000,000</b>
<b>Item Number: 449760 1</b>							
<b>Project Description: MARION CO AIRPORT FUEL SYSTEM</b>							
<b>District: 05</b>		<b>County: MARION</b>		<b>Type of Work: AVIATION REVENUE/OPERATIONAL</b>		<b>Project Length: 0.000</b>	
<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027 All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>							
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	250,000					<b>250,000</b>
	LF-LOCAL FUNDS	62,500					<b>62,500</b>
	<b>Phase: CAPITAL Totals</b>	<b>312,500</b>					<b>312,500</b>
	<b>Item: 449760 1 Totals</b>	<b>312,500</b>					<b>312,500</b>
	<b>Project Totals</b>	<b>312,500</b>					<b>312,500</b>
<b>Item Number: 449774 1</b>							
<b>Project Description: MARION COUNTY AIRPORT HANGAR</b>							
<b>District: 05</b>		<b>County: MARION</b>		<b>Type of Work: AVIATION REVENUE/OPERATIONAL</b>		<b>Project Length: 0.000</b>	
<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027 All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>							
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			1,237,596			<b>1,237,596</b>
	DPTO-STATE - PTO			762,404			<b>762,404</b>
	LF-LOCAL FUNDS			500,000			<b>500,000</b>
	<b>Phase: CAPITAL Totals</b>			<b>2,500,000</b>			<b>2,500,000</b>
	<b>Item: 449774 1 Totals</b>			<b>2,500,000</b>			<b>2,500,000</b>
	<b>Project Totals</b>			<b>2,500,000</b>			<b>2,500,000</b>
<b>Item Number: 449858 1</b>							
<b>Project Description: MARION / OCALA INTERNATIONAL HANGER DEVELOPMENT</b>							
<b>District: 05</b>		<b>County: MARION</b>		<b>Type of Work: AVIATION CAPACITY PROJECT</b>		<b>Project Length: 0.000</b>	
<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027 All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>							
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	1,500,000					<b>1,500,000</b>
	LF-LOCAL FUNDS	375,000					<b>375,000</b>
	<b>Phase: CAPITAL Totals</b>	<b>1,875,000</b>					<b>1,875,000</b>
	<b>Item: 449858 1 Totals</b>	<b>1,875,000</b>					<b>1,875,000</b>
	<b>Project Totals</b>	<b>1,875,000</b>					<b>1,875,000</b>
<b>FLP: TRANSIT</b>							
<b>Item Number: 427188 2</b>							
<b>Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009</b>							
<b>District: 05</b>		<b>County: MARION</b>		<b>Type of Work: CAPITAL FOR FIXED ROUTE</b>		<b>Project Length: 0.000</b>	
<b>Extra Description: AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.</b>							
<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027 All Years</b>
<b>CAPITAL / MANAGED BY MARION COUNTY TRANSIT</b>							
<b>Fund Code:</b>	FTA-FEDERAL TRANSIT ADMINISTRATION	16,221,737	2,467,181	2,541,196	2,617,431	2,617,431	<b>29,082,407</b>
	LF-LOCAL FUNDS	4,055,434	616,795	635,299	654,398	654,398	<b>7,270,722</b>
	<b>Phase: CAPITAL Totals</b>	<b>20,277,171</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>36,353,129</b>
	<b>Item: 427188 2 Totals</b>	<b>20,277,171</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>36,353,129</b>
	<b>Project Totals</b>	<b>20,277,171</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>36,353,129</b>
<b>Item Number: 442455 1</b>							
<b>Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE</b>							

District: 05		County: MARION		Type of Work: OPERATING FOR FIXED ROUTE				Project Length: 0.000	
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>OPERATIONS / MANAGED BY OCALA</b>									
<b>Fund Code:</b>	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
<b>Phase: OPERATIONS Totals</b>			<b>1,467,204</b>	<b>1,511,220</b>	<b>1,557,557</b>	<b>1,603,252</b>	<b>1,651,350</b>		<b>7,790,583</b>
<b>Item: 442455 1 Totals</b>			<b>1,467,204</b>	<b>1,511,220</b>	<b>1,557,557</b>	<b>1,603,252</b>	<b>1,651,350</b>		<b>7,790,583</b>
<b>Project Totals</b>			<b>1,467,204</b>	<b>1,511,220</b>	<b>1,557,557</b>	<b>1,603,252</b>	<b>1,651,350</b>		<b>7,790,583</b>
<b>Item Number: 442460 1</b>									
<b>Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION</b>									
District: 05		County: MARION		Type of Work: OPERATING/ADMIN. ASSISTANCE				Project Length: 0.000	
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>OPERATIONS / MANAGED BY MARION COUNTY TRANSIT</b>									
<b>Fund Code:</b>	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
<b>Phase: OPERATIONS Totals</b>				<b>1,819,698</b>	<b>1,874,292</b>	<b>1,930,518</b>	<b>1,987,878</b>		<b>7,612,386</b>
<b>Item: 442460 1 Totals</b>				<b>1,819,698</b>	<b>1,874,292</b>	<b>1,930,518</b>	<b>1,987,878</b>		<b>7,612,386</b>
<b>Project Totals</b>				<b>1,819,698</b>	<b>1,874,292</b>	<b>1,930,518</b>	<b>1,987,878</b>		<b>7,612,386</b>
<b>MISCELLANEOUS</b>									
<b>Item Number: 426179 1</b>									
<b>Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES</b>									
District: 05		County: MARION		Type of Work: MISCELLANEOUS CONSTRUCTION				Project Length: 0.000	
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>1,434,867</b>							<b>1,434,867</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	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
<b>Phase: CONSTRUCTION Totals</b>				<b>3,665,439</b>					<b>3,665,439</b>
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	SA-STP, ANY AREA	50,000							50,000
<b>Item: 426179 1 Totals</b>		<b>1,484,867</b>		<b>3,665,439</b>					<b>5,150,306</b>
<b>Project Totals</b>		<b>1,484,867</b>		<b>3,665,439</b>					<b>5,150,306</b>
<b>Grand Total</b>		<b>142,739,435</b>	<b>116,925,211</b>	<b>28,281,572</b>	<b>97,954,050</b>	<b>25,206,743</b>	<b>18,572,489</b>		<b>429,679,500</b>

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](mailto:Cynthia.Lorenzo@dot.state.fl.us) Or call 850-414-4448

[Reload STIP Selection Page](#)

**Office Home:** [Office of Work Program](#)  
[Employee Portal](#)

**APPENDIX K: Roll Forward TIP Amendment Report**



Website: [Ocalamariontpo.org](http://Ocalamariontpo.org)

# Transportation Improvement Program

Fiscal Years 2023 to 2027

## Roll Forward Amendment

*Pending Approval August 23, 2022*





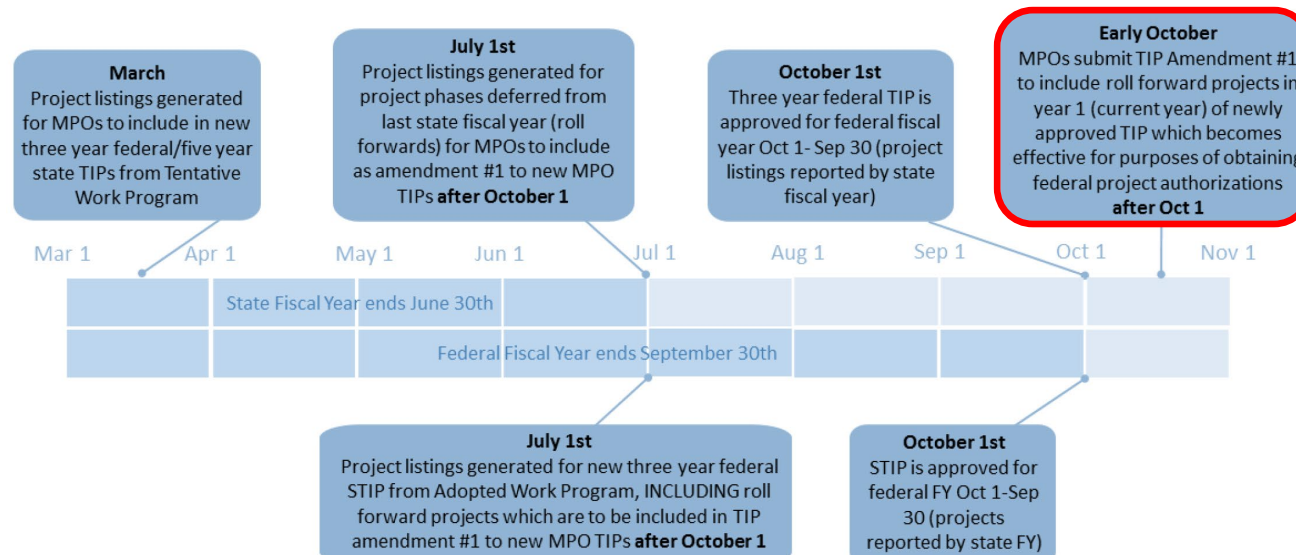
# Roll Forward TIP Amendment

## 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
			<b>Total:</b>	\$0	<b>\$280,331</b>	<b>\$280,331</b>
238677-4	SR 35/Belleview Bypass from US 27/441 to SR 35	New Road Construction	PE	\$0	<b>\$1,196</b>	<b>\$1,196</b>
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
			<b>Total:</b>	\$0	<b>\$11,866</b>	<b>\$11,866</b>
238719-1	SR 40 from CR 328 to SW 80th Ave(CR 225A)	Add Lanes, Reconstruction	ROW	\$0	<b>\$4,605</b>	<b>\$4,605</b>
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
			<b>Total:</b>	\$0	<b>\$6,857,570</b>	<b>\$6,857,570</b>
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
			<b>Total:</b>	\$0	<b>\$12,861</b>	<b>\$12,861</b>
430655-1	SR 492 SR25/200/500 US301/441 to SR 40	Roadway Resurfacing	CST	\$0	<b>\$3,490</b>	<b>\$3,490</b>
431797-2	NE 25th Avenue From NE 14th Street (SR 492) TO NE 24th Street	Add Lanes and Reconstruction	PE	\$0	<b>\$991</b>	<b>\$991</b>
431797-3	NE 25th Avenue From NE 24th Street To NE 35th Street	Add Lanes and Reconstruction	PE	\$0	<b>\$8,063</b>	<b>\$8,063</b>
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
			<b>Total:</b>	\$0	<b>\$73,757</b>	<b>\$73,757</b>

(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
			<b>Total:</b>	\$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
			<b>Total:</b>	\$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
			<b>Total:</b>	\$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
			<b>Total:</b>	\$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
			<b>Total:</b>	\$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
			<b>Total:</b>	\$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
			<b>Total:</b>	\$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
			<b>Total:</b>	\$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
			<b>Total:</b>	\$0	<b>\$91,939</b>	<b>\$91,939</b>
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
			<b>Total:</b>	\$0	<b>\$12,967</b>	<b>\$12,967</b>
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
			<b>Total:</b>	\$0	<b>\$48,169</b>	<b>\$48,169</b>
448924-1	SR-492 Over CSX Railroad	Bridge Repair/Rehabilitation	CST	\$389,249	\$0	\$389,249
			PE	\$0	\$2,000	\$2,000
			<b>Total:</b>	\$389,249	<b>\$2,000</b>	<b>\$391,249</b>
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
			<b>Total:</b>	\$0	<b>\$153,650</b>	<b>\$153,650</b>
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
			<b>Total:</b>	\$0	<b>\$344,392</b>	<b>\$344,392</b>
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](mailto: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	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
GFSN	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
<b>TOTAL 238648 1</b>	<b>28,074,773</b>	<b>280,331</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28,355,104</b>
<b>TOTAL PROJECT:</b>	<b>28,074,773</b>	<b>280,331</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28,355,104</b>

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	27,817
<b>TOTAL 238677 4</b>	<b>26,621</b>	<b>1,196</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,817</b>
<b>TOTAL PROJECT:</b>	<b>26,621</b>	<b>1,196</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,817</b>

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	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

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT

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
<b>TOTAL 238693 1</b>	<b>35,257,797</b>	<b>11,866</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,269,663</b>
<b>TOTAL PROJECT:</b>	<b>35,257,797</b>	<b>11,866</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,269,663</b>

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
<b>TOTAL 238719 1</b>	<b>21,868,904</b>	<b>4,605</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,873,509</b>
<b>TOTAL PROJECT:</b>	<b>21,868,904</b>	<b>4,605</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,873,509</b>

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











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

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
<b>TOTAL 435492 2</b>	<b>741,498</b>		<b>9,380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,878</b>
<b>TOTAL PROJECT:</b>	<b>741,498</b>		<b>9,380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,878</b>

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
<b>TOTAL 437344 1</b>	<b>5,516,654</b>	<b>18,508</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,535,162</b>
<b>TOTAL PROJECT:</b>	<b>5,516,654</b>	<b>18,508</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,535,162</b>

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  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

Ocala-Marion TPO

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	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
<b>TOTAL 441136 1</b>	<b>19,363,547</b>	<b>91,939</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,455,486</b>
<b>TOTAL PROJECT:</b>	<b>19,363,547</b>	<b>91,939</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,455,486</b>

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
<b>TOTAL 443270 1</b>	<b>540,409</b>	<b>12,967</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>553,376</b>
<b>TOTAL PROJECT:</b>	<b>540,409</b>	<b>12,967</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>553,376</b>

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
<b>TOTAL 445687 1</b>	<b>1,654,586</b>	<b>48,169</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,702,755</b>
<b>TOTAL PROJECT:</b>	<b>1,654,586</b>	<b>48,169</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,702,755</b>

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

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	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
<b>TOTAL 448924 1</b>	<b>43,595</b>	<b>391,249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>434,844</b>
<b>TOTAL PROJECT:</b>	<b>43,595</b>	<b>391,249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>434,844</b>

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
<b>TOTAL 450506 1</b>	<b>0</b>	<b>559,945</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>559,945</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>559,945</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>559,945</b>
<b>TOTAL DIST: 05</b>	<b>211,302,959</b>	<b>8,982,086</b>	<b>23,979,520</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>244,264,565</b>
<b>TOTAL HIGHWAYS</b>	<b>211,302,959</b>	<b>8,982,086</b>	<b>23,979,520</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>244,264,565</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 MPO ROLLFORWARD REPORT  
 =====  
**MAINTENANCE**  
 =====

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/RDWHY/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
<b>TOTAL 418107 1</b>	<b>41,108,435</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>0</b>	<b>50,268,300</b>
<b>TOTAL PROJECT:</b>	<b>41,108,435</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>0</b>	<b>50,268,300</b>
<b>TOTAL DIST: 05</b>	<b>41,108,435</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>0</b>	<b>50,268,300</b>
<b>TOTAL MAINTENANCE</b>	<b>41,108,435</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>0</b>	<b>50,268,300</b>





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

OCALA-MARION TPO

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
<b>TOTAL 427188 2</b>	<b>0</b>	<b>23,361,147</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>0</b>	<b>36,353,129</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>23,361,147</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>0</b>	<b>36,353,129</b>

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
<b>TOTAL 445377 1</b>	<b>0</b>	<b>1,231,367</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,231,367</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>1,231,367</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,231,367</b>

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
<b>TOTAL 448170 1</b>	<b>0</b>	<b>470,711</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470,711</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>470,711</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470,711</b>

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
<b>TOTAL 449238 1</b>	<b>0</b>	<b>783,759</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>783,759</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>783,759</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>783,759</b>
<b>TOTAL DIST: 05</b>	<b>0</b>	<b>25,846,984</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>0</b>	<b>38,838,966</b>
<b>TOTAL TRANSIT</b>	<b>0</b>	<b>25,846,984</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>3,271,829</b>	<b>0</b>	<b>38,838,966</b>

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





FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 MPO ROLLFORWARD REPORT  
 =====  
**MISCELLANEOUS**  
 =====

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
<b>TOTAL 436474 5</b>	<b>296,159</b>	<b>44,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>340,583</b>
<b>TOTAL PROJECT:</b>	<b>700,754</b>	<b>63,244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>763,998</b>

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
<b>TOTAL 439310 1</b>	<b>1,101,481</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101,582</b>
<b>TOTAL PROJECT:</b>	<b>1,101,481</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101,582</b>
<b>TOTAL DIST: 05</b>	<b>3,133,452</b>	<b>216,995</b>	<b>3,665,439</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,015,886</b>
<b>TOTAL MISCELLANEOUS</b>	<b>3,133,452</b>	<b>216,995</b>	<b>3,665,439</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,015,886</b>

**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 Continuity of Operations Plan (COOP)**

---

**Summary**

The TPO has prepared a draft Continuity of Operations Plan (COOP) document for the organization. Most, if not all of the TPO’s peers in Florida already have a COOP in place, so this is a high priority document to complete in 2022.

A COOP is a standard government practice to help guide an organization through an extended emergency event or disaster. More specifically, for situations that result in a disruption limiting access to the TPO’s office and/or boards and committee facilities.

The COOP document places a major emphasis on operations and the core essential functions of the TPO that must be maintained regardless of the type of event or disaster. Since the TPO is hosted by Marion County, this document references county procedures. Additionally, the draft document was shared with Marion County Administration and IT to obtain feedback. Attached to this memo is the current draft COOP for review and comment.

**Attachment(s)**

- Board Presentation
- Continuity of Operations Plan (COOP) document

**Committee Recommendation(s)**

- The Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommended adoption on November 8, 2022.

