



TPO Board Meeting

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

**April 25, 2023
4:00 PM**

AGENDA

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
2. **ROLL CALL**
3. **PROOF OF PUBLICATION**
4. **CONSENT AGENDA**
 - A. **Meeting Minutes – March 14, 2023 (Page #3)**
Recommended Action: Motion to approve
5. **ACTION ITEMS**
 - A. **Congestion Management Process, State of System Update (Page #111)**
Recommended Action: Staff is requesting approval of a Scope of Work for professional services
 - B. **Commitment to Zero Tools, Safety Dashboard and Annual Report (Page #125)**
Recommended Action: Staff is requesting approval of a Scope of Work for professional services
 - C. **Fiscal Years 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment (Page #138)**
Recommended Action: Staff is requesting approval of a UPWP amendment.
6. **PRESENTATION ITEMS**
 - A. **TPO Budget Status Report (Page #278)**
A presentation by staff on the current TPO budget status. Information only.
 - B. **Draft 2023 List of Priority Projects (LOPP) (Page #280)**
A presentation by staff on the draft 2023 LOPP project lists. Information only.
7. **COMMENTS BY FDOT**
 - A. **FDOT Construction Report (Page #300)**

8. COMMENTS BY TPO STAFF

9. COMMENTS BY TPO MEMBERS

10. PUBLIC COMMENT (Limited to 2 minutes)

11. ADJOURNMENT

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

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

*The next regular meeting of the Ocala Marion Transportation Planning Organization
will be held on May 23, 2023.*



TPO Board 101 Workshop

Marion County Commission Auditorium

601 SE 25th Avenue, Ocala, FL 34471

March 28, 2023

1:30 PM

MINUTES

Members Present:

Councilmember Ire Bethea
Commissioner Craig Curry
Councilmember Kristen Dryer
Commissioner Ray Dwyer
Commissioner Jeff Gold
Councilmember James Hilty
Councilman Tim Inskeep

Members Not Present:

Commissioner Kathy Bryant
Mayor Kent Guinn
Councilmember Barry Mansfield
Commissioner Michelle Stone
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Rakinya Hinson, FDOT
Frank Kalpakis
Bob Esposito
Sara Shepard
Darren Park, City of Ocala
Oscar Tovar, City of Ocala
Elton Holland, Marion County
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Craig Curry called the workshop to order at 1:31pm and led attendees in the Pledge of Allegiance.

Introduction to the TPO 101 Workshop

Chairman Curry welcomed everyone to the TPO 101 Workshop and said that the workshop was to support current and incoming TPO board members better understand the ins and outs to the TPO. The workshop would also help TPO board members understand their rolls on the board.

Item 4a. MPO 101 Overview

A presentation of the overview of MPO's in Florida and background of the MPOAC was given by Mr. Frank Kalpakis on the behalf of Executive Director of the MPOAC, Mark Reichert.

The presentation highlighted the following subjects:

- A brief history of MPO's
- The Creation of MPO's
- Relevant Federal/Florida Law
- Urban Areas v. MPO Planning Areas
- MPO Configuration in Florida
- The Responsibilities of MPO's
- Broad Responsibility
- Product Requirements
- Explanations of the MPOAC
- Origin of MPOAC
- MPOAC Organizational Structure
- Staffing Arrangement
- Major Activities
- MPOAC Institute
- How the MPOAC is Funded
- MPOAC Budget
- Reasons for a Statewide MPO Association

The presentation is included on pages 5-26 of this set of minutes for reference.

Item 4b. TPO Governance, Plans and Programs

A presentation of the TPO Governance, Plans and Programs was given by TPO Staff.

The presentation highlighted the following:

- The TPO Board makeup
- TPO Staff
- TPO Agreements

Transportation Disadvantaged Local Coordinating Board (TDLCB)
Advisory Committees: Technical and Citizens
Plans and Programs
Supportive Plans
Emphasis Areas

The presentation is included on pages 27-76 of this set of minutes for reference.

Item 4c. Public Participation

TPO Staff provided a presentation involving the TPO’s public participation process, including federal/state requirements.

The presentation highlighted the following:

Public Participation Plan
Public Surveys
Online Comment Maps
TPO Website
TPO Social Media
Title VI
Partners of the TPO

The presentation is included on pages 77-92 of this set of minutes for reference.

4d. Florida Department of Transportation (FDOT), District 5

Rakinya Hinson, FDOT Liaison addressed the board briefly to discuss the FDOT District 5 roles and responsibilities with TPO/MPO and answered two questions:

1. How do MPOs and FDOT work together on transportation planning?
 - a. It is a partnership and the MPOs and FDOT work very closely together. FDOT is responsible for coordinating the States Long Range Transportation Plan (Florida Transportation Plan – FTP) and the MPOs are responsible for the Regional Long Range Transportation Plan. FDOT takes the individual MPO plans and incorporates it into the statewide plan. The state would have no plan without the MPOs plans. FDOT also depends on the MPO to help identify projects and local issues.
2. How do FDOT and MPOs work together to meet state and federal requirements?
 - a. FDOT has a Central Office- Office of Policy Planning that provides guidance and directions about what State and Federal regulations that must be adhered to. Also outlines planner requirements such as performance measures and federal funding.

Item 4e. Local Transportation Funding

Elton Holland, County Engineer of Marion County, provide a presentation at the workshop covering an overview of local transportation revenue, including the local gas tax, and sales tax.

TPO Board 101 Workshop Minutes – March 28, 2023
Approved –

The presentation highlighted the following:

Transportation Improvement Funding
Gas Taxes
Impact Fees
Sales Tax

The presentation is included on pages 93-99 of this set of minutes for reference.

Item 5. TPO Board Member Discussion

There was no additional discussion.

Item 6. Public Comment

There was no public comment.