**Action Requested**

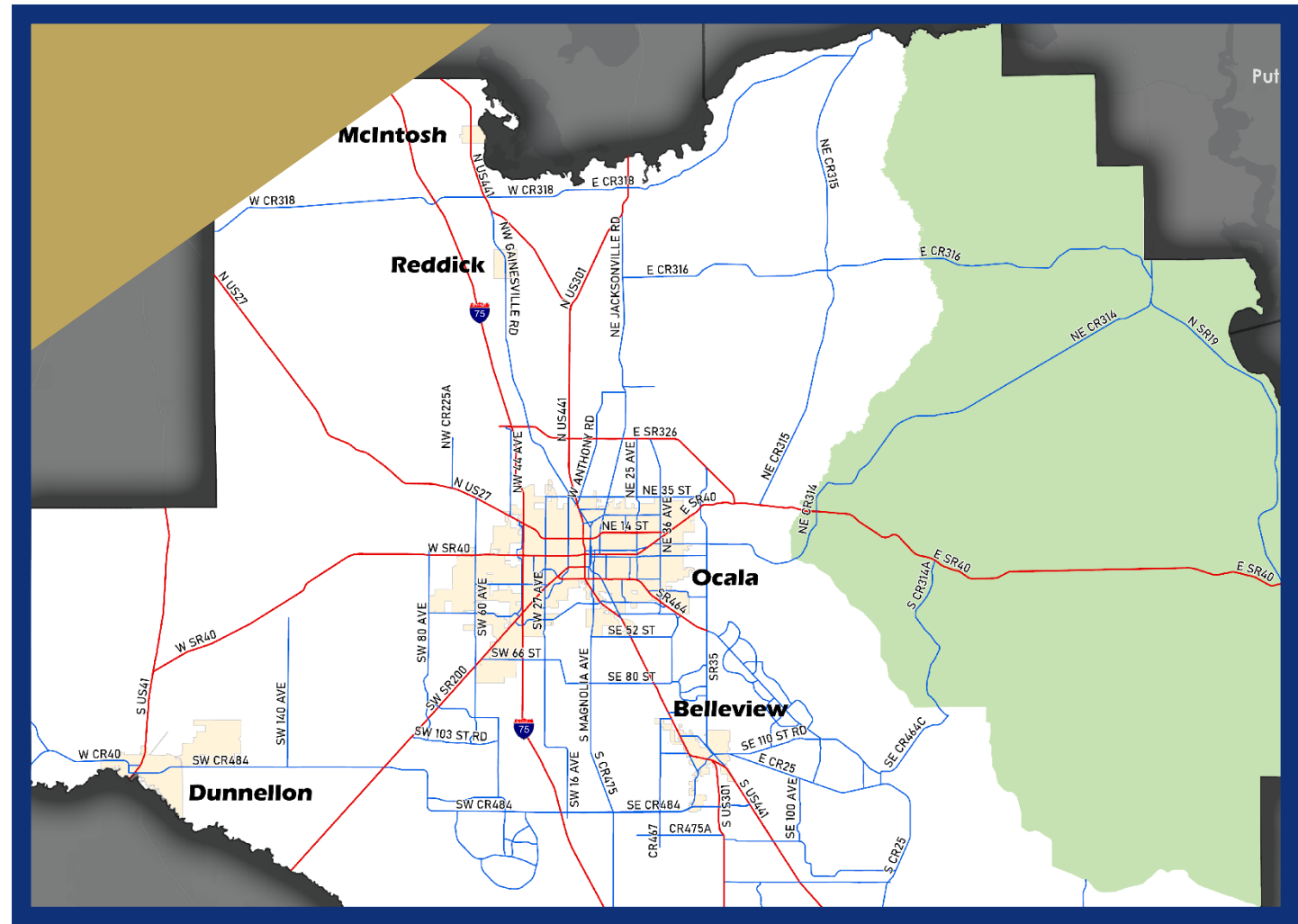
- Adoption of the Continuity of Operations Plan (COOP).

If you have any questions or concerns, 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*

# Continuity of Operations Plan (COOP)

November 29, 2022



**OCALA MARION**  
TRANSPORTATION  
PLANNING  
ORGANIZATION

## Background

- Outlines procedures to ensure Essential Functions continue despite an extended interruption(s) caused by an emergency or disaster event.
- Document based on FEMA, DHS Templates

# COOP Activation Protocol

- Director and Chair Coordination
- Chair COOP Activation
- Notifications to Boards, Committees, Partners
- Coordination with Marion County on facilities, operations

# Essential Functions

- Core Work Programs (federal, state required)
  - UPWP, LRTP, TIP, TDSP, LOPP, CTC Eval.
- Boards, Committee Meetings
- Grant Invoicing
- Contract Payments



## **Essential Functions (continued)**

- Budget and Tracking
- Timesheets, Progress Reports
- Coordination with Marion County Administration
- Coordination with Marion County IT

## Other Key COOP Sections

- Leadership and Devolution
- TPO Office and Meeting Facilities
- Vital Files, Records and Databases
- COOP Deactivation Protocol
- COOP Maintenance

# TPO Office Location

- **Growth Services Building**

Options if Office Closed (indefinitely, permanent):

1. Coordination Marion County Administration
  - On-Campus, other locations TBD
2. Government partner office options in Marion County
3. Procurement of office space within Marion County

# TPO Board Meeting Locations

## ○ McPherson Campus Auditorium

### Alternative Sites:

- Growth Services Conference Room
- Ocala City Hall
- Belleview City Hall
- Dunnellon City Hall

# Contact Information

- Emergency Contact Information
- Boards, Committees, Partner Agencies Email, Phone Contacts on File



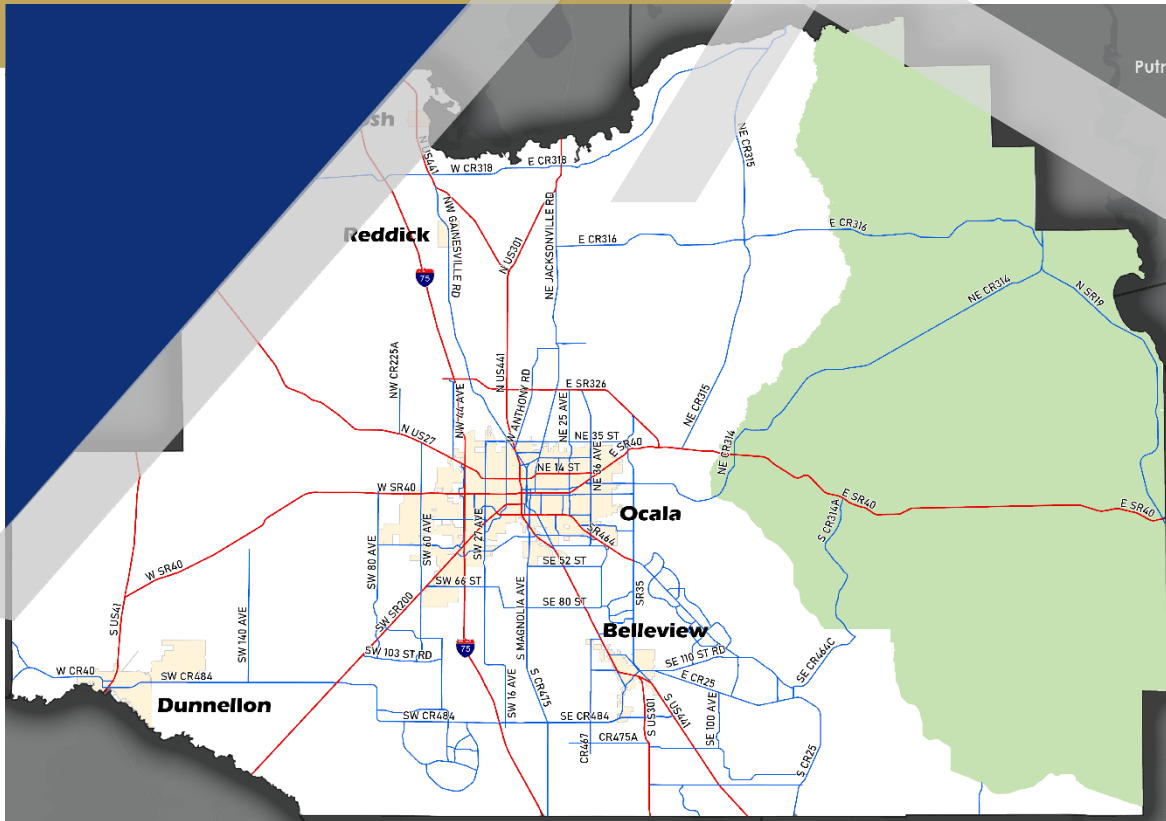
**Questions or Comments?**

# **Recommendation:**

**Adoption of TPO's COOP document.**

# Continuity of Operations Plan (COOP) – **DRAFT**

November 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

# 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](http://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.

## CONTINUITY OF OPERATIONS PLAN (COOP)

This Continuity of Operations Plan (COOP) was prepared by the Ocala/Marion County Transportation Planning Organization (TPO) to develop, implement and maintain a viable COOP capability. This document has been distributed to partner agencies that may be affected by its implementation. The document was prepared with financial assistance from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) through the Florida Department of Transportation (FDOT). The contents do not necessarily reflect the official views or policies of the USDOT.

This COOP was approved by the TPO Board on November 29, 2022 [**Pending Board Approval**].

---

Ire Bethea Sr., Chair

Questions regarding the TPO's COOP should be directed to:

Rob Balmes, AICP CTP

Director

Ocala Marion Transportation Planning Organization

2710 E. Silver Springs Boulevard

Ocala, FL 34470

(352)-438-2631

[rob.balmes@marionfl.org](mailto:rob.balmes@marionfl.org)



## TABLE OF CONTENTS

INTRODUCTION.....	1
OCALA MARION TRANSPORTATION PLANNING ORGANIZATION (TPO).....	1
COOP ACTIVATION PROTOCOL.....	2
ESSENTIAL FUNCTIONS .....	2
COOP LEADERSHIP AND DEVOLUTION .....	3
TPO OFFICE AND MEETING FACILITIES .....	4
VITAL FILES, RECORDS AND DATABASES .....	5
COMPUTER EQUIPMENT.....	7
COOP DEACTIVATION PROTOCOL.....	7
COOP MAINTENANCE .....	7
APPENDIX – CONTACT INFORMATION .....	A-1

## **INTRODUCTION**

This document summarizes the Ocala/Marion County Transportation Planning Organization (TPO) Continuity of Operations Plan (COOP). A COOP outlines guidance to TPO Staff and Board Members to ensure all federal and state required Essential Functions continue to be performed in the event of an extended interruption of services due to a declared emergency or disaster. This includes governance; advisory committees; delegation authority; plans and processes; and safekeeping of public records.

A COOP is a standard government practice and essential for all public agencies. This COOP document is organized based on circular guidance and templates from the Department of Homeland Security (DHS) and Federal Emergency Management Agency (FEMA).

The TPO is hosted by Marion County through a Staff Services agreement. Therefore, this COOP was also developed in a manner consistent with the Marion County Comprehensive Emergency Management Plan (CEMP) and Marion County Board of County Commissioners policies and procedures.

Unforeseen events in Marion County may involve, but are not limited to: hurricanes, tornadoes, flooding, fires, terrorist attacks, pandemics or other health outbreaks. The primary goal of the COOP is to ensure the TPO maintains continuous operations or resumes normal operations as soon as possible. This applies to circumstances when the impacts of an event limit or prevent access to the TPO's office facility (Marion County Growth Services Building – 2710 East Silver Springs Boulevard – Ocala, FL 34470), and the use of meeting facilities by TPO boards and committees.

## **OCALA MARION TRANSPORTATION PLANNING ORGANIZATION (TPO)**

The TPO is a federally-mandated public agency responsible for planning and coordinating the allocation of federal and state funding to roadway, transit, freight, bicycle, pedestrian, aviation and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The 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.

### **TPO Mission**

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

### **TPO Vision**

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

## **COOP ACTIVATION PROTOCOL**

When a county, state or federal State of Emergency is declared, the TPO Director or his/her designee shall notify the TPO Chair (Vice-Chair if Chair is not available). Based upon the circumstances and type of event, the TPO Director will consult with the Chair to determine if the COOP should be activated. Each event will be a case by case situation, including the status of Marion County government operations and impacts or access to the TPO office and meeting facilities.

When the COOP is activated by the TPO Chair, the TPO Director will immediately inform staff members and direct all work activities to only involve Essential Functions. The TPO Director will also send formal email and/or phone notifications to the following:

- TPO Board Members
- Transportation Disadvantaged Local Coordinating Board (TDLCB) Members
- Technical Advisory Committee (TAC) Members
- Citizens Advisory Committee (CAC) Members
- Florida Department of Transportation (FDOT) District Five Government Liaison Team
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Commission for Transportation Disadvantaged (CTD)

The TPO maintains an active directory of email addresses, board and committee phone/cell numbers and staff cell numbers. All TPO employees are provided a copy of a comprehensive contact directory. A listing is provided in the Appendix for emergency and non-emergency partner agency contacts.

## **ESSENTIAL FUNCTIONS**

In the event of an emergency or disaster requiring activation of the COOP, the TPO's responsibilities must continue to meet federal and state requirements, including grant invoicing, expense and contract payments. Actions that require an emergency Board meeting may be called by the Chair when in his/her opinion, an emergency exists which requires immediate action (e.g., budget or project amendments). Per TPO Board bylaws, a 24-hour advance notice of an emergency meeting shall be given prior to the meeting. Per the TPO Public Participation Plan (PPP) Emergency Procedure Resolution (April 28, 2020), the TPO shall also implement alternative virtual public participation during emergency situations. Depending upon the State of Emergency conditions, the use of alternate meeting locations and/or virtual meetings may also be options, including the requirement of proper public notification(s) in accordance with the TPO's PPP and Florida Sunshine Law.

The Essential Functions of the TPO that shall be performed to the maximum extent feasible during an activation of the COOP include:

- Execution core planning activities outlined in TPO’s Unified Planning Work Program (UPWP). Specific activities with strict federal and state deadlines are listed.
  - Unified Planning Work Program document (UPWP) (Biennial, April)
  - Long Range Transportation Plan (LRTP) (Five years, November 2025)
  - Transportation Improvement Program (TIP) (Annual, June)
  - List of Priority Projects (LOPP) (Annual, June)
  - Transportation Disadvantaged Service Plan (TDSP) (Annual, June)
  - Community Transportation Coordinator (CTC) Evaluation (Annual, March)
- Maintain communication with TPO Board, TDLCB, TAC and CAC members; hold emergency or regularly scheduled meetings in-person, virtually or hybrid as deemed appropriate and necessary.
- Maintain contact and process grant invoicing to the Florida Department of Transportation (FDOT) and the Florida Commission for Transportation Disadvantaged (CTD).
- Maintain payments associated with contracts, direct and indirect expenses through Marion County Procurement Services Department.
- As necessary, amend UPWP and adjust TPO budget through Marion County, due to direct costs incurred from the emergency event or disaster.
- Ensure TPO Budget is submitted to Marion County Clerk of the Court (Annual, April).
- Ensure bi-weekly progress reports and timesheets are processed through the TPO.
- Ensure bi-weekly county timesheets are processed through Marion County Payroll.
- Maintain coordination with Marion County Administration regarding status of emergency event and county protocols.
- Review Marion County Human Resources Emergency Response Plan for guidance on personnel management.
- Coordination with Marion County Information Technology (IT) Department, as needed, regarding data and records, software licenses, computer network access, equipment, etc.

## **COOP LEADERSHIP AND DEVOLUTION**

The TPO has a current staff of four approved full-time employees. The TPO Director shall serve as the COOP lead and is responsible for all coordination with staff, board and committee members and partner agencies. The following procedures shall be followed during an emergency or disaster event.

- As the COOP lead, the TPO Director shall retain responsibility for the continued operation and administration of the TPO.
- The TPO Director shall maintain ongoing coordination with the Board Chair and staff, including daily check-ins and weekly meetings.
- The TPO Director shall maintain ongoing coordination with Marion County Administration and pertinent County Departments (e.g., IT, Procurement).
- The TPO Director shall maintain ongoing coordination with partner agencies (e.g., FDOT).

- In the event the TPO Director is not available or incapacitated, the Principal Planner shall be the Acting COOP lead, responsible for coordination with staff members, Board Chair, Marion County and partner agencies. The Grants Coordinator/Fiscal Planner shall be next in order of succession, with the Administrative Specialist serving a key role in all coordination.

## **TPO OFFICE AND MEETING FACILITIES**

Currently, the TPO's office is located in the Growth Services Building at the Marion County McPherson Governmental Campus. In the event the TPO office is unavailable or closed due to an extended emergency event or disaster, the TPO Director or Acting COOP lead will maintain coordination with Marion County Administration to determine the length of the closure and if an alternate office location is necessary. Coordination will also take place with Marion County IT to ensure proper remote-work procedures are followed during the period of time when access to the office is not possible. TPO staff will maintain all operations virtually, until an alternative facility is available or the TPO office is re-opened.

If an event impacts the long-term or permanent condition of the TPO office at the Growth Services Building, the following options will be reviewed in order of preference. Coordination will take place between the TPO Director, TPO Board and Marion County Administration to determine the most feasible solution.

1. Coordinate with Marion County Administration for availability of office space located within the McPherson Campus or other county locations.
2. Assess office space availability in Marion County with local and state government partners.
3. Procurement of new office space of similar size and function to the current TPO office within Marion County.

The TPO conducts board and committee meetings at the following locations:

### **TPO Board Meetings**

McPherson Governmental Campus Auditorium  
601 SE 25th Avenue  
Ocala, FL 34471

### **Transportation Disadvantaged Local Coordinating Board Meetings**

Marion County Growth Services Training Room  
2710 E. Silver Springs Boulevard  
Ocala, FL 34470

### **Technical Advisory Committee (TAC) and Citizen Advisory (CAC) Meetings**

Marion County Library Headquarters  
2720 E. Silver Springs Boulevard  
Ocala, FL 34470



If an event impacts the short-term, long-term or permanent condition of a meeting location, the following alternative locations will be considered.

**TPO Board Meetings**

Marion County Growth Services Training Room  
2710 E. Silver Springs Boulevard  
Ocala, FL 34470

City of Ocala City Hall  
110 SE Watula Avenue  
Second Floor – Council Chambers  
Ocala, FL 34471

City of Belleview City Hall  
5343 SE Abshier Boulevard  
Commission Room  
Belleview, FL 34420

City of Dunnellon City Hall  
20750 River Drive  
Dunnellon, FL 34431

**Transportation Disadvantaged Local Coordinating Board Meetings**

Marion Senior Services  
1101 SW 20th Court  
Ocala, FL 34471

**Technical Advisory Committee (TAC) and Citizen Advisory (CAC) Meetings**

Ocala/Marion County Visitors and Convention Bureau  
109 West Silver Springs Boulevard  
Ocala, FL 34475

Marion Senior Services  
1101 SW 20th Court  
Ocala, FL 34471

**VITAL FILES, RECORDS AND DATABASES**

The protection of electronic and hardcopy documents, records, and meeting recordings to support essential functions is critical to the operation of the TPO. Currently, the TPO’s electronic files and emails are backed up daily on a cloud-based server managed by the Marion County IT Department. Marion County IT has a Business Continuity Plan (BCP) that is reviewed annually by auditors. It outlines how the County’s technical operations will continue or be restored in the event of a disaster. The County also has two separate Data Centers that mirror each other for redundancy and three levels of backups. Marion County also maintains records of all TPO financial transactions in the cloud-based Tyler Munis Technologies platform.

In the event of a foreseeable emergency, TPO essential document files will be backed up manually by the use of an external hard drive. A folder is maintained by year (starting in 2022) on the County server titled “COOP Essential Documents”. This folder contains essential core planning documents, and will be copied to an external hard drive by the TPO Director only when the COOP is activated. The external hard drive will include encryption with a password stored through a cloud password management solution (e.g. LastPass). The files may need to be accessed while staff is working virtually, but only used as a backup to the County IT server if unavailable. On an annual basis, the TPO Director places electronic copies of the following files in the “COOP Essential Documents” folder. Hard copies of all core planning documents and agreements are also filed in the TPO office.

- Current COOP document
- Agreements
  - Metropolitan Planning Agreement (2-year Consolidated Planning Grant)
  - Commission for Transportation Disadvantaged grant agreement (current fiscal year)
  - Federal Transit Administration (FTA) 5305d active grant agreements
  - TPO-Marion County Staff Services Agreement
  - Intergovernmental Coordination and Review (ICAR) Joint Agreement
  - Interlocal Agreement of the TPO
  - Planning Agreement with Lake~Sumter MPO
- Boards and Committees Bylaws
- Budget summary and tracking Files
- Recent grant invoice statements (past three months)
- Current consultant contracts
- Core planning documents and template files
  - UPWP (most up to date)
  - LRTP (current adopted)
  - TIP (most up to date)
  - Public Participation Plan (PPP)
  - LOPP (most recent adopted)
  - TDSP (most up to date)
  - Annual CTC Evaluation (prior year)
- Meeting minutes and recordings (past 12 months)
- TPO process documentation (TIP, Budget, Website, Social Media)
- TPO property inventory database

The TPO’s website ([www.ocalamariontpo.org](http://www.ocalamariontpo.org)) is maintained on a cloud-based server by its current consultant vendor (SGS Technologie). The website contains all core planning documents, agreements, historic documents and a six-year history of meeting minutes and agendas. The website also contains the most current version of the COOP. These files may also serve as backup

in the case of an extended emergency or disaster event. The website is accessible to staff and the consultant.

In the event of total destruction of the TPO office and there is no immediate access to cloud-based files, FDOT, FHWA, FTA and CTD have copies of the TPO's core planning documents.

## **COMPUTER EQUIPMENT**

All TPO staff members currently operate laptop computers maintained by Marion County IT, with capabilities of connecting to the cloud-based county server via a secure Virtual Private Network (VPN). When the COOP is activated, staff members will be directed to maintain possession of their respective assigned laptops and operate them only in a safe and secure location. This includes the TPO's laptop assigned specifically for board and committee meetings. If staff are required to use laptops remotely for an extended period of time, they will be expected to continue following all County IT directives. This includes access to the county server via VPN and ensuring updates are performed on a regular basis.

## **COOP DEACTIVATION PROTOCOL**

Deactivation of the COOP is based on when recovery from the event is underway and the TPO current or new office space is permitted for normal operations. In coordination with the TPO Board Chair, the TPO Director will notify staff, board and committee members. The following steps will be taken.

- Staff shall return to normal operations in the TPO office.
- Staff shall return all equipment, including laptops, monitors or other supplies that were removed from the TPO office.
- The TPO Director will coordinate with Marion County IT to reestablish phone connectivity, server connectivity, print/copier device function and other equipment.
- The TPO Director will conduct a complete inventory of all equipment, supplies and other property. The TPO maintains an up to date inventory of assets.

## **COOP MAINTENANCE**

The COOP will be reviewed annually by the TPO Director. This includes placement of files in the "COOP Essential Documents" electronic folder. The TPO Board will be requested to review the COOP when updates are made to the document.

## APPENDIX – CONTACT INFORMATION

All Emergencies	911
Federal Emergency Management Administration (FEMA), Region 4 Office	770-220-5200
State of Florida Emergency Information Line	1-800-342-3557
Florida Division of Emergency Management	850-815-4000
Marion County Emergency Management	352-369-8100
Florida Highway Patrol, Troop B	352-512-6630
Marion County Sheriff’s Office	352-732-8181
Marion County Fire Rescue	352-291-8000
Belleview Police Department	352-245-7044
Dunnellon Police Department	352-465-8510
Ocala Police Department	352-369-7000
Ocala Fire Rescue	352-629-8306
Ocala/Marion Transportation Planning Organization (TPO)	352-438-2630
Marion County	352-438-2300
City of Belleview	352-245-7021
City of Dunnellon	352-465-8500
City of Ocala	352-629-2489
Florida Department of Transportation, District 5	386-943-5479
Florida Commission for Transportation Disadvantaged	850-410-5700
Federal Highway Administration, Florida Division	850-553-2200
Federal Transit Administration, Region 4	404-865-5600



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Annual Report Document and Template Scope of Services**

---

**Summary**

In 2020, the TPO revitalized the completion of an Annual Report as a service to the public, partner agencies and our elected leaders. Over the past two years, the TPO has used a template developed by a former staff member. This template needs to be updated to ensure a professional, public-friendly annual report document is maintained over time.

This project will involve a Task Order with the TPO’s General Planning Consultant Kittelson and Associates to develop a document and template for use in the 2022 Annual Report publication. When completed, TPO staff will use the document template for annual report editions over the next three years (2022 to 2024).

**Attachment(s)**

- Board Presentation
- Annual Report Document and Template Task Order Scope of Services

**Action Requested**

- Approval of the Task Order Scope of Services.

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



# Annual Report Task Order Approval

November 29, 2022

- The Annual Report is a public outreach service to our citizens, partner agencies and elected leaders.
- Highlights major accomplishments and activities of the TPO over the calendar year.
- Renewed by staff in 2020.



# State of the TPO

2020 Annual  
Report



OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION



CELEBRATING 40 YEARS OF SERVICE



**OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION**

## 2021 ANNUAL REPORT



# Project Purpose

- Develop a Annual Report template and document
  - Use new template over next 3 years (2022-2024)
- Cut staff costs of development by 50%
  - 2021 Annual Report (\$4,000)



# Project Cost

- Task Order for Kittelson and Associates (TPO's GPC consultant)
  - \$8,811.22 one time cost for template and completion of 2022 Annual Report document
  - TPO staff to provide report content

- Task 6 – Public Involvement
  - Consultant Services
  - ~~• Public Outreach Task~~
  - Annual Report Document Template

# Requesting Board Approval Annual Report Template and Document Task Order



## Ocala Marion County TPO TPO Annual Report Document and Template Scope of Services

### **Purpose**

The purpose of this task is for Kittelson and Associates (Consultant) to support the TPO by developing an annual report document and template. This service will enable TPO staff to deliver to the Ocala/Marion County community a professional, public-friendly annual report document over the next two years. The annual report document template will contain content and information provided by TPO staff to the Consultant. The detailed tasks to be performed in this scope of services are described in greater detail as follows.

### **Services**

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

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

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

#### **Task 2: Create Annual Report Document Template**

The Consultant will lead this task to develop a public-friendly, professional annual report document template.

TPO staff will provide all content and information for the annual report. This includes annual report topics and corresponding text, supporting photos and graphics. All annual report topics shall be provided by TPO staff to the Consultant no later than December 9, 2022. All annual report content and information shall be provided by TPO staff to the Consultant no later than December 21, 2022.

### **Responsibilities of the TPO**

TPO staff will perform the following tasks:

- Task #1 – Project Management
- Task #2 – Provide content and information. Review draft and final annual report document template

## **Responsibilities of the Consultant**

Consultant will perform the following tasks:

- Task #1 – Project Management
- Task #2 – Completion of TPO Annual Report document template

## **Time of Completion**

The project will begin on December 1, 2022 and be completed by January 31, 2023. Any changes that are made to the project schedule will be agreed upon by both parties, including the Consultant and TPO staff.

## **Deliverables to be provided by the Consultant**

The following final deliverables are expected:

- Annual Report Document and Template

## **Budget**

Invoices will be processed monthly by the Consultant based on the percent work completed for this task. A fee sheet is included with this Scope that outlines the Consultant hours and associated cost estimates for services performed for the task.

Total Budget: \$8,811.22



**ATTACHMENT A - STANDARD FEE SUMMARY SHEET**

**Name of Firm: Kittelson & Associates, Inc.**

Prime Consultant Information

Kittelson & Associates, Inc.  
 Franco Saraceno  
 813-556-6972

Task Work Order Consultant Information

Kittelson & Associates, Inc.  
 Franco Saraceno  
 813-556-6972

**Task: TPO Annual Report Document and Template**

**Name of Firm: Kittelson & Associates, Inc.**

ACTIVITY	Chief Planner RATE: \$ 250.57	Project Manager RATE: \$ 218.57	Senior Designer RATE: \$ 130.77	Planner RATE: \$ 133.10	Engineering Intern RATE: \$ 108.40	Office Support/Clerical RATE: \$ 79.49	TOTAL HOURS	COST BY ACTIVITY
Task 1: Project Management	0 \$ -	4 \$ 874.28	0 \$ -	0 \$ -	0 \$ -	0 \$ -	4	\$ 874.28
Task 2: Create Annual Report Document Template	0 \$ -	8 \$ 1,748.56	40 \$ 5,230.80	6 \$ 798.60	0 \$ -	2 \$ 158.98	56	\$ 7,936.94
<b>SUM</b>	0 \$ -	12 \$ 2,622.84	40 \$ 5,230.80	6 \$ 798.60	0 \$ -	2 \$ 158.98	60	\$ 8,811.22
<b>TOTAL PROJECT</b>								<b>\$ 8,811.22</b>



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Fiscal Years (FY) 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment**

---

### **Summary**

Pending Board approval, TPO staff proposes to amend the Fiscal Years (FY) 2022/2023 Unified Planning Work Program (UPWP) to include an activity related to consultant services support in task 6. This activity is derived from the task order scope of services detailed in agenda item 5I. The proposed UPWP change is as follows:

- **Task 6: Public Involvement**
  - Develop an Annual Report document and template for use by staff in conducting public outreach.
  - Funding: No change, currently \$8,850 in budget.
    - Source: Federal Highway Administration (FHWA)-CPG, G2797 Grant

Attached to this memo is the proposed change, 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 Task 6.

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

## TASK 6: PUBLIC INVOLVEMENT - PROPOSED CHANGES

---

### **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 an Annual Report document and template for use by staff in conducting public outreach and awareness	Annual Report document and template	January 2023
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

\*Task performed by consultant

## 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	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						
<b>A. Personnel</b>							
Salaries and Benefits	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
Total:	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
<b>B. Consultant</b>							
Public Outreach Task Annual Report Document Template	\$ 8,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,850
Website Maintenance and Hosting	\$ 4,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,040
Total:	\$ 12,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,890
<b>C. Travel</b>							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ 45,390</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 45,390</b>



**Fiscal Years 22/23 to 23/24  
UPWP Amendment  
Proposed change to Task 6**

# Background

- Agenda Item 5I
- Task Order, Consultant support services
- Annual Report document and template

# Year One (FY 22/23) Proposed Change

## Task 6: Public Involvement

Annual Report document and template

No change to current budget (\$8,850)

# Action Requested:

**Approve Amendment to UPWP:**

**Annual Report document and template**

**Task 6.**

# 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

Amendment #2: November 29, 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. 22-11

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO) ENDORSING THE AMENDED UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS 2022/23 to 2023/24.

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

WHEREAS, Title 23 CFR Section 450.308(c) and Florida Statute 339.175(9) require each MPO to annually submit a Unified Planning Work Program; and

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

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2022/23 to 2023/24 Unified Planning Work Program has been prepared consistent with Chapter 3 of the MPO Program Management Handbook.

WHEREAS, the 2022/23 to 2023/24 Unified Planning Work Program was approved by the Ocala/Marion County Transportation Planning Organization on April 26, 2022; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2022/23 to 2023/24 Unified Planning Work Program has been amended to:

- Obligate \$175,000 of Federal Highway Administration (FHWA) Planning (PL) funds in Fiscal Year 2022/23.
- The total funding amount in Fiscal Year 2022/23 of the UPWP will change from \$723,984 to \$898,984.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the amended Unified Planning Work Program for 2022/23 to 2023/24 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 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 23rd day of August, 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

Amended 8/23/2022

Revision Number: Revision 1

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

---

Name: Rakinya Hinson

---

MPO Liaison District Five  
Title and District

DocuSigned by:  
*Rakinya Hinson*  
DE5360D3FA644A8...

9/12/2022

---

Signature



## 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](http://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.

# TABLE OF CONTENTS

---

<b>INTRODUCTION</b> .....	2
FUNDING SOURCES.....	2
PARTICIPATION PROCESS.....	3
TPO PLANNING AREA .....	3
TPO ORGANIZATION STRUCTURE .....	3
TPO AGREEMENTS .....	5
<b>PLANNING EMPHASIS AREAS AND ACTIVITIES</b> .....	7
PLANNING EMPHASIS AREAS.....	7
<b>TPO PLANNING PRIORITIES</b> .....	13
<b>UPWP TASKS AND FUNDING</b> .....	16
TASK 1: ADMINISTRATION.....	18
TASK 2: DATA COLLECTION.....	22
TASK 3: LONG RANGE PLANNING.....	26
TASK 4: SHORT RANGE PLANNING .....	29
TASK 5: PUBLIC TRANSPORTATION .....	32
TASK 6: PUBLIC INVOLVEMENT .....	39
TASK 7: SPECIAL PROJECTS .....	43
TASK 8: REGIONAL ACTIVITIES.....	47
TASK 9: LOCAL FUND .....	50
<b>SUMMARY BUDGET TABLES</b> .....	53
Table 10A: Budget Summary by Task and Funding Source, FY 2022/2023 .....	53
Table 10B: Agency Participation, FY 2022/2023.....	53
Table 11A: Budget Summary by Task and Funding Source, FY 2023/2024 .....	534
Table 11B: Agency Participation, FY 2023/2024.....	54
Table 12: Fiscal Year 2022/2023 Budget Summary by Category and Funding Source.....	55
Table 13: Fiscal Year 2023/2024 Budget Summary by Category and Funding Source.....	56
<b>APPENDIX A: UPWP STATEMENTS AND ASSURANCES</b> .....	A-1
<b>APPENDIX B: GLOSSARY OF TERMS AND ACRONYMS</b> .....	B-1
<b>APPENDIX C: PARTNER AGENCY PLANNING EMPHASIS AREAS AND ACTIVITIES</b> .....	C-1
<b>APPENDIX D: PUBLIC NOTICES AND PARTNER AGENCY COMMENTS</b> .....	D-1
<b>APPENDIX E: COST ALLOCATION AND STAFF SERVICES AGREEMENT</b> .....	E-1
<b>APPENDIX F: TPO TRAVEL POLICY</b> .....	F-1