Item 7. Adjournment

Chairman Curry adjourned the workshop at 3:31pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant

Florida MPO Advisory Council

presented to

**Ocala/Marion
Transportation
Planning
Organization**

presented by

**Mark Reichert,
Executive Director**

Florida MPOAC



March 28, 2023



- **Why do MPOs Exist?**
- **MPO Responsibilities**
- **What is the MPOAC?**



Why do MPOs Exist?

A Brief History



1940s and 1950s

- The emergence of the Interstate Highways Program
- Conflicts arise over Interstate plans (Cities bypassed, Communities bulldozed)
- Cities (and Counties) sought a voice

1960s

- Transit Enters the Federal Policy Picture
- Transit defined as an urban problem
- Cities sought help, but federal and state agencies were highway agencies
- Civil Rights Act of 1964
- National Environmental Policy Act of 1969



A Brief History



Different Priorities



Conflict

Growing Tensions over the Urban Interstate

Proponents

- Efficient movement of goods and people
- Economic impact of project expenditures
- Project completion

Opponents

- Adverse impacts on neighborhoods
- Loss of valuable land
- Urban traffic congestion

The Creation of MPOs

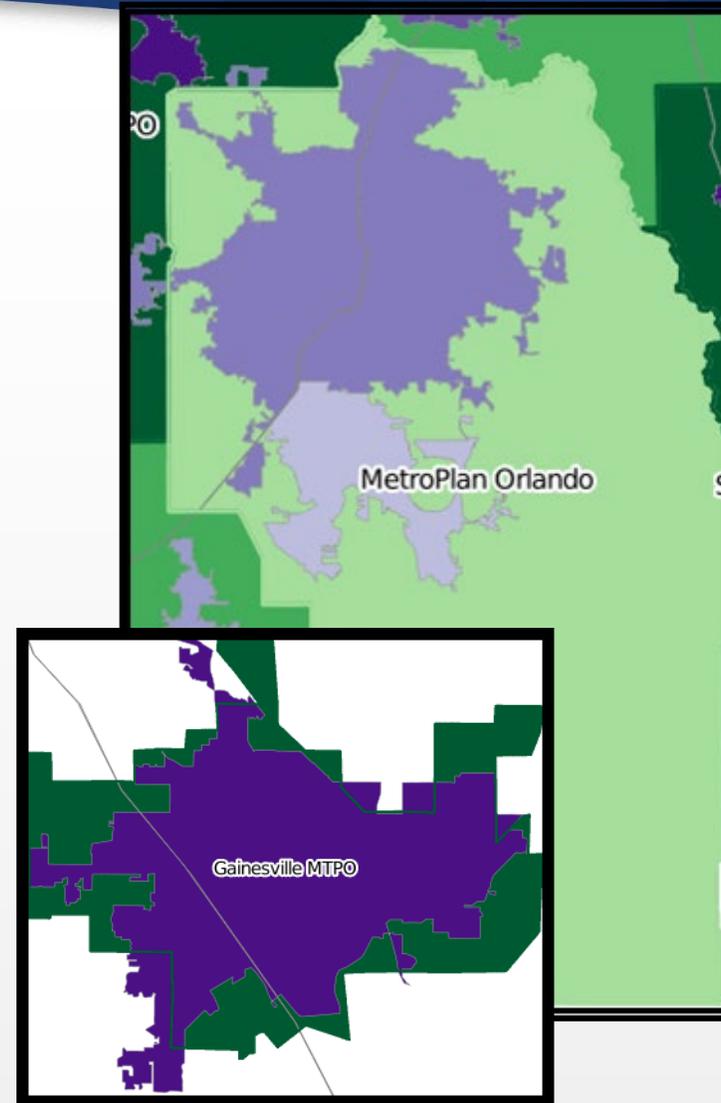


1973 Highway Act

Areas with 50,000+ population, mandated to have or be a part of at least one MPO (Areas 200,000+ are Transportation Management Areas)

Designated by agreement of governor and local governments

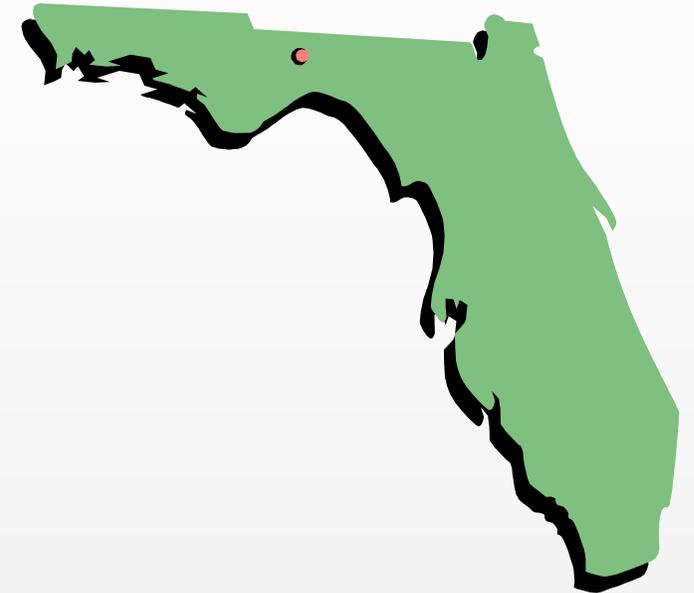
Required to approach transportation in a multi-modal manner



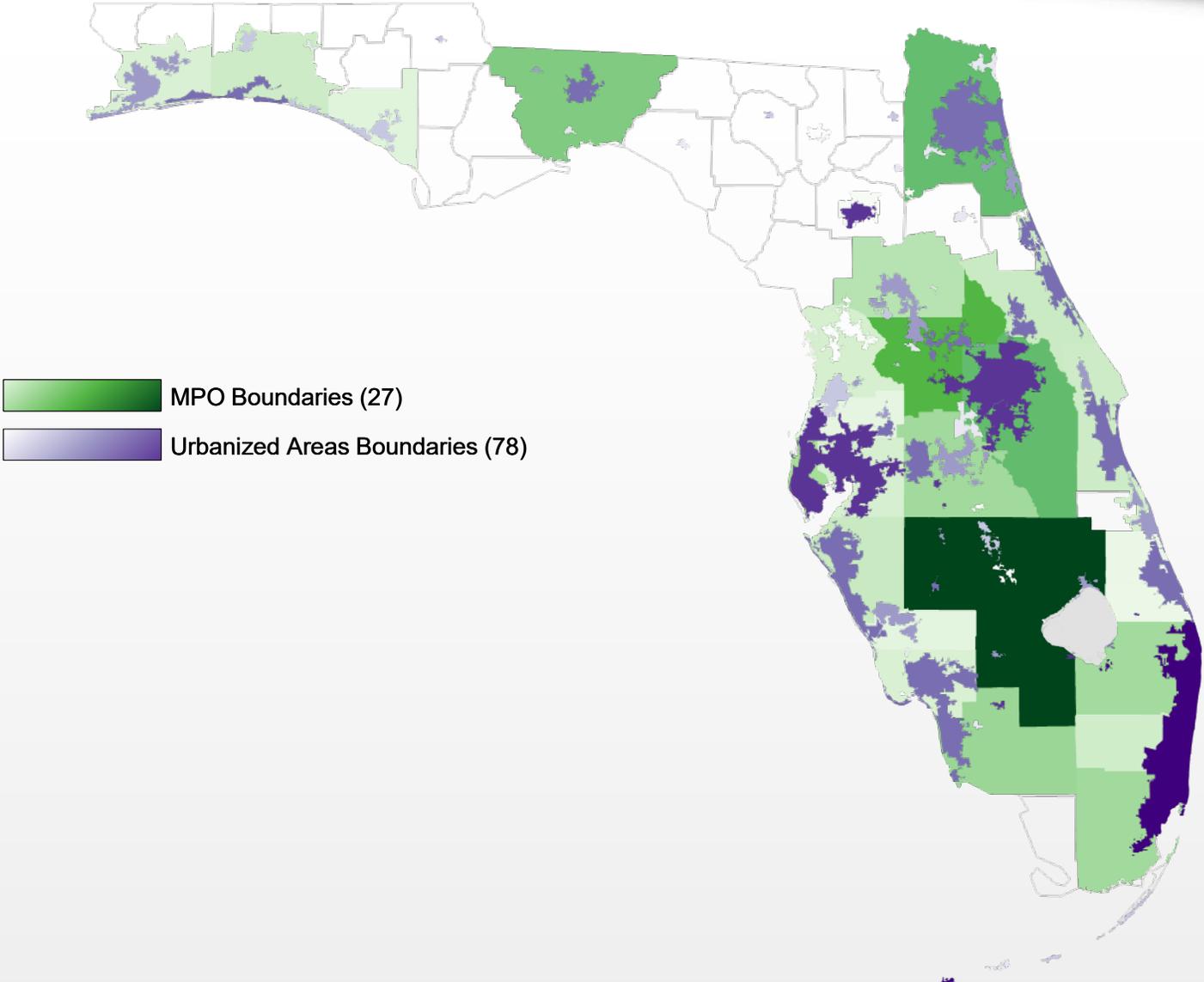
Relevant Federal/Florida Law



- **23 USC 134 contains most of the federal authority and responsibility of MPOs**
- **Most recent amendment:**
 - » Infrastructure Investment and Jobs Act (IIJA)/Bilateral Infrastructure Law (BIL)
- **Florida Statutes Chapter 339.175**
- **Additional references to MPOs appear throughout Florida Statutes**



Urban Areas v. MPO Planning Areas



MPO Configuration in Florida



- **27 designated MPOs**
- **9 non-TMA MPOs (under 200K pop.) (soon to be 7)**
- **18 TMA MPOs (over 200,000 pop.)**
- **10 multi-county MPOs**
- **16 hosted by an RPC, county or city**
- **4 Inter-MPO alliances/councils**
 - » Central Florida MPO Alliance
 - » Sun Coast Transportation Planning Alliance
 - » Southeast Florida Transportation Council
 - » Treasure Coast Transportation Council



What are the Responsibilities of MPOs?

Broad Responsibility



- **Forum for the ‘3 C’ planning process**
 - » Continuing
 - » Comprehensive
 - » Cooperative
- **Produce plans and programs that “give emphasis to facilities that serve important national, state, and regional transportation functions”**
- **Produce plans and programs consistent with approved local government comprehensive plans**
- **Provide a “forum for cooperative decision-making by officials of the affected governmental entities”**

Product Requirements

Long-Range Transportation Plan (LRTP)

Transportation Improvement Program (TIP)

- Must be a five-year program
- Must be updated annually

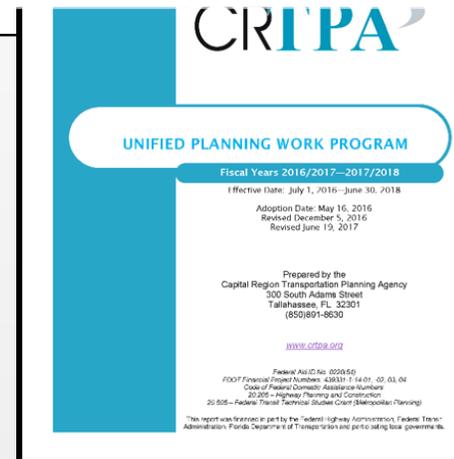
Unified Planning Work Program (UPWP)

- Must be updated annually by law
- Adopted every 2 years in practice

Public Participation Plan

Congestion Management Process

All in cooperation with FDOT





What is the MPOAC?