## 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**

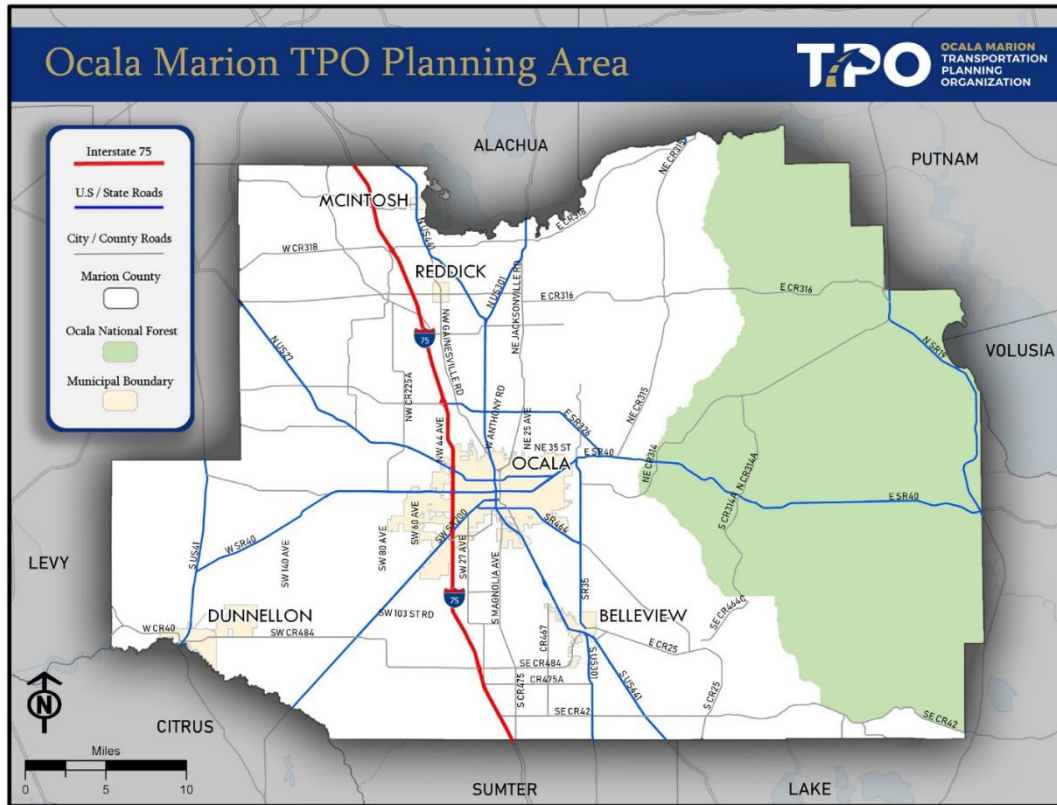
The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO 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



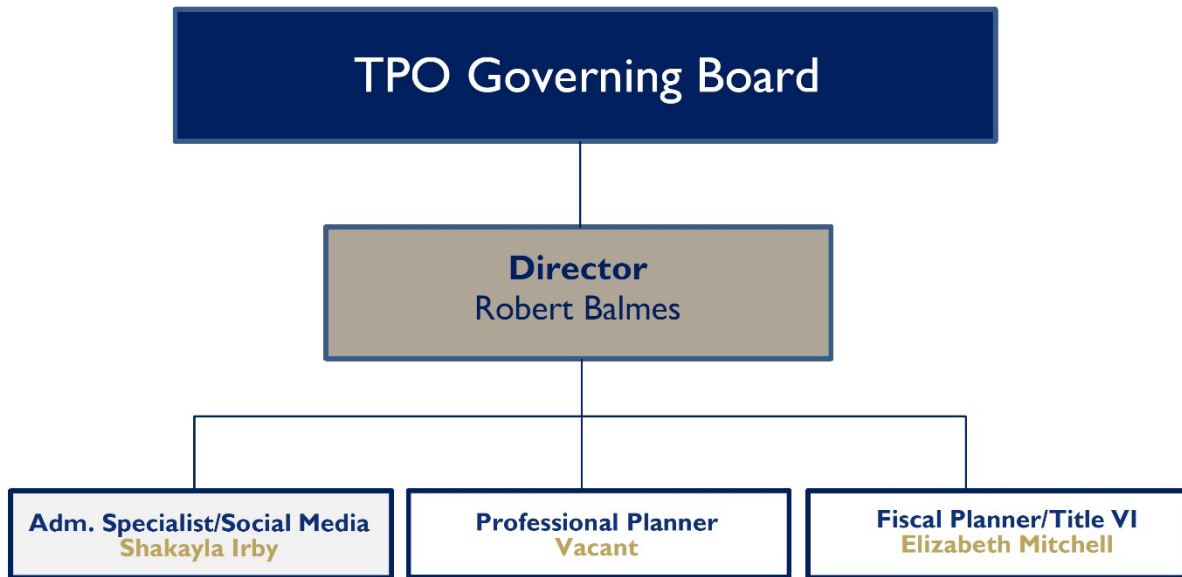
**Transportation Disadvantaged Local Coordinating Board (TDLCB):** Coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

**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**

<b>UPWP Task</b>	<b>Safety</b>	<b>Equity</b>	<b>Resilience</b>	<b>Emerging Mobility</b>
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:

<b>A. Personnel</b>	Salaries and fringe benefits. Fringe includes retirement, FICA, health insurance, workers compensation, and life insurance.
<b>B. Consultant</b>	Costs for consulting services in support of TPO planning activities.
<b>C. Travel</b>	Costs for travel related to TPO activities. This includes costs associated with training and educational related activities.
<b>D. Direct Expenses</b>	Costs for public advertising, office supplies, computer equipment, furniture, copier, postage, printing and binding, software, professional dues, insurance, etc.
<b>E. Indirect Expenses</b>	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
<b>Consolidated Planning Grant (CPG)</b>	<b>\$898,984</b>	<b>\$669,715</b>
FHWA PL-112	\$797,150	\$567,881
FTA 5305(d)	\$101,834	\$101,834
<b>FTA 5305(d) Carryover</b> (prior grants)	<b>\$146,840</b>	<b>\$0</b>
<b>CTD</b> (Transportation Disadvantaged)	<b>\$27,551</b>	<b>\$27,551</b>
<b>Local Funding</b>	<b>\$2,000</b>	<b>\$2,000</b>
<b>Total:</b>	<b>\$1,075,375</b>	<b>\$699,266</b>

## 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**

Ocala Marion TPO

**Responsible Staff**

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						
<b>A. Personnel</b>							
Salaries and Benefits	\$ 272,319	\$ -	\$ -	\$ 8,099	\$ -	\$ -	\$ 280,418
Total:	\$ 272,319	\$ -	\$ -	\$ 8,099	\$ -	\$ -	\$ 280,418
<b>B. Consultant</b>							
Security Services for Meetings	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Total:	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
<b>C. Travel</b>							
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
<b>D. Direct Expenses</b>							
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
<b>E. Indirect Expenses</b>							
Marion County Cost Allocation	\$ 22,971	\$ 3,207	\$ -	\$ 29,670	\$ 1,862	\$ -	\$ 57,710
<b>TOTAL TASK BUDGET:</b>	<b>\$ 328,876</b>	<b>\$ 3,207</b>	<b>\$ -</b>	<b>\$ 51,711</b>	<b>\$ 4,002</b>	<b>\$ -</b>	<b>\$ 387,796</b>

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

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

<b>Task 1 Administration, Fiscal Year 2023/2024</b>					
<b>Budget Category</b>	<b>Funding Source</b> Contract	<b>FHWA PL G2797</b>	<b>CTD</b>	<b>Local</b>	<b>Total</b>
<b>A. Personnel</b>					
Salaries and Benefits		\$ 295,700	\$ -	\$ -	\$ 295,700
	Total:	\$ 295,700	\$ -	\$ -	\$ 295,700
<b>B. Consultant</b>					
Security Services for Meetings		\$ 1,500	\$ -	\$ -	\$ 1,500
	Total:	\$ 1,500	\$ -	\$ -	\$ 1,500
<b>C. Travel</b>					
Travel Expenses		\$ 10,800	\$ 800	\$ -	\$ 11,600
Training and Education		\$ 4,800	\$ 275	\$ -	\$ 5,075
	Total:	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
<b>D. Direct Expenses</b>					
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
<b>E. Indirect Expenses</b>					
Marion County Cost Allocation		\$ 55,848	\$ 1,862	\$ -	\$ 57,710
	<b>TOTAL TASK BUDGET:</b>	<b>\$ 395,323</b>	<b>\$ 3,967</b>	<b>\$ -</b>	<b>\$ 399,290</b>

## 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
<b>Budget Category</b>							
<b>A. Personnel</b>							
Salaries and Benefits	\$ 23,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030
Total:	\$ 23,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030
<b>B. Consultant</b>							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ 23,030</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 23,030</b>

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

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



## 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
<b>Budget Category</b>							
<b>A. Personnel</b>							
Salaries and Benefits	\$ 20,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,125
Total:	\$ 20,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,125
<b>B. Consultant</b>							
2050 LRTP Placeholder	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000
<b>C. Travel</b>							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ 195,125</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 195,125</b>

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

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

## TASK 4: SHORT RANGE PLANNING

---

### Purpose

Identifies activities that support the short-term implementation of TPO transportation programs and projects. Also included are activities in support of the annual development and 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						
<b>A. Personnel</b>							
Salaries and Benefits	\$ 29,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,650
Total:	\$ 29,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,650
<b>B. Consultant</b>							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ 29,650</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 29,650</b>

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

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



## **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							
<b>A. Personnel</b>							
Salaries and Benefits	\$ 4,350	\$ -	\$ -	\$ -	\$ 23,549	\$ -	\$ 27,899
Total:	\$ 4,350	\$ -	\$ -	\$ -	\$ 23,549	\$ -	\$ 27,899
<b>B. Consultant</b>							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ 4,350</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 23,549</b>	<b>\$ -</b>	<b>\$ 27,899</b>

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

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

**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						
<b>A. Personnel</b>						
Salaries and Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>B. Consultant</b>						
Consultants	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Total:	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
<b>C. Travel</b>						
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>



**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						
<b>A. Personnel</b>						
Salaries and Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>B. Consultant</b>						
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>						
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## **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 an Annual Report document and template for use by staff in conducting public outreach and awareness	Annual Report document and template	January 2023
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

\*Task performed by consultant

## 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
<b>A. Personnel</b>							
Salaries and Benefits	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
Total:	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
<b>B. Consultant</b>							
Annual Report Document Template	\$ 8,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,850
Website Maintenance and Hosting	\$ 4,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,040
Total:	\$ 12,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,890
<b>C. Travel</b>							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ 45,390</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 45,390</b>

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

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

## 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
<b>Budget Category</b>							
<b>A. Personnel</b>							
Salaries and Benefits	\$ 21,100	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ 24,500
Total:	\$ 21,100	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ 24,500
<b>B. Consultant</b>							
Safety Action Plan	\$ 1,100	\$ -	\$ 59,807	\$ -	\$ -	\$ -	\$ 60,907
Consultants	\$ 245,363	\$ -	\$ -	\$ 28,715	\$ -	\$ -	\$ 274,078
Total:	\$ 246,463	\$ -	\$ 59,807	\$ 28,715	\$ -	\$ -	\$ 334,985
<b>C. Travel</b>							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TASK BUDGET:</b>	<b>\$ 267,563</b>	<b>\$ -</b>	<b>\$ 59,807</b>	<b>\$ 32,115</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 359,485</b>

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

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

## 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)		
<b>Funding Source</b>	FHWA (CPG)	Total
<b>Contract Number</b>	G2797	
<b>Source Level</b>	Federal (81.93%)	
<b>Consultant</b>		
<b>Transfer to:</b> MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
<b>TOTAL</b>	\$ 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)		
<b>Funding Source</b>	FHWA (CPG)	Total
<b>Contract Number</b>	G2797	
<b>Source Level</b>	Federal (81.93%)	
<b>Consultant</b>		
<b>Transfer to:</b> MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
<b>TOTAL</b>	\$ 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
<b>Budget Category</b>							
<b>A. Personnel</b>							
Salaries and Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>B. Consultant</b>							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>							
Office Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ 300
Professional Membership Dues	\$ -					\$ 1,700	\$ 1,700
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
<b>TOTAL TASK BUDGET:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>

**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
<b>A. Personnel</b>					
Salaries and Benefits		\$ -	\$ -	\$ -	\$ -
Total:		\$ -	\$ -	\$ -	\$ -
<b>B. Consultant</b>					
Consultants		\$ -	\$ -	\$ -	\$ -
Total:		\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>					
Travel Expenses		\$ -	\$ -	\$ -	\$ -
Total:		\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>					
Office Supplies		\$ -	\$ -	\$ 300	\$ 300
Professional Membership Dues				\$ 1,700	\$ 1,700
Total:		\$ -	\$ -	\$ 2,000	\$ 2,000
<b>TOTAL TASK BUDGET:</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>

## 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
<b>TOTAL BUDGET:</b>	<b>\$ 898,984</b>	<b>\$ 162,448</b>	<b>\$ 3,207</b>	<b>\$ 641</b>	<b>\$ 59,807</b>	<b>\$ 11,961</b>	<b>\$ 83,826</b>	<b>\$ 16,765</b>	<b>\$ 27,551</b>	<b>\$ 2,000</b>	<b>\$ 200,000</b>	<b>\$ 1,075,375</b>

\*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	\$ -	\$ -	\$ -
<b>TOTAL BUDGET:</b>	<b>\$ 898,984</b>	<b>\$ 146,840</b>	<b>\$ 191,815</b>	<b>\$ 27,551</b>	<b>\$ 2,000</b>	<b>\$ 1,075,375</b>	<b>\$ 5,000</b>	<b>\$ 524,375</b>	<b>\$ 200,000</b>

\*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
<b>TOTAL BUDGET:</b>	<b>\$ 669,715</b>	<b>\$ 121,018</b>	<b>\$ 27,551</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ 699,266</b>

\*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	\$ -	\$ -	\$ -
<b>TOTAL BUDGET:</b>	<b>\$ 669,715</b>	<b>\$ 121,018</b>	<b>\$ 27,551</b>	<b>\$ 2,000</b>	<b>\$ 699,266</b>	<b>\$ 5,000</b>	<b>\$ 135,792</b>	<b>\$ -</b>

\*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
<b>A. Personnel</b>					
Salaries and Fringe Benefits	\$ 403,074	\$ 11,499	\$ 23,549	\$ -	\$ 438,122
<b>Subtotal:</b>	<b>\$ 403,074</b>	<b>\$ 11,499</b>	<b>\$ 23,549</b>	<b>\$ -</b>	<b>\$ 438,122</b>
<b>B. Consultant Services</b>					
Consultants	\$ 260,853	\$ 88,522	\$ -	\$ -	\$ 349,375
2050 LRTP Placeholder	\$ 175,000	\$ -	\$ -	\$ -	\$ 175,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
<b>Subtotal:</b>	<b>\$ 440,853</b>	<b>\$ 88,522</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 529,375</b>
<b>C. Travel</b>					
Travel and Training	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
<b>Subtotal:</b>	<b>\$ 5,162</b>	<b>\$ 9,149</b>	<b>\$ 1,075</b>	<b>\$ -</b>	<b>\$ 15,386</b>
<b>D. Direct Expenses</b>					
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
<b>Subtotal:</b>	<b>\$ 26,924</b>	<b>\$ 4,793</b>	<b>\$ 1,065</b>	<b>\$ 2,000</b>	<b>\$ 34,782</b>
<b>E. Indirect Expenses</b>					
Marion County Cost Allocation	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
<b>Subtotal:</b>	<b>\$ 22,971</b>	<b>\$ 32,877</b>	<b>\$ 1,862</b>	<b>\$ -</b>	<b>\$ 57,710</b>
<b>Budget Totals</b>					
<b>Revenues:</b>	<b>\$ 898,984</b>	<b>\$ 146,840</b>	<b>\$ 27,551</b>	<b>\$ 2,000</b>	<b>\$ 1,075,375</b>
<b>Expenditures:</b>	<b>\$ 898,984</b>	<b>\$ 146,840</b>	<b>\$ 27,551</b>	<b>\$ 2,000</b>	<b>\$ 1,075,375</b>



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

<b>JULY 1, 2023 - JUNE 30, 2024 FUNDING SUMMARY BY CATEGORY AND SOURCE</b>				
<b>Budget Category</b>	<b>FHWA (PL)</b>	<b>CTD</b>	<b>Local</b>	<b>Total</b>
<b>A. Personnel</b>				
Salaries and Fringe Benefits	\$ 430,800	\$ 23,584	\$ -	\$ 454,384
<b>Subtotal:</b>	<b>\$ 430,800</b>	<b>\$ 23,584</b>	<b>\$ -</b>	<b>\$ 454,384</b>
<b>B. Consultant Services</b>				
Consultants	\$ 60,792	\$ -	\$ -	\$ 60,792
2050 LRTP Placeholder	\$ 75,000	\$ -	\$ -	\$ 75,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ 5,000
<b>Subtotal:</b>	<b>\$ 135,792</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 140,792</b>
<b>C. Travel</b>				
Travel and Training	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
<b>Subtotal:</b>	<b>\$ 15,600</b>	<b>\$ 1,075</b>	<b>\$ -</b>	<b>\$ 16,675</b>
<b>D. Direct Expenses</b>				
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
<b>Subtotal:</b>	<b>\$ 26,675</b>	<b>\$ 1,030</b>	<b>\$ 2,000</b>	<b>\$ 29,705</b>
<b>E. Indirect Expenses</b>				
Marion County Cost Allocation	\$ 55,848	\$ 1,862	\$ -	\$ 57,710
<b>Subtotal:</b>	<b>\$ 55,848</b>	<b>\$ 1,862</b>	<b>\$ -</b>	<b>\$ 57,710</b>
<b>Budget Totals</b>				
<b>Revenues:</b>	<b>\$ 669,715</b>	<b>\$ 27,551</b>	<b>\$ 2,000</b>	<b>\$ 699,266</b>
<b>Expenditures:</b>	<b>\$ 669,715</b>	<b>\$ 27,551</b>	<b>\$ 2,000</b>	<b>\$ 699,266</b>

**APPENDIX A: UPWP STATEMENTS AND ASSURANCES**

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

525-010-08  
POLICY PLANNING  
05/18

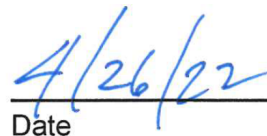
**DEBARMENT and SUSPENSION CERTIFICATION**

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

- (1) The Ocala/Marion County TPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
  - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Ocala/Marion County TPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.



Name: Ire Bethea Sr.  
Title: TPO Chair



Date

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

525-010-08  
POLICY PLANNING  
05/18

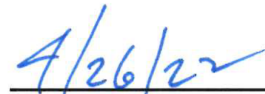
**LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS**

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)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

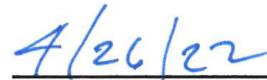
It is the policy of the Ocala/Marion County TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise 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**

525-010-08  
POLICY PLANNING  
05/18

**TITLE VI/ NONDISCRIMINATION ASSURANCE**

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

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

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

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



Name: Ire Bethea Sr.  
Title: TPO Chair



Date



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

525-010-08  
POLICY PLANNING  
05/18

**APPENDICES A and E**

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

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

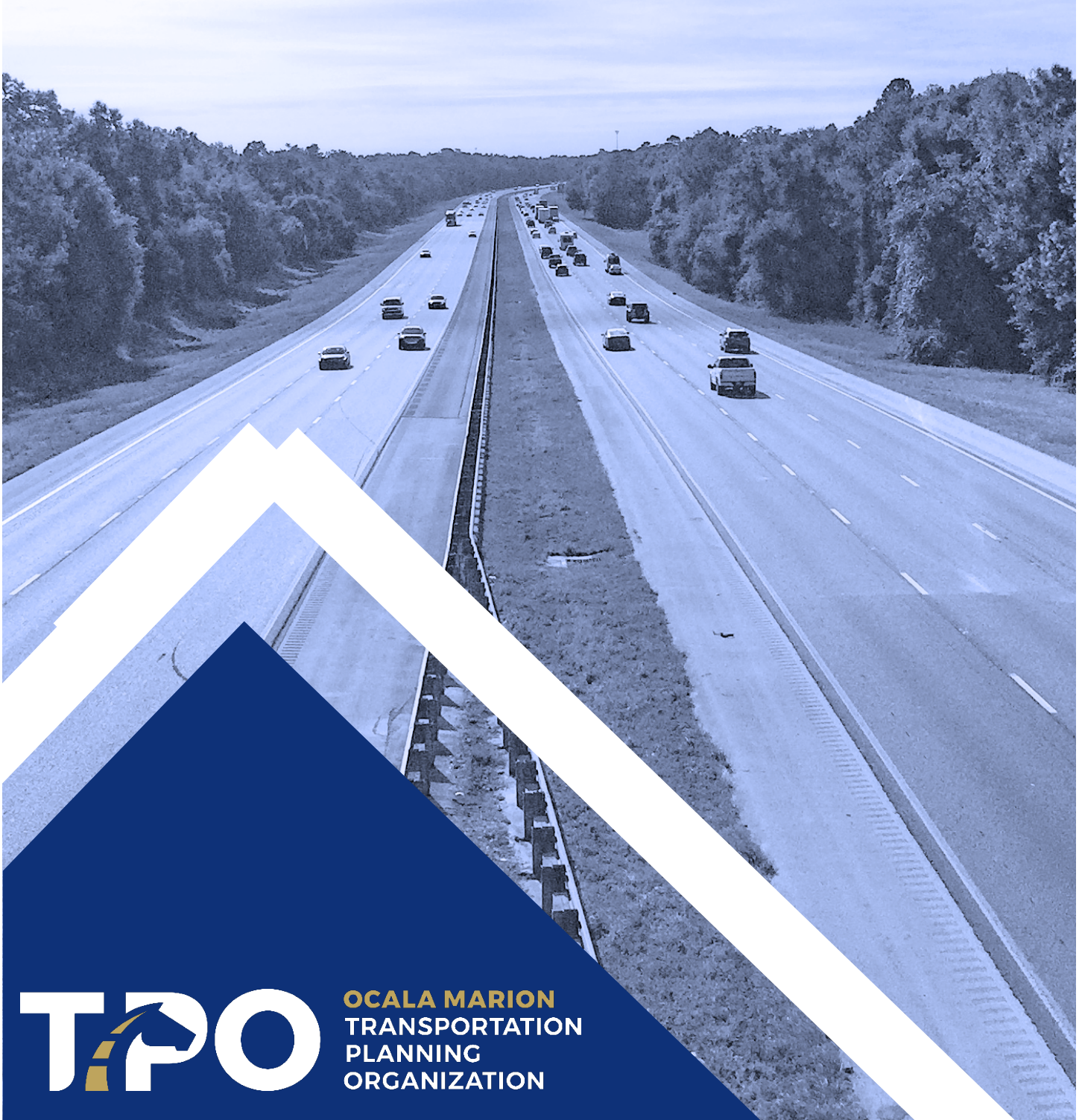
FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
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 - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> ).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> ).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> ).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.



ACRYONYM	NAME	DESCRIPTION
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- <a href="https://jobs.myflorida.com/go/Department-of-Transportation/2817700/">https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/</a> ).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FMTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development into the future.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.

ACRYONYM	NAME	DESCRIPTION
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
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: <a href="https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/">https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/</a> .

ACRYONYM	NAME	DESCRIPTION
LOTTR	Level of Travel Time Reliability	The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS).
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated as an MPO, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.
MSA	Metropolitan Statistical Area	A Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NTD	National Transit Database	The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)].
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b) (23CFR500).

ACRYONYM	NAME	DESCRIPTION
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - <a href="https://www.fdotd7studies.com/what-is-a-pde-study.html">https://www.fdotd7studies.com/what-is-a-pde-study.html</a> ).
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PM	Performance Management	Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals.
PPP	Public Participation Plan	The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PTASP	Public Transportation Agency Safety Action Plan	A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system.
RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - <a href="https://www.fdot.gov/planning/sis/default.shtm">https://www.fdot.gov/planning/sis/default.shtm</a> ).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and 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- <a href="http://www.reconnectingamerica.org">www.reconnectingamerica.org</a> ).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia).



**APPENDIX C: 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 Justice<sup>40</sup> 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](mailto: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



**DRAFT**  
**Unified Planning  
Work Program**  
Fiscal Years 2022/2023 and 2023/2024  
(July 1, 2022 to June 30, 2024)



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

---

**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 accessing the TPO's website:

<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](mailto:rob.balmes@marionfl.org)  
352-438-2631

*Shakayla Irby*

Administrative Specialist III/ Social Media Coordinator

Ocala Marion TPO

2710 E. Silver Springs Blvd.

Ocala, FL 34470

P: 352-438-2630 | D: 352-438-2631

[ocalamariontpo.org](https://ocalamariontpo.org)

Follow Us on



Public Notice  
March 15, 2022



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:

03/15/2022

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

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$65.54  
Order No: 6978876 # of Copies:  
Customer No: 522376 1  
PO #:

**THIS IS NOT AN INVOICE!**

Please do not use this form for payment remittance.

SARAH BERTELSEN  
Notary Public  
State of Wisconsin

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 UPWP is a federally required financial budget 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 accessing the TPO's

website: <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 by phone or email. 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  
#6978876

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



7			
8			
9			
10			
11			
12			
13			
14			<ul style="list-style-type: none"> <li>The TPO has identified the integration of Planning Emphasis Areas into the UPWP and future activities over the next two fiscal years.</li> </ul>
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.<sup>4</sup> 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:**

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

**Required Activities:**


<b>Required Activities and Work Products</b>	<b>Milestone/Completion Date</b>
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:**

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


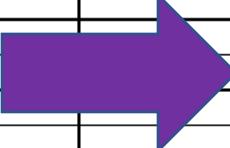

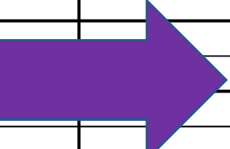
 Orange formatting indicates outgoing funds.

<b>Task 1.1 Regional Activities</b>		
Budget Detail for FY 24 (July 1, 2023 - June 30, 2024)		
Funding Source	FHWA (CPG)	Total
Contract Number	XX	
Source Level	Federal (81.93%)	
<b>Consultant</b>		
Transfer to: <b>MetroPlan Orlando</b> Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
<b>TOTAL</b>	\$ 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		
<b>Total Regional Funding</b>			<b>\$ 30,000</b>		
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
<b>Total:</b>		<b>\$ 7,481</b>	<b>\$ 30,000</b>	<b>\$ 251,376</b>	<b>\$ 288,857</b>
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		
<b>Total Regional Funding</b>			<b>\$ 30,000</b>		
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
<b>Total:</b>		<b>\$ 9,207</b>	<b>\$ 30,000</b>	<b>\$ 263,981</b>	<b>\$ 303,188</b>

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

# TABLE OF CONTENTS

<b>Section 1: General</b> .....	2
1.1 Purpose .....	2
1.2 Scope and Applicability .....	2
1.3 Roles and Responsibility .....	2
1.4 Authorizations .....	3
1.5 Procurement Card Use.....	3
1.6 Missing Receipts .....	3
1.7 Letter of Agreement .....	3
<b>Section 2: Travel Expense Requirements/Guidelines</b> .....	4
2.1 General Principles.....	4
2.2 Registration Fees .....	5
2.3 Transportation.....	5
2.4 Meals and Incidentals .....	6
2.5 Lodging .....	7
2.6 Miscellaneous Expenses .....	7
2.7 Nonrefundable Travel Expenses in Connection with Canceled Travel .....	8
2.8 Same Day Travel – Out of County .....	8
2.9 Intra-County Travel .....	8

# **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](http://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: Regional Transportation System Management and Operations (TSM&O) Program Participation**

---

### **Summary**

Transportation Systems Management and Operations (TSMO) is the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and reliability of the transportation network. Examples include, but are not limited to, work zone management, traffic incident management, special event management, transit management, traffic signal coordination, congestion pricing, and integrated corridor management. Related plans to the TPO include the required congestion management process (CMP).

In 2021, eight metropolitan planning organizations (MPO) in Central and West Florida formed a regional Working Group to share strategies and solutions for implementing TSM&O. They included MetroPlan Orlando, Forward Pinellas, Hillsborough TPO, Pasco MPO, Polk TPO, Sarasota-Manatee MPO, Space Coast TPO and River to Sea TPO. The Working Group was formalized through a Memorandum of Understanding (MOU) in 2021.

Based on recent conversations between our TPO and MetroPlan (host of meetings), a request was made to include Ocala/Marion as part of the Working Group in 2023. Additionally, conversations took place with Lake~Sumter MPO to also be included in the group.

Working Group meetings are anticipated to take place monthly and hosted by MetroPlan. The benefits of being part of a larger regional working group include collaboration, partnership building, project need identification, learning best practices and information sharing. There is no financial obligation or commitment for membership in the Working Group.

### **Attachment(s)**

- TSM&O Working Group Background
- TSM&O Working Group Memorandum of Understanding (MOU)

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

## **Action Requested**

- Approval of the TPO's participation in the Regional TSM&O Program Working Group, starting in 2023.

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

## **Regional TSMO Program Working Group**

The Working Group shares strategies on planning for operations, including best practices for the Congestion Management Process that is required by federal and M/TPOs of the Regional TSMO Program (RTSMOP). The following draft content was assembled as reference for use in discussions for formalizing activities of the working group.

### **Working Group Meeting Logistics**

1. Working Group to conduct standing monthly meetings.
2. Meetings to be chaired by MetroPlan Orlando staff.
3. Working Group activities to be supported by MetroPlan Orlando staff.
4. The support team will record and circulate decisions and action items of meetings.

### **Working Group Membership Composition**

Members of the Working Group will be determined by the RTSMOP Directors to represent their planning agency, FDOT Districts One, Five and Seven TSMO Engineers, FTE, CFX and THEA.

### **Management & Operations Working Group Goals**

1. Knowledge Transfer: Provide a venue for transferring Transportation Systems Management and Operations (TSMO) knowledge, experiences, and best practices among members and partners.
2. Policy Coordination: Advocate for integrating TSMO strategies into local planning and management-related policies, initiatives and regulations through the use of data, identifying safety improvement, community outreach and coordination with local road networks.
3. Coordinate Planning Initiatives for Emerging TSMO Issues: Facilitate a uniform planning approach to emerging issues in the TSMO field among RTSMOP by coordinating TSMO-related initiatives across member agencies.
4. Transportation Management Plans (MTP): Support member MTPO efforts to integrate TSMO supportive commentary and recommendations into their MTPs.
5. Congestion Management Process (CMP): Support member agency efforts to integrate TSMO-oriented congestion management strategies into their CMP, including the use of performance measures to monitor congestion and inform those strategies.



## Tasks

### 1. Knowledge Transfer

- A. Conduct monthly meetings with presentations by subject matter experts. Report on Working Group at quarterly meetings of the CFMPOA and CCC.
- B. Distribute pertinent information (TSMO-related publications, websites, training opportunities, etc.) to members via e-mail.
- C. Work with member agencies and other Working Groups and FDOT to host training sessions for MTPO staff and other interested stakeholders on technical topics related to TSMO programs and activities, including associated materials.
- D. Coordinate with Universities in Central Florida on TSMO related research initiatives.

### 2. TSMO Policy Coordination

- A. Prepare comment letters on the anticipated impacts of federal and state TSMO and congestion management-related policies, initiatives, and legislation for consideration by the RTSMOP Directors Group on an as-needed basis.
- B. In coordination with other Working Groups and FDOT, monitor and provide input on state legislation to support the advancement of innovative transportation mobility solutions on an as-needed basis.
- C. Connect with the TSMO Champion for your agency.
- D. Identify opportunities to address the equitable impact of transportation technology and data in underserved communities, recognizing the impacts of transformative technology on underserved and unbanked communities.

### 3. Coordinate Planning Initiatives for Emerging TSMO Issues

- A. Promote a common approach to emerging issues where feasible and practical, and support member agency actions to implement TSMO-related programs and projects, especially those of statewide and/or inter-regional significance.
- B. In coordination with other Working Groups and FDOT, identify emerging issues in the TSMO field that are of broad interest and significance across the state.
- C. In coordination with other Working Groups and FDOT, convene roundtables of MPO staff and subject matter experts to discuss how MPOs can best prepare for these emerging issues.

- D. Prepare fact sheets and supporting materials outlining how MTPOs can prepare for emerging issues.
- E. Identify appropriate existing funding sources for TSMO strategies and develop additional funding requests to bring to appropriate funding source.

#### 4. Metropolitan Transportation Plans

- A. Support member MPO efforts to integrate TSMO-supportive commentary and recommendations into their MTPs including, but not limited to:
  - i. Importance of interagency and multi-jurisdictional coordination and collaboration;
  - ii. Identification of desired future capabilities that regional TSMO partners want to develop and the associated ITS field instrumentation deployments needed to support those capabilities; and
  - iii. Impacts of recent trends and emerging technologies.
- B. Provide TSMO resources for member agencies to use when revising/updating their MTPs.
- C. Produce a fact sheet listing key TSMO-supportive concepts for MTPOs to consider integrating into their MTPs.
- D. Review and comment on member agency draft TSMO-related materials on an as-needed basis.

#### 5. Congestion Management Process (CMP)

- A. Provide congestion management-related TSMO resources for MTPOs to refer to when revising/updating their CMPs.
- B. Produce a fact sheet discussing key TSMO-oriented congestion management strategies for MTPOs to consider integrating into their CMP.
- C. Review and comment on member agency draft CMP-related materials on an as-needed basis.
- D. Collaborate with other Working Groups, FDOT and member agencies in support of efforts to integrate data collection and analytics into CMPs.

**REGIONAL TRANSPORTATION MANAGEMENT AND OPERATIONS PROGRAM  
MEMORANDUM OF UNDERSTANDING**

THIS MEMORANDUM OF UNDERSTANDING (MOU), dated the 1<sup>st</sup> day of March, 2021, is made by and between MetroPlan Orlando, and Forward Pinellas, Hillsborough MPO, Lake - Sumter MPO, Ocala/Marion TPO, Pasco County MPO, Polk County TPO, Sarasota/Manatee MPO, Space Coast TPO, and River-to-Sea TPO, all metropolitan planning agencies created by separate interlocal agreement and all operating pursuant to Section 339.175, Florida Statutes (hereafter referred to as the “the M/TPOs”).

RECITALS:

**WHEREAS**, this MOU is for the purpose of facilitating cooperation and coordination of Regional Transportation Systems Management & Operations (TSMO) Program RTSMOP; and

**WHEREAS**, TSMO is the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and utility of the existing transportation network; and

**WHEREAS**, TSMO includes a set of projects and strategies that use technology and real-time operational procedures, that when integrated at the state, regional and local levels, enhances the movement of people and goods, all with a positive impact on individual and national economic prosperity such as Work Zone Management; Traffic Incident Management; Special Event Management; Transit Management; Traffic Signal Coordination; Congestion Pricing; Active Transportation and Demand Management; and Integrated Corridor Management; and

**WHEREAS**, the application of Information and Communication Technologies (ICT) to manage and operate transportation systems will expand and evolve as more innovative solutions appear in transportation operations and planning, including connected and autonomous vehicles; and

**WHEREAS**, for transportation systems in the 21<sup>st</sup> Century, M/TPOs will need to advance, further, and increase their capacity in this area through workforce development and understanding of TSMO applications to improve the safety, efficiency and performance of transportation systems; and

**WHEREAS**, collaborating with the M/TPOs to plan and fund TSMO strategies in RTSMOP will increase efficiency and improve regional mobility; and

**WHEREAS**, the M/TPOs each have the power to execute and implement an MOU for regional cooperation with regard to TSMO; and

**WHEREAS**, Section 339.175(6)(j)1., Florida Statutes (2020), requires MPOs to develop coordination mechanisms with one another to expand and improve transportation within the state; and

**WHEREAS**, the M/TPOs have determined that this MOU is a flexible method of coordination for a transportation project, namely the RTSMOP.