Origin of MPOAC



- **Created in 1984 (expanded in 1994)**
- **Purpose in State law (339.175(11), F.S.)**
 - » Principal Forum for collective policy discussion between MPOs
 - » Augment, not supplant the role of individual MPOs
 - » Clearinghouse for Review of Florida Transportation Plan by MPOs

MPOAC Organizational Structure



- **Governing Board of local elected officials**
- **Staff Directors' Advisory Committee**
- **Policy and Technical Committee**
- **Freight and Rail Committee**
- **Noteworthy Practices Working Group**
- **Other Subcommittees as necessary**
- **Bylaws – administrative rules**

Staffing Arrangement



- **Full-time Independent Staff**
 - » Executive Director
 - » Executive Assistant
- **Independent general counsel**
- **Research/consultant support**
- **Physically Located within FDOT Central Office**

Major Activities



- **Exchange of information**
- **Your Liaison with FDOT**
- **Technical and Policy development**
- **Legislative advocacy and information dissemination**
- **National and state membership dues**
 - » AMPO
 - » NARC
 - » MBUFA
 - » FBT
 - » FPTA
 - » ITS Florida
- **Training MPO board members**

MPOAC Institute



- **Intended for local elected officials (may expand to MPO staff)**
- **Conducted feasibility study**
- **Training modules developed and pilot tested**
 - » Two annual weekend trainings
 - » Half day with Florida Association of Counties
- **Training modules maintained and updated**
- **Funded by PL funds**

How the MPOAC is Funded



- **Off-the-Top allocation in State PL Formula**
- **State DOT provides office space and some support services**
- **MPOs provide non-federal local funds for advocacy activities**
- **Contract services for general counsel and consultant services**

MPOAC Budget



- **Annual Unified Planning Work Program**
 - » FHWA PL and FTA 5303 funds (now CPG)
 - » Local non-federal funds
- **Added funds as needed for research /studies, membership dues, MPOAC Institute, etc.**
- **2023 budget of \$607,484 (includes consultant fees)**
 - » Operating Budget (salaries, benefits, expenses)
 - » Work Program Budget (Consultant fees, MPOAC Weekend Institute)

Reasons for a Statewide MPO Association



- **MPOs should have a unified voice**
- **Provides MPOs, Florida DOT, USDOT a statewide forum**
- **Provides other stakeholders an opportunity to present their message**
- **Exchange of information and best practices**
- **Statewide studies and initiatives**



QUESTIONS?

Contact Information:

Mark Reichert

850-414-4062

mark.reichert@dot.state.fl.us





**TPO 101
Workshop**

Folders

Governance

- **12-Member Governing Board**
 - **City of Belleview (1)**
 - **City of Dunnellon (1)**
 - **City of Ocala (5)**
 - **Marion County (5)**
 - **FDOT District 5 Secretary (non-voting)**



TPO Governing Board



TPO Director
Balmes, Robert

Adm. Specialist/Social Media
Irby, Shakayla

Professional Planner
Vacant

Fiscal Planner/Title VI
Mitchell, Elizabeth

Agreements

- **Metropolitan Planning Agreement**
 - **TPO & Florida Department of Transportation**
 - **Federal Grant (CPG) Agreement**
- **Interlocal Agreement (TPO)**
 - **Bellevue, Dunnellon, Ocala, Marion County, Florida Department of Transportation**

- **Intergovernmental ICAR**
 - **TPO, East Central FL Regional Planning Council, Marion Co., City of Ocala, FDOT**
- **Staff Services Agreement**
 - **TPO and Marion County**

- **Interlocal Public Transportation**
 - **TPO, City of Ocala, Marion County**
- **Interlocal Agreement**
 - **Central Florida MPO Alliance (6 MPO/TPOs)**
- **Joint Planning Agreement**
 - **TPO and Lake~Sumter MPO**



TDLCB

**Transportation Disadvantaged
Local Coordinating Board**

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

The TDLCB meets quarterly and assists the TPO in identifying local service needs and provides information, advice, and direction to the Community Transportation Coordinator (CTC) on services to be provided to the transportation disadvantaged.

This Board is comprised of:

- 1. County Commissioner –(Serves as Chairperson)**
- 2. Various health, labor, and not-for-profit organizations**
- 2. Marion County School Board**
- 3. FDOT**

- 4. City of Ocala**
- 5. Public or Local Mass Transit**
- 6. Person over sixty**
- 7. Person with a disability**

Each member provides an alternate to serve in their absence.

Advisory Committees

Technical Advisory Committee (TAC)

- **11-Member Committee**
- **Engineers, planners,
director/managers, school official**
- **Meetings 9 to 10 times year**
- **Recommendations to TPO Board**

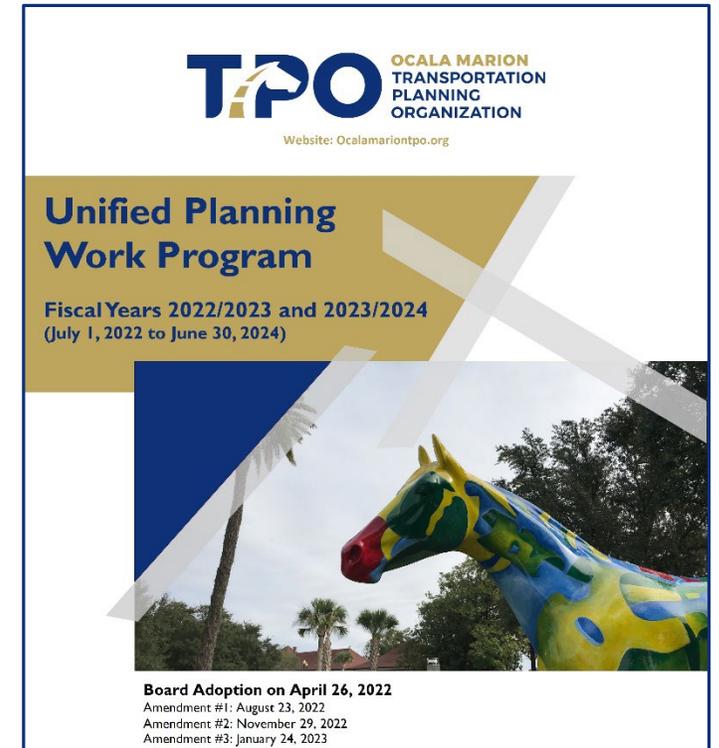
Citizens Advisory Committee (CAC)