**NOW, THEREFORE**, in consideration of the covenants herein to the other and of the mutual benefits to be realized by the parties hereto, the parties hereto agree as follows:

**SECTION 1. Recitals.** Each and all of the above recitals (“WHEREAS”) are hereby incorporated herein.

**SECTION 2. Process.**

(a) MetroPlan Orlando has been actively collaborating with its partners to advance TSMO strategies for several years by: establishing TSMO as a business unit; enriching staff’s abilities to integrate TSMO alternatives investments; maintaining a formal TSMO Advisory Committee represented by planners and traffic engineers in the planning area; allocating resources to deploy projects in MetroPlan Orlando’s Transportation Improvement Program (TIP); mainstreaming TSMO in the transportation planning process; and cultivating local, state and federal “Champions”.

(b) As the agency initiating this process, MetroPlan Orlando proposes to advance their TSMO planning activities as described below (hereinafter the “Program.”).

1. A Work Plan, attached as Exhibit “A” to this MOU and incorporated herein by this reference into this MOU, provides a high-level description of the activities for the first year of this Program, terminating on December 31, 2021. The Work Plan will be modified, as needed, to suit each of the M/TPO that is a party to this MOU. The Work Plan will be used to monitor the activities and progress on performance of the Mid/Central Florida Corridor Coalition Regional Transportation Systems Management & Operations Program.

2. The parties to this MOU agree that each individual M/TPOs shall continue to have the authority to maintain autonomy to direct and to oversee their own TSMO activities, planning and strategies.

3. MetroPlan shall provide overall operational and administrative guidance for this Program pursuant to this MOU. Technical and/or additional administrative support will be provided by existing staff from each respective M/TPOs. This MOU is not a commitment of funds by or to any M/TPO that is a party to this MOU. When funding is needed by any M/TPO that is a party to this MOU to pursue an agreed upon project, program or activity within the spirit of this MOU, then the expectation and requirement is that the funding may be pursued by the one M/TPO only with the endorsement and support of another M/TPO, only if such endorsement and support has been approved by the M/TPO. Additionally, this MOU does not commit any M/TPO to

any project or financial obligation. The M/TPOs understand that any and all approvals of a project, program and activity must first be obtained by each M/TPO that is going to participate in said project, program, or activity, prior to any funding and commitment to any project, program or activity.

**SECTION 3. The Director.** The Director of TSMO pursuant to this MOU shall be unilaterally appointed, suspended, or removed by MetroPlan Orlando as it shall choose. Upon resignation, suspension or removal of any person as the Director, MetroPlan Orlando shall provide notice within ten (10) days to the other M/TPOs that are a party to this MOU. Thereafter, MetroPlan Orlando shall appoint a new person to serve as the Director and shall provide notice within ten (10) days to the other M/TPOs that are a party to this MOU. The initial Director pursuant to this MOU shall be Eric Hill.

**SECTION 4. Notice.**

(a) A notice or communication, under this MOU by one party, on the one hand, to other parties to this MOU shall be sufficiently given or delivered if dispatched by hand delivery, or by nationally recognized overnight courier (*i.e.* – Federal Express, United Parcel Services, electronic delivery, *etc.*) providing receipts, or by U.S. certified mail, postage prepaid, return receipt requested to:

Forward Pinellas  
310 Court Street, 2<sup>nd</sup> Floor  
Clearwater, FL 33756

Hillsborough MPO  
601 E. Kennedy Blvd., 18th Floor  
P.O. Box 1110  
Tampa, FL 33602

Lake – Sumter MPO  
1300 Citizens Blvd. Suite 175  
Leesburg, FL 34748

Ocala/Marion TPO  
2710 E. Silver Springs Blvd.  
Ocala, FL 34470

MetroPlan Orlando  
250 S. Orange Ave. Suite 200  
Orlando, FL 32801

Pasco County MPO  
West Pasco Government Center  
8731 Citizen Drive, Suite 230  
New Port Richey, FL 34654

Polk TPO  
330 W. Church Street  
Bartow, FL 33830

River to Sea TPO  
2570 W International Speedway Blvd  
Ste. 120  
Daytona Beach, FL 32114-8145

Sarasota/Manatee MPO  
8100 15th Street East  
Sarasota, FL 34243-3248

Space Coast TPO  
2725 Judge Fran Jamieson Way, #B  
Melbourne, FL 32940

(b) Notices; Addressee; Time. Any M/TPO that is a party to this MOU may unilaterally change its addressee or address by giving written notice thereof to the other M/TPOs but the change is not effective against another M/TPO until the change notice is actually received by the other M/TPO. Notice given by U.S. certified mail, return receipt requested, properly addressed and with postage fully prepaid, is deemed given when deposited in the United States mails within the continental United States, if the notice is thereafter delivered in due course at the address to which properly sent. Notice given by overnight courier, service prepaid, properly addressed is deemed given when deposited with the courier within the continental United States, if the notice is thereafter delivered in due course at the address to which properly sent. Notice given by manual delivery is deemed given only when actually received by the recipient.

(c) Relay of Official Notices and Communications. If any M/TPO that is a party to this MOU receives any notice from a governmental body or governmental officer that pertains to this MOU, or receives any notice of litigation or threatened litigation affecting the MOU or a project, program, or activity being conducted pursuant to this MOU, the receiving party shall promptly send it (or a copy of it) to all other M/TPO parties to this MOU.

#### **SECTION 5. Term of MOU; Admission to or Withdrawal from MOU.**

(a) This MOU shall have an initial term of one (1) non-calendar year, from March 1, 2021 to February 28, 2022. This MOU shall automatically renew in each subsequent year, unless terminated at least sixty (60) days prior to any renewed term; provided, that in no event shall this MOU have a term beyond September 30, 2025. During 2025, the parties to this MOU may review, revise, and sign a new MOU, if so desired.

(b) Notwithstanding sub-section (a), any party may terminate its participation as a party to this MOU for its convenience at any time.

(c) Notwithstanding other provisions in this MOU, additional parties may be admitted as parties to this MOU by amendment to the MOU approved and executed by all parties then a party to this MOU.

#### **SECTION 7. Effective Date; Counterpart Signature Pages.**

(a) This MOU shall become effective upon full and proper execution of each of the parties hereto.

(b) This MOU may be executed in counterparts, each of which shall be deemed an original. Any such counterparts shall constitute one and the same instrument. This MOU shall become effective only upon Effective Date and delivery of by the parties hereto.



**IN WITNESS WHEREOF**, the parties hereto have caused this Memorandum of Understanding to be signed in their respective names by their authorized representatives.

Signed and delivered in the presence of:

**METROPLAN ORLANDO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

**FORWARD PINELLAS:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

**HILLSBOROUGH MPO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

**LAKE - SUMTER MPO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

*To be signed by TPO Director upon Board approval*

**OCALA/MARION TPO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

**PASCO COUNTY MPO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

**POLK COUNTY TPO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

**SARASOTA/MANATEE MPO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

**SPACE COAST TPO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

**RIVER TO SEA TPO:**

BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_



## *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 October 31, 2022**

The following is a brief status update on major FDOT road construction projects in Marion County as of the October cutoff. The next cutoff date is November 30, 2022. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Marquise McMiller at 386-943-5150 or via email at [marquise.mcmiller@dot.state.fl.us](mailto:marquise.mcmiller@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: Fall 2022
- Contract amount: 5.3 million
- Estimated Completion: Winter 2022
- The traffic signals at the intersections will be upgraded and the roadway will be repaved. Adding a 7-foot-wide buffered bike lane and new pedestrian crosswalk.
- This is estimated to be a 90-day project.
- Pre-con to be held on November 15, 2022

##### **Current Projects:**

##### **Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split. (FDOT Financial Information Number 441136-1)**

- Contract: T5705
- Contractor: Anderson Columbia Inc.
- Construction cost: \$15.4 million
- Estimated Start: Fall 2021
- Estimated Completion: Fall 2022
- Update: Controlling items of work for this project include widening and pavement friction operations. Contractor has completed mainline resurfacing from SR-326 to the North end (US-301/US-441). They have also completed some restricted medians and drainage improvements are almost complete as well as lighting improvements. Contractor is also working on signalization and median improvements and currently daytime and nighttime lane closures in place within the project limits.

*Improve Safety, Enhance Mobility, Inspire Innovation*

[www.fdot.gov](http://www.fdot.gov)

**Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)**

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Construction cost: \$15.7 million
- Estimated Start: Winter 2021
- Estimated Completion: Winter 2022
- Update: Contractor has been working on paving, signalization, and signage operations. Emerald Coast needs to continue to work on the missing crosswalk striping and signs. JKI will continue to pull wires and motorists should expect nighttime lane closures within the project limits.

**Bridge Rehabilitation SR 200 and SR 40 (FDOT Financial Information Number 447137-1)**

- Contract: E58A8
- Contractor: M&J Construction Company
- Estimated Start: Summer 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. There are currently nighttime lane closures from 7 p.m. to 7 a.m. Motorists should expect eastbound and westbound intermittent lane closures on SR 40 Bridge over the Ocklawaha River for bridge deck repairs with flagger operations. Motorists should also expect eastbound and westbound alternating lane closures from inside to outside on SR 200 bridges over the CSX Railroad for bridge deck repairs.

**Marion County ITS Operational Improvements (FDOT Financial information number 436361-1)**

- Contract T5754
- Contractor: Chinchor Electric, Inc.
- Contract amount: \$ 488,000
- Estimated start: Fall 2022
- Estimated completion: Fall 2023
- Update: Contractor will be following a five-day work week and controlling items of work include CCTV Cameras, ITS Cabinet Equipment, Camera Cable. TMC work scheduled for mid-October as per the contractor. Lane closures within the project limits will be from 9:00 PM to 8:00AM, Left turn lanes approaching intersection of US-27 and Martin Luther King Jr. Blvd., one turn lane will be closed at a time, for the purpose of installing and testing video detection equipment (overhead work).



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Central Florida MPO Alliance Update**

---

**Summary**

At the October 7, 2022 meeting of the Central Florida MPO Alliance, the Central Florida Regional Priority Projects lists were adopted. The lists include Transportation Regional Incentive (TRIP), Strategic Intermodal System (SIS) and Regional Trails projects. Please find attached the adopted lists with Ocala/Marion County projects highlighted in yellow. These specific projects were approved by the TPO Board in August.

**Attachment(s)**

- Central Florida Regional Priority Projects
- Presentation Summary

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



**Central Florida Regional Priority Projects**

**Approved: October 7, 2022**

**Priority Categories:**

Transportation Regional Incentive Program (TRIP) Projects.....	Pages 2-3
Strategic Intermodal System (SIS) Fully Funded Projects.....	Page 4
Strategic Intermodal System (SIS) Highway Projects.....	Pages 5-7
Regional Trail Projects - SUNTRAIL TIER ONE, Coast to Coast Trail.....	Page 8
Regional Trail Projects - SUNTRAIL TIER TWO, St Johns River to Sea Loop Trail.....	Page 9
Regional Trail Projects - SUNTRAIL TIER THREE & Transportation Alternatives.....	Page 10
Regional Transit Priorities.....	Page 11







**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECTS - APPROVED 10/7/2022**

FM #	Project Name	Project Limits	Description	Primary Performance	Proposed Phase & Cost	Programmed Phases & Costs	Project Sponsor
<b>MetroPlan Orlando*</b>							
445415-2 & 445415-3	Neptune Road	Partin Settlement Road to US 92/441	Widen from 2 to 4 lanes	System Performance		PE - 500,000 ROW - \$19,099,000 CST - \$41,038,000 ENV - \$ 1,354,000 CEI - \$5,206,000 CST - FY 22/23 - \$54,315,000	Osceola County
	Old Lake Wilson Rd	Sinclair Rd to CR 532	Widen to 4 Lanes w/Median	System Performance	CST - \$30,084,000		Osceola County
	Econlockhatchee Trail	Lee Vista Blvd to Curry Ford Rd	Widen to 4 Lanes w/Shared Use Path	System Performance	CST - \$26,298,000		Orlando
	President Barack Obama Pkwy, Ph. 2	Metrowest Blvd to Raleigh St.	New 4 Lane Road with Trail	System Performance	CST - \$14,026,000		Orlando
	Canoe Creek Road	Pine Tree Drive to US 192	Widen to 4 Lanes	System Performance	CST - \$40,134,000		Osceola County
	Canoe Creek Road	Deer Run Rd to Pine Tree Dr	Widen to 4 Lanes	System Performance	CST - \$16,250,000		Osceola County
	Kelly Park Rd	Round Lake Rd to Plymouth Sorrento Rd	Widen to 4 Lanes w/Shared Use Path	System Performance	CST - \$18,611,000		Orange County
	Winter Park Drive Bicycle/Pedestrian Improvements Bundle	At Queens Mirror, Crystal Bowl and Wilshire Drive	Reconstruction w/TSMO, Bike and Pedestrian Improvements	System Performance	CST - \$4,219,000		Casselberry
	Kelly Park Rd	Golden Gem Rd to Jason Dwelly Rd	Widen to 4 Lanes w/Shared Use Path	System Performance	CST - \$4,000,000		Orange County
<b>River to Sea TPO*</b>							
4159641 -a	Old Kings Road	Palm Harbor Pkwy to Farnum Lane	Widen from 2 to 4 lanes	System Performance	CST/CEI - \$19,150,250		Palm Coast
4159641-b	Old Kings Road	Farnum Lane to Forest Grove Dr	Widen from 2 to 4 lanes	System Performance	CST/CEI - \$17,920,250		Palm Coast
4355611	Old Kings Road Extension - Phase II	Matanzas Woods Pkwy to Old Kings Rd	New 2 lane roadway	System Performance	CST/CEI - \$7,579,117		Palm Coast
4336751	Matanzas Woods Parkway (west)	US 1 to SB I-95 Ramps	Widen from 2 to 4 lanes	System Performance	PE - \$1,950,000 ROW/ENV - \$216,697 CST/CEI - \$14,294,000		Palm Coast
	Matanzas Woods Parkway (east)	I-95 SB Ramps to Old Kings Rd Extension	Widen from 2 to 4 lanes	System Performance	PE - \$1,207,000 ROW/ENV - \$400,000 CST/CEI - \$8,848,000		Palm Coast
	Old Kings Road	Town Center Blvd to Palm Coast Pkwy	Widen from 2 to 4 lanes	System Performance	CST - \$7,800,000		Palm Coast
	Old Kings Road South	SR 100 to Old Dixie Hwy	Widen from 2 to 4 lanes	System Performance	TBD		Palm Coast
	SR 100	Old Kings Rd to Belle Terre Pkwy	Widen from 4 to 6 lanes	System Performance	ROW - \$3,170,000 CST - \$31,700,000		Palm Coast
	Palm Coast Parkway	US 1 to Belle Terre Pkwy	Corridor Improvements	System Performance	TBD		Palm Coast



**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECTS - APPROVED 10/7/2022**

FM #	Project Name	Project Limits	Description	Primary Performance	Proposed Phase & Cost	Programmed Phases & Costs	Project Sponsor
	Belle Terre Parkway	Pine Cone Drive tr to Pritchard Dr	Intersection Improvements	System Performance	CST/CEI - \$1,012,197		Palm Coast
	Belle Terre Parkway	Ponce DeLeon Dr to Point Pleasant Dr	Intersection Improvements	System Performance	CST/CEI - \$328,123		Palm Coast
	Belle Terre Parkway	at Royal Palms Pkwy	Intersection Improvements	System Performance	CST/CEI - \$1,474,000		Palm Coast
	CR 404/Dunn Ave	CR 4019/LPGA Blvd to CR 415/Tomoka Farms Rd	new 2 lanes	System Performance	TBD		Volusia County
	CR 4101/W. Volusia Beltway	CR 4145/Graves Ave to SR 472	Widen from 2 to 4 lanes	System Performance	TBD		Volusia County
	Hand Avenue	Clyde Morris Blvd to SR 5A (Nova Rd)	Widen from 2 to 4 lanes	System Performance	PE - \$1,000,000 ROW -- TBD CST/CEI - \$6,000,000		Volusia County
	CR 4101/W Volusia Beltway (Veterans Memorial Pkwy)	Graves Ave to S of Rhode Island Ave to CR 4145/Graves Ave	Widen from 2 to 4 lanes	System Performance	PE - \$1,400,000 ROW -- TBD CST/CEI - \$8,400,000		Volusia County
	SR 4009/Williamson Blvd	Madeline Ave to SR 400/Beville Rd	Widen from 2 to 4 lanes	System Performance	TBD		Volusia County
	CR 421/Taylor Rd	Forest Preserve Blvd to N Summer Trees Rd	Widen from 2 to 4 lanes	System Performance	TBD		Volusia County
	Josephine Street	Old Mission Rd to Tatum St	Widen from 2 to 4 lanes	System Performance	PE - \$750,000 ROW -- TBD CST/CEI - \$4,200,000		Volusia County
<b>Space Coast TPO</b>							
4269054	Ellis Road	I-95/John Rhodes to Wickham	Widen from 2 to 4 lanes	System Performance	CST needed \$24,656,106	ROW FY 2021 to 2025 \$38,369,980 Partial Construction \$19,343,894	Brevard County
4415841	Traffic Management Center	Pineda Causway / West of US 1	Operations Center	System Performance	CST - \$16,000,000 Add't CST needed \$4,900,000	PE FY 2020 \$700,000 Partial Construction \$11,251,940	Brevard County
4372041	Babcock Street (CR 507)	Micco/Deer Run to Malabar Rd	Widen from 2 to 4 lanes	System Performance	PE - \$19,000,000	PD&E FY 2018 \$2,000,000	Brevard County
4372101	Malabar Road (CR 514)	SJHP to Minton	Widen from 2 to 4 lanes	System Performance	PE - \$10,000,000 PE needed \$3,000,000	PD&E FY 2020 \$1,000,000 Partial PE \$7,000,000	City of Palm Bay
4363701	Washingtonia Extension	Ellis Rd. to Viera DRI limits	New 2 lane roadway	System Performance	PD&E (TBD)	Planning FY 2017 \$350,000	Brevard County
4372031	Hollywood Blvd	Palm Bay Rd to US 192	Widen from 2 to 4 lanes	System Performance	ROW - \$7,539,776	PE FY 2020 \$1,000,000	Brevard County
<b>Ocala-Marion TPO</b>							
	Marion Oaks Manor Extension	Marion Oaks Manor to CR 42	Flyover connection/interchange at I-75	System Performance	PD&E / PE / ROW / CST Total - \$62,244,000		Marion County
	County Road 484	SW 49th Avenue to CR 475A	Widen from 4 to 6 lanes	System Performance	PE / ROW / CST Total - \$55,000,000		Marion County
NEW	NW/SW 44th Avenue	SR 200 to US 27	Four Lane Roadway Construction	System Performance	CST Total - \$19,000,000		City of Ocala

\* Projects for MetroPlan & River to Sea are not in a ranked order.