- **9-Member Committee (bylaws to 15)**
- **Residents of a municipality, Marion County**
- **Meetings 9 to 10 times year**
- **Recommendations to TPO Board**

Plans & Programs

**Core work required to ensure
projects in Marion County
maintain eligibility for federal
and state funding**

- **Unified Planning Work Program (UPWP)**
 - **2-year Budgetary document**
 - **Fiscal Years 2023 to 2024**
 - **Outlines all planning activities of the TPO**
 - **Condition of receiving Federal Funding**



- **The 25-Year blueprint for federal and state funded transportation improvements in Marion County**
- **Adopted by TPO Board on November 29, 2020**

- Updated Every 5 Years
- 2050 LRTP
 - February 2024 to October 2025

OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION



2045 LRTP Funding

- **Projected
Revenue to
Marion County
Fiscal Years
2026 to 2045**

**\$2.08
BILLION
STATE/FEDERAL**

2045 LRTP Funding

○ Cost Feasible Element

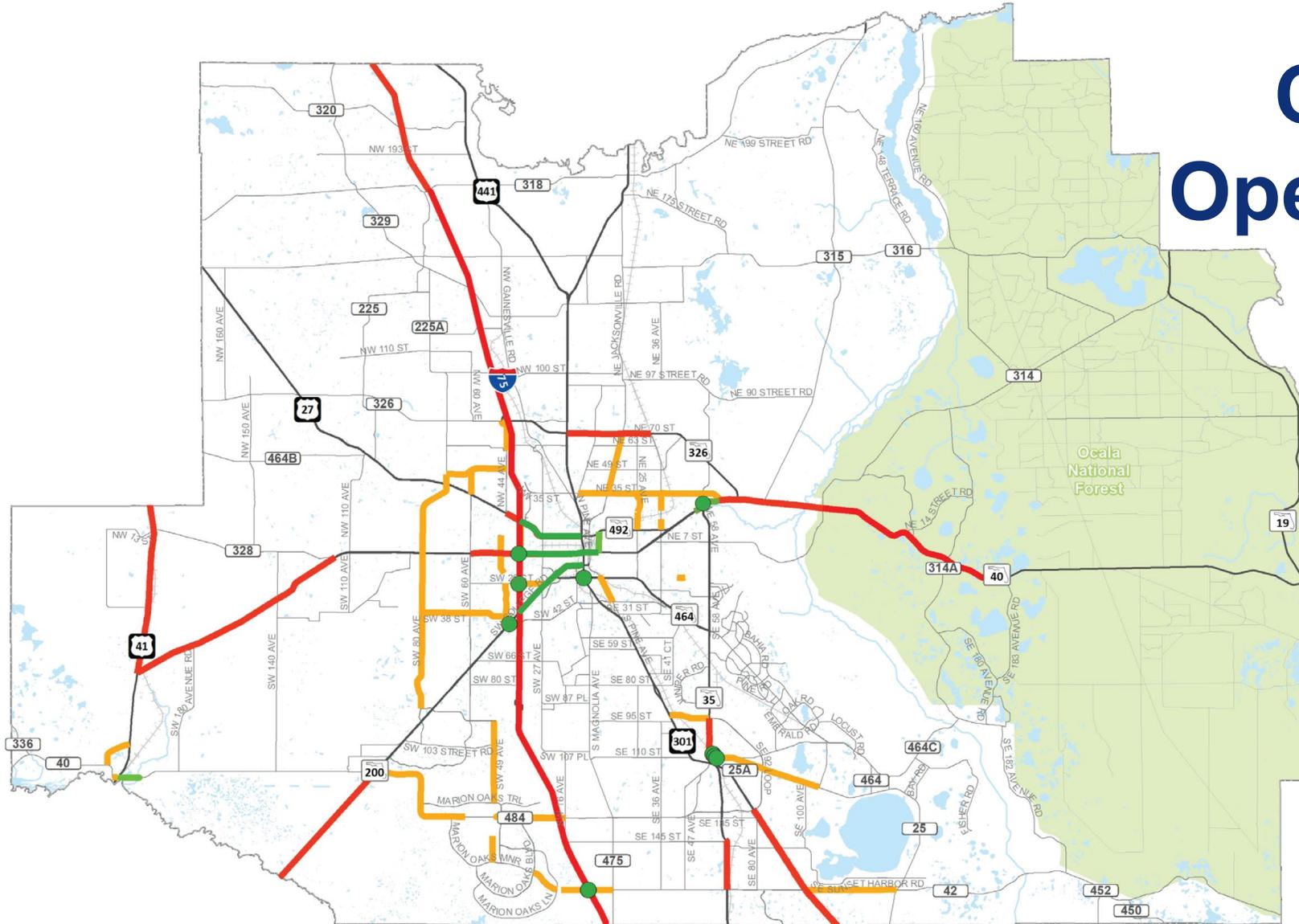
TABLE 6.2: STATE/FEDERAL REVENUES (IN 000'S YOY \$)*

	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Strategic Intermodal System (SIS)	\$185.3	\$730.4	\$349.9	\$56.9	\$1,322.5
Other Roads Construction & ROW**	\$175.3	\$189.2	\$196.8	\$196.8	\$758.1
TOTAL	\$360.6	\$919.6	\$546.7	\$253.7	\$2,080.6