Note: As funding is identified, please contact the R2CTPO and Project Sponsor for current project costs.



**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**STRATEGIC INTERMODAL SYSTEM (SIS) FULLY FUNDED PROJECTS - APPROVED 10/7/2022**

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
2	435209-1	I-75 Interchange	@ NW 49th Street	Construct New Interchange	System Performance	CST (FY 2024/25)	Fully Funded	Ocala/Marion TPO
16a	4358592-3	West SR 50	From Sumter/Hernando County Line (US 301) to East of CR 478A/with multi-use trail (C2C)	Widen 2 to 4 lanes	System Performance	CST 2023 \$29,678,960 ROW 2023 \$1,056,000	Fully Funded	Lake~Sumter MPO
15	4404241	405 Bridge (NASA Causeway)	Replace Bridges, Rehabilitate Nasa Pkwy (west) & Widen Space Commerce from Nasa Pkwy to Kennedy Pkwy	Replace Bridges, widen Space Commerce Way & add ITS	System Performance	PD&E/PE Underway INFRA Grant Awarded \$90,000,000	Fully Funded	Space Coast TPO
	4437021	SR 60	Blanket Bayslough to Peavine Trail	EB and WB Passing Lanes	System Performance	PE - FY 23/24 - \$100,000 ROW - FY 22/23-23/24 - \$1,583,000 CST - FY 24/25 - \$16,411,000	Fully Funded	FDOT



**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**STRATEGIC INTERMODAL SYSTEM (SIS) HIGHWAY PROJECTS - APPROVED 10/7/2022**

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
1	4269054	Ellis Rd	From I-95 (John Rhodes Blvd) to Wickham Rd	Widen 2 to 4 Lanes	System Performance	Add't CST Needed \$24,656,106	ROW (FY 2021-2025) Partial Construction \$19,343,894	Add't CST Needed \$24,656,106	Space Coast TPO
2	2424848 & 4314561	I-4*	From W. of CR 532 (Polk/Osceola Line) to W of SR 528/Beachline Expy	Ultimate Configuration of General Use & Managed Lanes	System Performance	ROW \$776 Million	ROW 2020/21-2023/24 (additional funds needed)	CST \$2.25 Billion	MetroPlan Orlando
3a	2425924	I-4*	From E. of SR 434 to Seminole/Volusia Co. Line	Ultimate Configuration of General Use & Managed Lanes	System Performance	ROW \$37 Million	ROW (FY 2021/22 - 2025/26) (additional funds needed)	CST \$621 Million)	MetroPlan Orlando
3b	4084642	I-4*	From Volusia/Seminole Co. Line to SR 472	Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW \$36,923,000	----	CST \$613,310,000	River to Sea TPO
	4084642	SR 472	Graves Ave to Kentucky/MLK Blvd	Beyond the Ultimate - Incremental Interchange/Ramp Improvements	System Performance	PE TBD	----	PE/ROW/CST	River to Sea TPO
	4084642	Saxon Blvd	I-4 to Normandy Blvd		System Performance	PE TBD	----	PE/ROW/CST	River to Sea TPO
	4084642	Rhode Island Extension	Veterans Memorial Pkwy to Normandy Blvd		System Performance	PE TBD	----	PE/ROW/CST	River to Sea TPO
3c	2012103	I-4*	From W. of US 27 to W of CR 532 (Polk/Osceola Line)		Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW \$51,686,000	PE 2016/17	CST \$347,080,000
4a	4102513	SR 15 (US 17)	Deleon Springs Blvd to Lake Winona Rd	Widen 2 to 4 lanes	System Performance		RRU FY 2022/23 \$150,000 ENV FY 2022/23 \$6,500 CST FY 2022/23 \$32,289,103 CEI FY 2022/23 \$1,922,347		River to Sea TPO
4b	4102511	SR 15 (US 17)	Duke Energy Substation to SR 40	Widen 2 to 4 lanes	System Performance	CST \$13,766,508	ROW	CST \$13,766,508	River to Sea TPO
4c	4102511	SR 15 (US 17)	South of Winona Rd to Deep Creek Bridge	Widen 2 to 4 lanes	System Performance	CST \$29,957,818		CST \$29,957,818	River to Sea TPO
4d	4102511	SR 15 (US 17)	Deep Creek Bridge to Duke Energy Substation	Widen 2 to 4 lanes	System Performance	CST \$17,132,794		CST \$17,132,794	River to Sea TPO
5a	4074024	SR 528	From East of SR 3 to SR 401 (Port)	Widen 4 to 6 Lanes (include a Multiuse Trail)	System Performance	CST \$278,000,000	ROW FY 2024-2026 \$5,779,450	CST \$278,000,000	Space Coast TPO
5b	4074023	SR 528	From SR 524 (Industry Rd) to SR 3	Widen 4 to 6 Lanes	System Performance	CST \$200,000,000	ROW FY 2024-2026 \$10,278,584	CST \$200,000,000	Space Coast TPO
5c	4371811	SR 528 (Turnpike)	From SR 520 to SR 524 (Industry Rd)	Widen 4 to 6 Lanes	System Performance	PE	PD&E	PE	Space Coast TPO
6	4289471	SR 40	From Williamson Blvd to Breakaway Trail	Widen 4 to 6 lanes	System Performance	CST \$22,990,000	PE FY 2022/23 \$4,020,000 ROW FY 2024/25 - FY 26/27 \$4,570,000	CST \$22,990,000	River to Sea TPO
7	2408371	SR 40	From Cone Rd to SR 11	Widen 2 to 4 lanes	System Performance	CST \$49,098,000	ROW FY 22/23 - FY 26/27 \$2,736,762	CST \$49,098,000	River to Sea TPO
8	4270561	SR 50	From CR 565 To Road to Villa City	Realign Road and add multi-use trail (C2C)	System Performance/ Safety	ROW \$20,700,000	ROW 2022/23 \$25,800,000	CST \$27,300,000	Lake~Sumter MPO

\* I-4 Ultimate Configuration is noted as a Public Private Partnership project



**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**STRATEGIC INTERMODAL SYSTEM (SIS) HIGHWAY PROJECTS - APPROVED 10/7/2022**

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
9	2408361	SR 40	From SR 11 to SR 15 (US 17)	Widen 2 to 4 lanes	System Performance	CST \$42,252,000	ROW FY 22/23 to FY 26/27 \$4,728,317	CST \$42,252,000	River to Sea TPO
10	410674-2	SR 40	End of Four Lanes to CR 314	Widen 2 to 4 lanes, new bridges and add multi-use trail	System Performance	CST \$101,300,000		CST \$101,300,000	Ocala/Marion TPO
11	4336521	I-75 Interchange	From SW 40th Avenue to SW 27th Avenue	Operations and capacity improvements	System Performance	CST \$5,500,000	ROW (FY 22/23-23/24) \$1,399,654	CST \$5,500,000	Ocala/Marion TPO
12a	410674-3	SR 40	From CR 314 to CR 314A	Widen 2 to 4 lanes and add multi-use trail (Black Bear Scenic Trail)	System Performance	PE	----	PE/ROW/CST Cost TBD	Ocala/Marion TPO
12b	410674-4	SR 40	From CR 314A to Levy Hammock Road	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	System Performance	PE	----	PE/ROW/CST Cost TBD	Ocala/Marion TPO
13a	4358592-4	West SR 50	From CR 757 to Sumter/Lake County Line/with multi-use trail (C2C)	Widen 2 to 4 lanes	System Performance/ Safety	ROW \$38,000,000	PE 2022/23 \$257,500 ROW (2022/25) \$3,648,000	CST \$85,000,000	Lake~Sumter MPO
13b	4358592-5	West SR 50	From Sumter/Lake County Line to CR 33 /with multi-use trail (C2C)	Widen 2 to 4 lanes	System Performance/ Safety	ROW \$38,000,000	PE (2022/23) \$570,000 ROW \$11,669,555	CST \$52,200,000	Lake~Sumter MPO
14	N/A	SR 25/US 27	From CR 561 to Florida's Turnpike (north ramps)	Widen 4 to 6 lanes	System Performance	STUDY	N/A	PDE/PE/ROW/CST	Lake~Sumter MPO
15	4447871	SR 401 Bridge	From SR 401 Interchange to Cape Canaveral Air Force Station	Bridge Replacement	System Performance	CST	PE FY 22 \$2,058,358	CST TBD	Space Coast TPO
16	4392201	I-95/LPGA Blvd Interchange	From US 92 to Williamson Blvd	Interchange Improvements/Widening	System Performance	CST	PD&E FY 2021/22 \$3,665,529 PE FY 2021/22 \$8,981,153 ROW FY 2025/26 \$7,050,000	CST TBD	River to Sea TPO
17	4362921	I-95 Interchange	@ Pioneer Trail	New Interchange	System Performance	CST	ROW - FY 2022/23 - FY 2024/25 \$783,000 RRU - FY 2022/23 - FY 2024/25 \$1,037,500 D/B - \$55,678,356 - FY 2022/23 - FY 2024/25	CST	River to Sea TPO
18	4197722	I-95 Interchange	@ US-1	Interchange Improvements/Widening	System Performance	CST TBD	PD&E FY 2021/22 \$2,851,306 PE FY-2021/22 \$3,350,000 ROW - FY 2026/27 \$3,350,000	CST TBD	River to Sea TPO
19	#	I-95 Interchange	@ SR 44	Interchange Improvements/Widening	System Performance	PD&E \$2,250,000	----	PE/ROW/CST	River to Sea TPO
20	#	SR100	From Old Kings Road to Belle Terre Pkwy	Widen 4 to 6 lanes	System Performance	ROW \$3,170,000	PE	CST \$31,700,000	River to Sea TPO
21	4477241	I-4 Corridor Truck Parking	Osceola/Polk Co. Line to Seminole/Volusia Co. Line	Construct Truck Parking Facilities	System Performance	ROW + CST	ROW FY 22/23 - FY 23/24 - \$10,620,000 CST - \$16,633,000	For 2 new sites: ROW - \$24,000,000 CST - \$40,000,000	MetroPlan Orlando



**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**STRATEGIC INTERMODAL SYSTEM (SIS) HIGHWAY PROJECTS - APPROVED 10/7/2022**

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
22		I-75	SR 200 to CR 234	Widening/Modernization, Interchanges	System Performance	PE/ROW/CST	PD&E/Master Plan Underway FY 19/20 \$7,590,000	PE/ROW/CST	Ocala/Marion TPO
23		I-75	SR 91 (Turnpike) to SR 200	Widening/Modernization, Interchanges	System Performance	PE/ROW/CST	PD&E/Master Plan Underway FY 19/20 \$6,300,000	PE/ROW/CST	Ocala/Marion TPO
24		I-75 Interchange	@ US 27 from NW 44th to NW 35th	Safety and Operational Improvements	System Performance	TBD	----	PE/ROW/CST \$29,341,000	Ocala/Marion TPO
25		I-75 Interchange	@ SR 326	Safety and Operational Improvements	System Performance	TBD	----	PE/ROW/CST TBD	Ocala/Marion TPO





**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**REGIONAL TRAIL PROJECTS - SUNTRAIL TIER ONE COAST TO COAST TRAIL - APPROVED 10/7/2022**

Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T1-1a	437093-2	Space Coast Trail	MINWR Entrance to W. of Kennedy Pkwy	Coast- to-Coast & St. Johns River to Sea		6.8		CST FY 27		Space Coast TPO
T1-1b	437093-3	Space Coast Trail	Kennedy Pkwy to Playalinda Bch Parking Lot	Coast- to-Coast & St. Johns River to Sea		4.4		CST FY 27		Space Coast TPO
T1-1c		Space Coast Trail	Playalinda Rd. to US-1 (Volusia County Line)	Coast- to-Coast & St. Johns River to Sea		12.9	PE Cost TBD	----	ROW / CST Costs TBD	Space Coast TPO
T1-2	436435-1	Clarcona-Ocoee Trail*	Pine Hills Trail	Coast- to-Coast & Heart of Florida		1.5				MetroPlan Orlando
T1-3	436433-1	Pine Hills Trail Phase 3 (Orange Co. Gap, Segment 2)	Clarcona-Ocoee Rd.*	Coast- to-Coast & Heart of Florida		3.0	CST - \$7,531,000	PE - FY 22/23 - \$145,000 CST - FY 25/26 - \$7,531,000		MetroPlan Orlando
T1-4a	435471-2	South Sumter Trail	From SR 50 to CR 478	Coast- to-Coast & Heart of Florida	Safety	4.0	---	PE FY 2019/20 \$2,983,341 CST FY 2022/23 \$9,750,000	Fully Funded	Lake-Sumter MPO
T1-4b**	435859-3	SR 50/South Sumter Connector	From US 301 to East of CR 478A	Coast- to-Coast & Heart of Florida	Safety	2.0	TBD	CST 2021/22 \$26.3M***	Fully Funded	Lake-Sumter MPO
T1-4c**	435859-4	SR 50/South Sumter Connector	East of CR 478A to east of the Sumter/Lake County Line	Coast- to - Coast & Heart of Florida	Safety	8.6	ROW \$38M***	PE 2022/23 \$7.3M***	CST \$85M***	Lake~Sumter MPO
T1-4d**	435859-5	SR 50/South Sumter Connector	East of the Sumter/Lake County Line to CR 33	Coast-to-Coast & Heart of Florida	Safety	4.3	ROW \$38M***	PE 2022/23 \$6.3M***	CST \$52.2M***	Lake~Sumter MPO
T1-4e**	427056-1	SR 50/South Lake Trail Phase 3C	CR 565A (Villa City Rd.) to CR 565A (Montevista)	Coast- to-Coast & Heart of Florida	Safety	1.1	ROW \$20.7M***	ROW FY 2022/23 \$25.8M*** (partially funded)	CST \$27.3M***	Lake-Sumter MPO
T1-4f	422570-3	South Lake Trail 3B	2nd St. to Silver Eagle Rd.	Coast-to-Coast & Heart of Florida	Safety	1.9		ROW 2023/24 \$5.7M CST 2024/25 \$2.3M	Fully Funded	Lake~Sumter MPO
<b>Total UNFUNDED Miles Remaining</b>						<b>42.6</b>				

\*This trail segment is expected to be completed as part of the SR 50 re-alignment project in Groveland.