○ Unfunded Needs Element

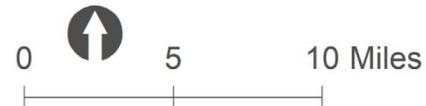
FIGURE 5.20: ROADWAY CAPACITY AND OPERATIONAL NEEDS

2045 LRTP Capacity and Operational Needs



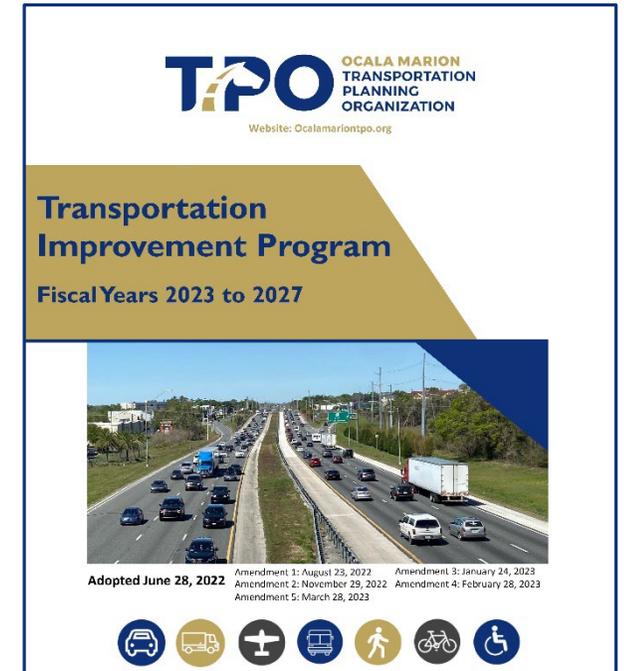
Legend

- Local Road Intersection
- State Road Operational
- Local Roadway Capacity
- State Roadway Capacity
- Local Roadway Operational
- State Roadway Operational



Transportation Improvement Program

- **Fiscal Years 2023 to 2027
Transportation
Improvement Program (TIP)**
- **Adopted by TPO Board on
June 28, 2022**

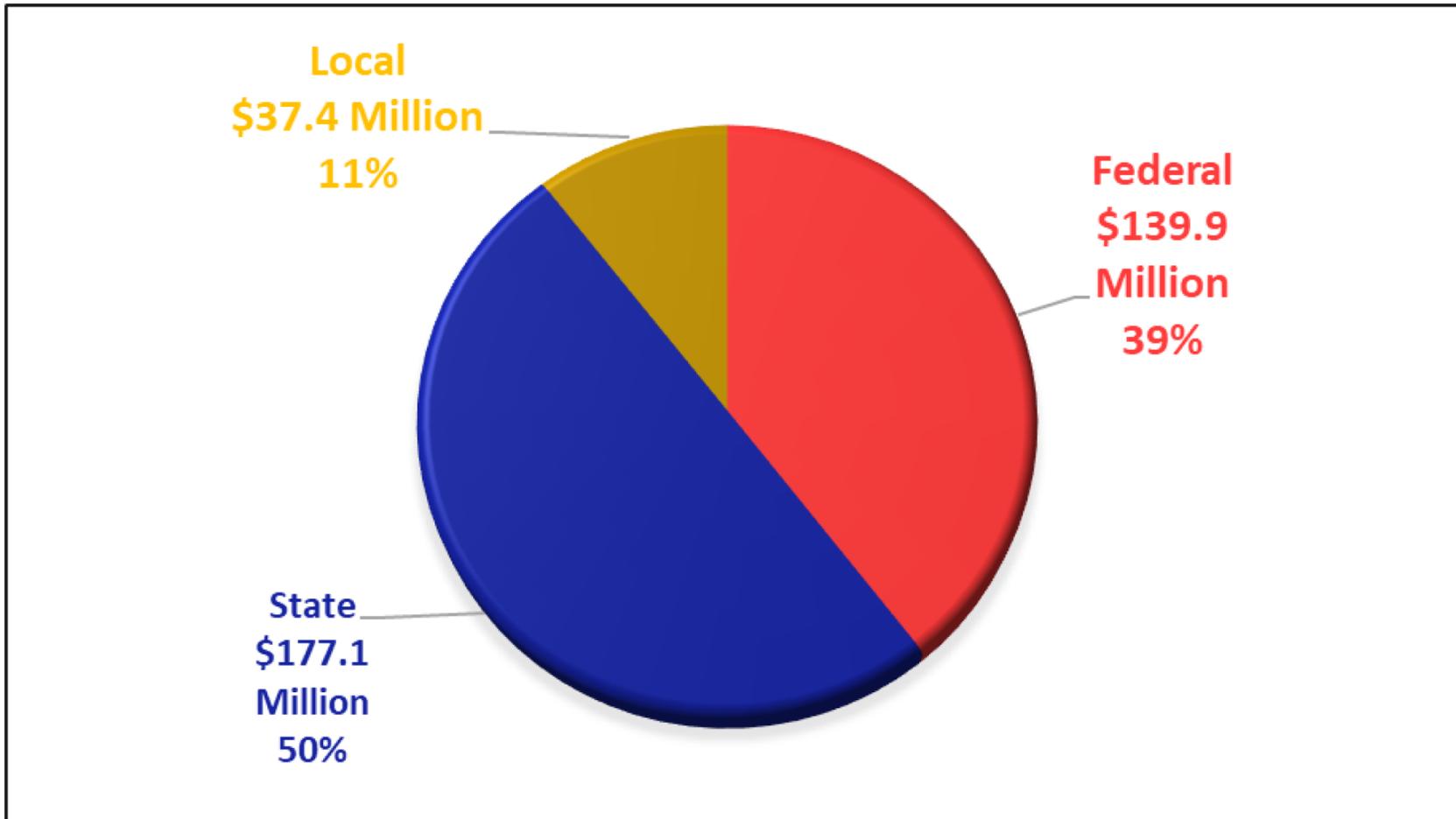


Transportation Improvement Program

- **Five-year programmed listing of transportation projects**
- **Updated annually**
 - **Fiscal Year 2024 – 2028 Draft in May 2023**