\*\*Shared-use path included in the roadway project

\*\*\*Shared-use path and Roadway project costs combined



**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**REGIONAL TRAIL PROJECTS - SUNTRAIL TIER TWO ST JOHNS RIVER TO SEA LOOP TRAIL - APPROVED 10/7/2022**

FM #	Project Name	Project Limits	Description / Regional Trail	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
4398621	Oak Hill to Edgewater Gap	From Kennedy Pkwy to Dale Ave	St. Johns River to Sea Loop & East Coast Greenway	13	----	PE FY 24/25 \$50,000 CST FY 25/26 \$5,889,944	Fully Funded	River to Sea TPO
439864-1	New Smyrna Gap: Myrtle Av	From 10th St to SR 44/Lytle Av	St. Johns River to Sea Loop & East Coast Greenway	1.6	----	CST FY 22/23 \$500,000 CST FY 23/24 \$1,947,914	Fully Funded	River to Sea TPO
4390396	Spring to Spring Trail Gap: DeBary	W Highbanks Rd to DeBary Plantation Bv	St. Johns River to Sea Loop & Heart of Florida	1.5	----	CST - FY 23/24 \$1,173,000	Fully Funded	River to Sea TPO
439874-1	Spring to Spring Trail Gap: DeLand	Lake Beresford Park to Grand Av	St. Johns River to Sea Loop & Heart of Florida	3.6	----		CST (project segmented for PE and	River to Sea TPO
439874-2	Spring to Spring Trail Gap: DeLand	Lake Beresford Park to Old New York Ave	St. Johns River to Sea Loop & Heart of Florida	1.7	ROW Cost TBD		ROW/CST	River to Sea TPO
439874-3	Spring to Spring Trail Gap: DeLand	Old New York Av to SR 44	St. Johns River to Sea Loop & Heart of Florida	0.8	ROW Cost TBD		ROW/CST	River to Sea TPO
439874-4	Spring to Spring Trail Gap: DeLand	SR 44 to Grand Av Trailhead	St. Johns River to Sea Loop & Heart of Florida	0.9	ROW Cost TBD		ROW/CST	River to Sea TPO
4398761	SR 15 (US 17)	From SR 40 to Putnam County Line	St. Johns River to Sea Loop & East Coast Greenway	14	CST Cost TBD		CST	River to Sea TPO
4102511	US 17 Trail	W. Baxter St to SR 40	St. Johns River to Sea Loop & Heart of Florida	6.3	CST Cost TBD	Included in road widening project	CST	River to Sea TPO
4398652	Palmetto Ave. Gap	Ridge Blvd to Beville Road	St. Johns River to Sea Loop	1.5		CST FY 22/23 \$1,993,025	Fully Funded	River to Sea TPO
4398653	Spruce Creek Rd Gap	S of Selin Cir to Herbert St	St. Johns River to Sea Loop	1.5		CST FY 22/23 \$448,320	Fully Funded	River to Sea TPO
4398654	South Daytona Gap	Sauls St/McDonald Rd to Carmen Dr/Ridge Bv	St. Johns River to Sea Loop	1	CST Cost TBD		CST	River to Sea TPO
447963-1	New Smyrna Gap: SR 44 to US 1	SR 44/Lytle Av to US 1	St. Johns River to Sea Loop	4.5		PD&E FY 22/23 \$750,000	CST	River to Sea TPO
	SR A1A - Flagler Beach	From S. 26th St to N. 9th St	St. Johns River to Sea Loop & East Coast Greenway	3.2	PD&E	----	PE/CST	River to Sea TPO
	Ormond Beach Gap: SR 40	Cassen Park to A1A	St. Johns River to Sea Loop & East Coast Greenway	1.1	PE Cost TBD	----	CST	River to Sea TPO
<b>Total UNFUNDED Miles Remaining</b>				<b>37.1</b>				

**NOTE :** Projects are not ranked because most trail segments have a project development phase funded in the Work Program / TIP.



**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**REGIONAL TRAIL PROJECTS - SUNTRAIL TIER THREE & TRANSPORTATION ALTERNATIVES - APPROVED 10/7/2022**

Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T3-1	430975-2	Wekiva Trail (Segments 1 & 5)	Disston Ave. to CR 437	Mt. Dora Bikeway	Safety	15		PD&E Completed 2015 PE underway	ROW \$19,000,000 CST \$7,895,683	Lake~Sumter MPO
T3-2	----	Silver Springs to Mount Dora	From SE 64th Ave Trailhead to CR 42	Heart of Florida; Mt. Dora Bikeway		16.6	PE \$550,000	Trail in Marion County will be on existing public lands.	CST \$7,300,000	Ocala/Marion TPO
T3-3	407402-3 407402-4	East Coast Greenway/528	From US-1 to Port Canaveral	East Coast Greenway		8.8	CST	ROW FY 2024	CST phase needed in same FY as road widening & reconstruction	Space Coast TPO
T3-4	436360-1	Black Bear Scenic Trail	From Levy Hammock Rd to US 17	Heart of Florida	Safety	27.3	PD&E \$2,700,000	----	PE/ROW/ CST (a portion of the trail is included w/ road widening #4106742)	Lake~Sumter MPO, River to Sea TPO, Ocala Marion TPO
T3-5a	330225-9	Shingle Creek Trail Phase 2c North	Osceola Pkwy - From Tapestry Subdivision to Orange County Line	Shingle Creek Regional Trail			CST \$8,000,000		CST \$8,000,000	MetroPlan Orlando
T3-5b	330225-9	Shingle Creek Trail Phase 2c South	Yates Connector-From Toho Vista to Lancaster Ranch	Shingle Creek Regional Trail		2.9	CST \$7,800,000		CST \$7,800,000	MetroPlan Orlando
T3-5c	330225-9	Shingle Creek Trail Phase 2d North	Overpass at Osceola Pkwy.	Shingle Creek Regional Trail		----	CST \$10,600,000		CST \$10,600,000	MetroPlan Orlando
T3-6	----	Space Coast Trail - US-1	From SR 50 to Grace Street	East Coast Greenway		3.1	PE Cost TBD	Feasibility Study complete	CST \$3,700,000	Space Coast TPO
T3-7	----	Pine Hills Trail Phase 2	From Bonnie Brae to Clarcona-Ocoee Road	Shingle Creek Regional Trail		2.3		PE - FY 22/23 - \$557,000 CST - FY 24/25 - \$7,126,638		MetroPlan Orlando
T3-9	----	West Orange Trail Phase 5b	From Rock Springs Road to Wekiva Springs SP entrance	Heart of Florida; Mt. Dora Bikeway		2.8	PE \$500,000		PE / ROW / CST	MetroPlan Orlando
T3-10	430225-1	West Orange Trail Phase 4	Lester Road to Kelly Park / Rock Springs	Heart of Florida; Mt. Dora Bikeway		6.6	PE - \$1,900,000		PE / ROW/ CST	MetroPlan Orlando
T3-11	441626-1	North Lake Trail (3A & B)	From CR 450 to SR 40	River to Hills Trail	Safety	19.5	PE \$3,350,000	Study FY 2018 PD&E Underway	ROW / CST	Lake~Sumter MPO
T3-12	----	Santos to Baseline Trail	Santos Trailhead	Heart of Florida		4.5	CST \$1,500,000	PE	ROW/CST	Ocala/Marion TPO
T3-13	----	Pruitt Trail	Pruitt Trailhead to Bridged Road Trailhead	Heart of Florida		5	-	ROW	CST	Ocala/Marion TPO
T3-14	----	Nature Coast Connector	Dunnellon to Chiefland	Nature Coast		-	-	----	CST	Ocala/Marion TPO
<b>Total Miles Requested</b>						<b>114.4</b>				



**FY 2022/23 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**REGIONAL TRANSIT PRIORITIES - APPROVED 10/7/2022**

**Transit Projects Programmed/Under Construction**

Brightline Trains USA (West Palm Beach – Orlando) – Private Sector

SunRail – Phase II North (DeBary – DeLand)

**Prospective Transit Projects (Being Studied or in Development)**

SunRail Connection to Orlando International Airport (Meadow Woods Station area to OIA)

OIA Refresh Alternatives Analysis

US 192 Premium Transit Service

SR 50 Premium Transit Service

Lymmo Expansion (North/South)

SR 436 – Premium Transit Service

US 441 Premium Transit Service

Brightline Cocoa Station Revenue Ridership Study

Intermodal Passenger Rail Station Feasibility Study - Cocoa Area

Votran Mobility on Demand Bus Service to SunRail - Phase II North (DeLand)

**Privately Funded Transit Projects Being Pursued**

Brightline Trains - Orlando – Miami (Intercity Passenger Rail) - Under Construction

Brightline Trains -Orlando – Tampa (Intercity Passenger Rail) - Study Underway

**Future Transit Projects that will be studied**

SunRail Parking Feasibility (Phase II South)



# Regional Prioritized Project List

Central Florida MPO Alliance

October 7, 2022





# Developing Priorities

Each year, the CFMPOA develops and approves a Regional Prioritized Project List.





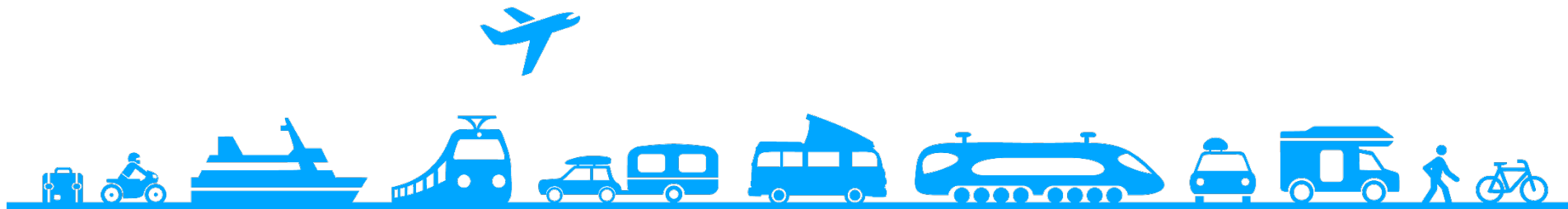


# Transportation Regional Incentive Program (TRIP)

## ➤ MetroPlan Orlando

### NEW PROJECTS – Construction

- Old Lake Wilson Road (Sinclair to CR 532) – construction
- Econlockhatchee Trail (Lee Vista to Curry Ford) – construction
- Canoe Creek Road - construction
  - \* (Pine Tree Dr. to US 192)
  - \* (Deer Run Rd to Pine Tree Drive)
- Kelly Park Road (Round Lake Road to Plymouth Sorrento) – construction
- Winter Park Drive Bicycle/Pedestrian Improvements – construction
- Kelly Park Road (Golden Gem Rd to Jason Dwelly Rd) – construction

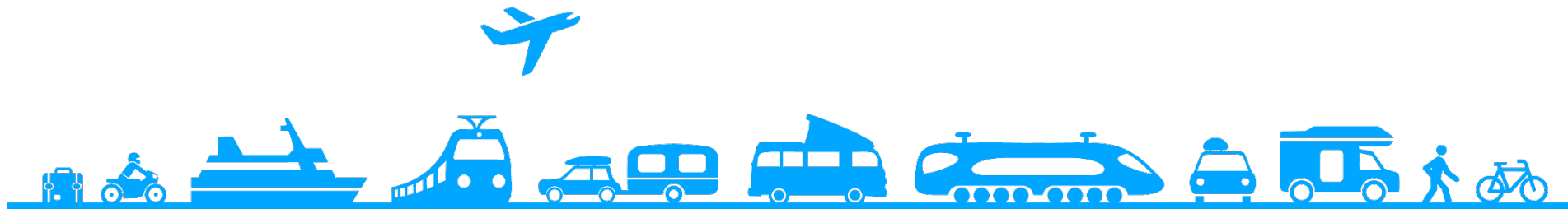


# Transportation Regional Incentive Program (TRIP)

## ➤ River to Sea TPO

### NEW PROJECTS:

- Belle Terre Parkway Intersection Improvements - construction
  - \* Pine Cone Drive to Pritchard Dr
  - \* Ponce DeLeon Dr to Point Pleasant Dr.
  - \* At Royal Palms Pkwy
- CR 404/Dunne Ave (LPGA Blvd to Tomoka Farms)
- CR 4101/W. Volusia Beltway (Graves Ave to SR 472)
- Williamson Blvd (Madeline to Beville Road)
- Taylor Road (Forest Preserve Blvd to N Summer Trees Road)



# Transportation Regional Incentive Program (TRIP)

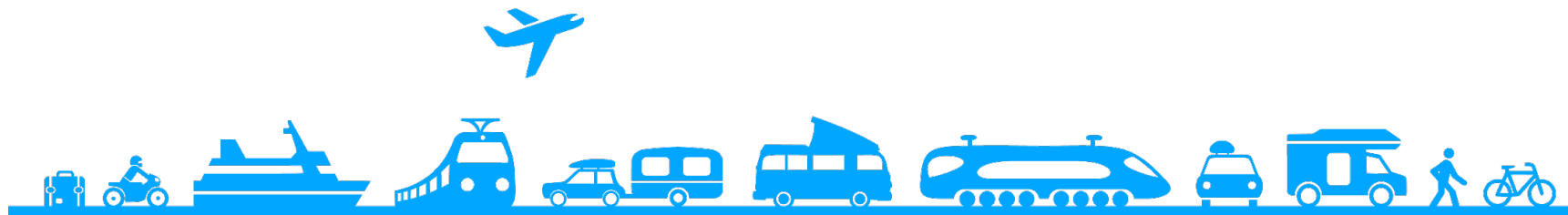
## ➤ Space Coast TPO

- Ellis Road – (I-95/John Rhodes Blvd to Wickham) – additional construction funds needed
- Brevard Traffic Management Center – additional construction funds needed

## ➤ Ocala Marion TPO

### New Project:

- NW/SW 44<sup>th</sup> Ave – (SR 200 to US 27) – next phase construction



# Strategic Intermodal System (SIS) Fully Funded List

## ➤ MetroPlan Orlando

- SR 60 – (Blanket Bayslough to Peavine Trail) – EB and WB Passing Lanes – construction funded



# Strategic Intermodal System (SIS) Projects

## ➤ **Space Coast TPO**

- Project 1 – Ellis Rd Widening – additional construction funds needed
- Project 15 – SR 401 Bridge Replacement – design funded, next phase construction

## ➤ **MetroPlan Orlando**

- Project 3a – I-4 Ultimate Configuration project – additional ROW funds needed
- Project 21 - I-4 Corridor Truck Parking (Osceola/Polk County Line to Seminole/Volusia Co. Line) - ROW and construction funded
  - For 2 new sites: ROW and Construction Needed



# Strategic Intermodal System (SIS) Projects

## ➤ River to Sea TPO

- Project 3b – Beyond the Ultimate – Incremental Interchange/Ramp Improvements - design
  - \* SR 472 (Graves Ave to Kentucky/MLK Blvd)
  - \* Saxon Blvd (I-4 to Normandy Blvd)
  - \* Rhode Island Ext (Veterans Memorial Pkwy to Normandy Blvd)
- Project 4a - US 17 (Deleon Springs Blvd to Lake Winona Rd); construction FY 23
- Project 16 – I-95/ LPGA Blvd (US 92 to Williamson Blvd); ROW FY 26, next phase construction
- Project 17 – I-95 Interchange @ Pioneer Trail – Design/Build FY 23, FY 25
- Project 18 – I-95 Interchange @ US 1 – ROW funded; next phase construction

# Strategic Intermodal System (SIS) Projects

## ➤ Lake-Sumter

- Project 8 – SR 50 (CR 565 to Road to Villa City) – additional ROW needed
- Project 13a – West SR 50 (CR 757 to Sumter/Lake County line w/ multi-use trail) – additional ROW needed
- Project 13b – West SR 50 (Sumter/Lake County line to CR 33 w/ multi-use trail) – additional ROW needed

## ➤ Ocala Marion – New Projects

- I-75 (SR 200 to CR 234) – PD&E Master Plan underway
- I-75 (Turnpike to SR 200) – PD&E Master Plan underway
- I-75 Interchanges @ US 27 (NW 44<sup>th</sup> to NW 35) - operational improvements
- I-75 @ SR 326 – operational improvements

# Sun Trails - Tier 1

## ➤ **Space Coast TPO**

- (T1-1a) & T1-1b) Space Coast Trail (Coast to Coast)– construction FY 27
  - ✓ MINWR Entrance to Kennedy Pkwy (segment 1)
  - ✓ Kennedy Pkwy to Playlinda Beach Parking Lot (segment 2)

## ➤ **MetroPlan Orlando**

- (T1-2) Clarcona-Ocoee Trail
  - ✓ Pine Hills Trail to be completed as part of the SR 50 realignment project
- (T1-3) Pine Hills Trail Phs 3 – (Orange County Gap Segment 2) – construction FY 26



# Sun Trails - Tier 1

## ➤ Lake-Sumter MPO

- (T1-4b) SR 50 South Sumter Connector ( US 301 – East of CR 478A)
  - ✓ shared use path included in roadway project – construction underway

New trail segments:

- (T1-4c) SR 50 South Sumter Connector (East of CR 478A to east of Sumter/Lake County Line) – design FY 23
- (T1-4d) SR 50/South Sumter Connector (East of Sumter/Lake County Line to CR 33) – design FY 23
  - \* Shared-use path included in the roadway project
- (T1-4f) South Lake Trail 3B (2<sup>nd</sup> St. to Silver Eagle Rd)
  - ✓ Construction FY 25



# Sun Trails - Tier 2

## ➤ River to Sea TPO

- Oak Hill to Edgewater Gap (Kennedy Pkwy to Dale Ave) - construction deferred FY 26
- Palmetto Avenue Gap – (Ridge Blvd to Beville Rd)
  - ✓ construction FY 23
- Spruce Creek Road Gap – (S. of Selin Cir to Herbert St)
  - ✓ construction FY 23



# Sun Trails - Tier 3

## ➤ Lake-Sumter MPO

- (T3-1) Wekiva Trail (Segments 1 & 5) Disston Ave. to CR 437
  - ✓ Design underway, next phase right of way

## ➤ MetroPlan Orlando

- (T3-7) Pine Hills Trail Phase 2 (Bonnie Brae to Clarcona-Ocoee Road)
  - ✓ Design underway, construction in FY 24/25





# Regional Transit Projects

## Additions (Prospective Transit Projects)

- SunRail Connection to OIA
- US 441 Premium Transit Service
- Intermodal Passenger Rail Station Feasibility Study (Cocoa)
- Votran Mobility on Demand Bus Service to SunRail – Phs II North (DeLand)

## Privately Funded

- Brightline Trains (West Palm to Orlando) – under construction
- Brightline Trains (Orlando to Tampa) – study underway

## Future Transit Projects

- SunRail Parking Feasibility (Phase II South)



# Next Steps

- ✓ **FDOT Received New Funding Allocations**
- ✓ **Approve the Regional Prioritized Project List**
- ✓ **Transmit Final PPL to FDOT District Five & Alliance Members**