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$64,685,309	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$139,953,054
State	\$101,607,994	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$177,070,752
Local	\$18,126,308	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$37,410,659
Total	\$184,419,611	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$354,434,465

TIP Funding by Source and Year



Updated
March 2023

Transportation Improvement Program

TIP 5-Year Investment Breakdown



I-75 Projects
\$90,682,909



Bicycle/Pedestrian Projects
\$9,960,897



U.S. Route Projects
\$31,783,730



Aviation Projects
\$17,875,000



State and Local Projects
\$67,529,131



Transit, Funding and Grants
\$34,915,831



ITS and Maintenance
\$35,146,923

Interstate 75 (I-75) Projects



Project: I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page #): Goal 1, Objective 1.2 (14); Goal 2, Objective 2.1, 2.2, 2.3 (14); Goal 3, Objective 3.2 (14)



SIS Project

Description:

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

Prior <2023:

\$18,087,376

Future >2027:

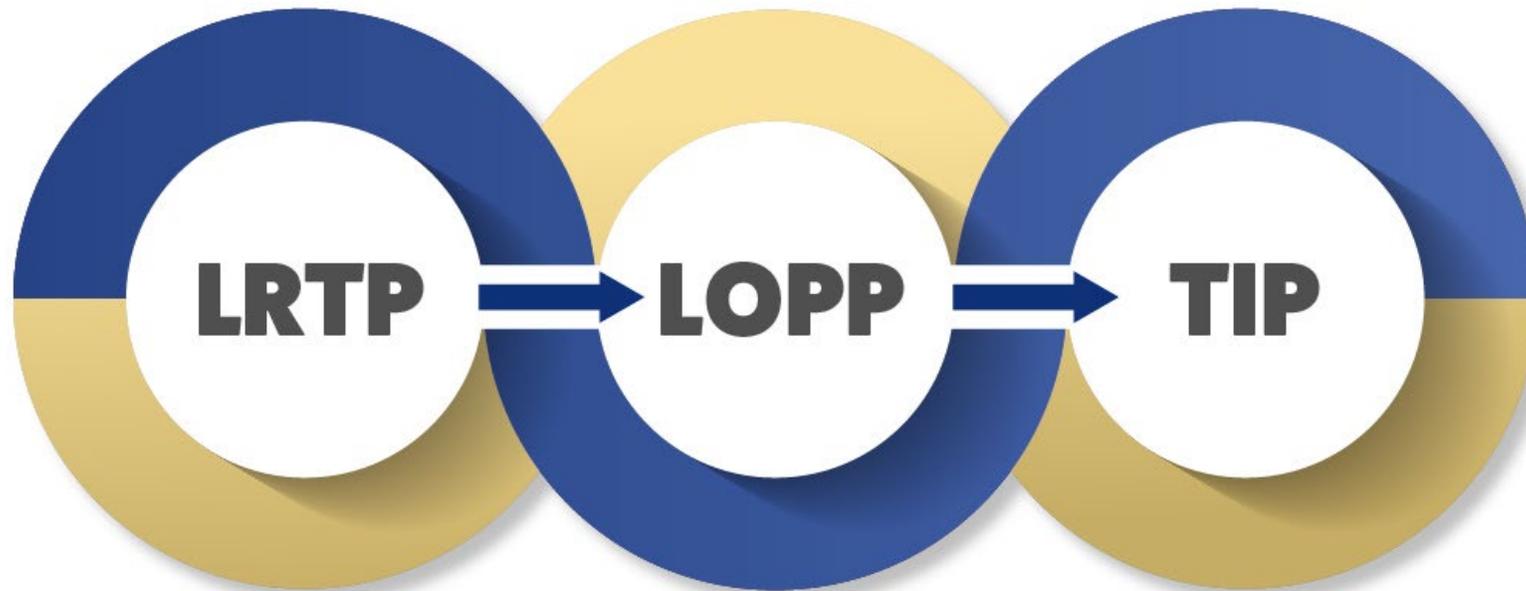
\$0

Total Project Cost:

\$60,467,240

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	CIGP	State	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	DDR	State	\$0	\$0	\$5,046,899	\$0	\$0	\$5,046,899
CST	LF	Local	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	SA	Federal	\$0	\$0	\$630	\$0	\$0	\$630
CST	SL	Federal	\$0	\$0	\$9,213,782	\$0	\$0	\$9,213,782
CST	SN	Federal	\$0	\$0	\$3,005,068	\$0	\$0	\$3,005,068
CST	TRIP	State	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
CST	TRWR	State	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:			\$0	\$0	\$42,379,864	\$0	\$0	\$42,379,864

List of Priority Projects (LOPP)



- **Connection between LRTP and TIP**
- **Annual requirement**
 - **Projects requested for Federal and/or State funding over next 5 years**
 - **FDOT Work Program new 5th Year (FY 2029)**

- **State Roadway Projects (on-system)**
 - **Funding to advance toward implementation**
- **Local Roadway Projects (off-system)**
 - **Ready to receive state funding for construction (CST) by new 5th year (FY '29)**
 - **Project to be federalized (LAP)**

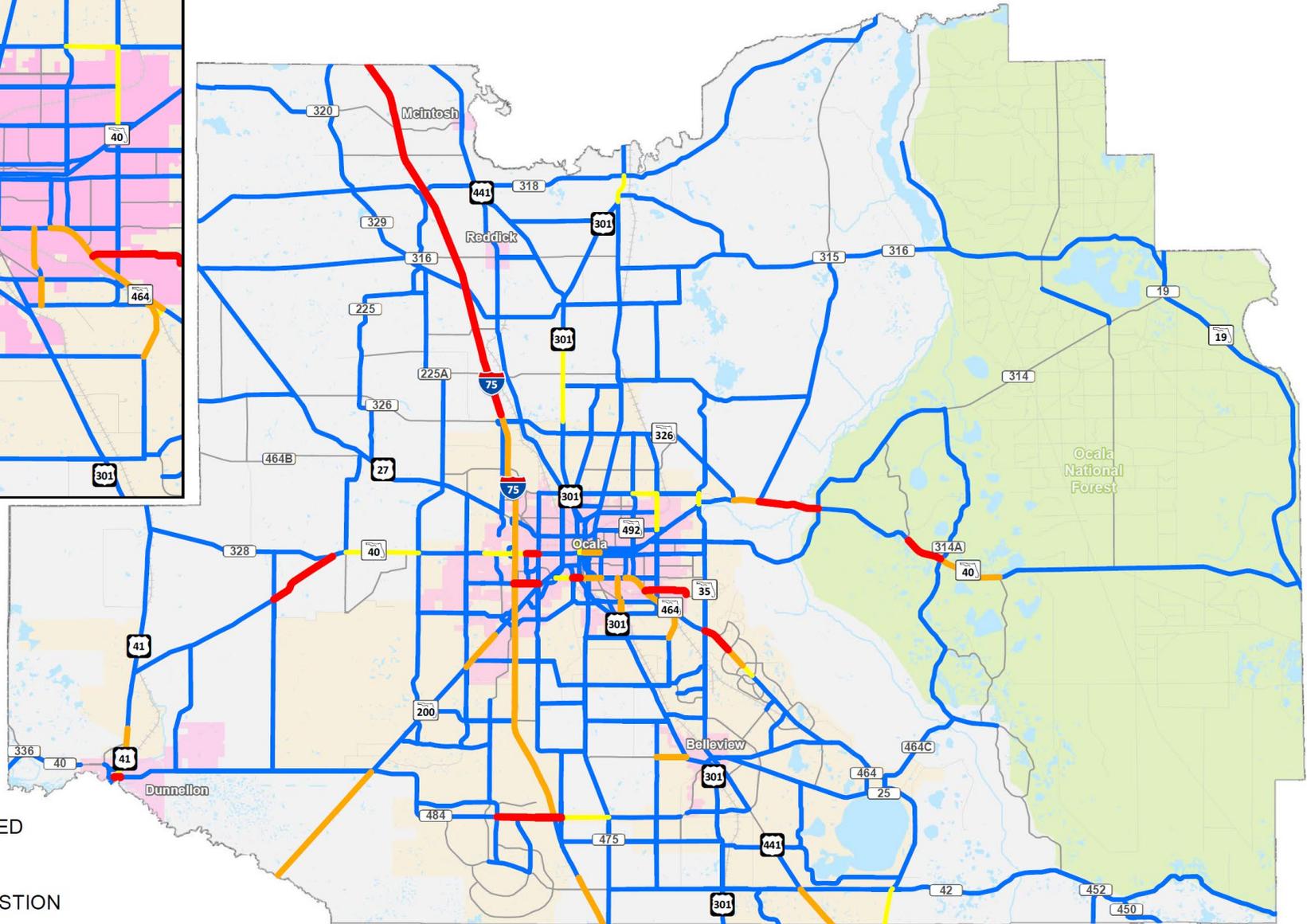
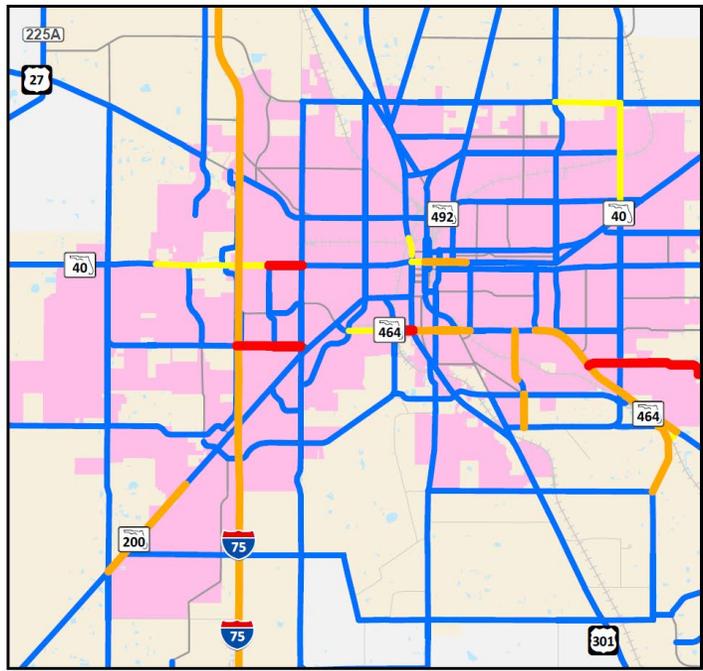
- **Trail, Sidewalk Projects**
 - **Ready to receive federal or state funding by new 5th year**
- **Draft 2023 LOPP – April TPO Board**
- **Adoption by Board in May 2023**

Performance Based Planning

- **Safety Performance Measures (PM1)**
- **Pavement and Bridge Performance Measures (PM2)**
- **System Performance (PM3)**
- **Integrated into LRTP, TIP, TPO Process**

Congestion Management Plan

- **Congestion Management Process (CMP)**
 - **A formalized process to manage and improve operations and safety of the federal-aid network**
 - **State-only requirement for our TPO**



Marion County

Congested Corridors

- EXTREMELY CONGESTED
- CONGESTED
- APPROACHING CONGESTION
- NOT CONGESTED

Adopted October 26, 2021



Transportation Disadvantaged Service Plan

The TDSP Plan is a five-year annually updated tactical plan jointly developed by Marion Transit, the TDLCB, and the TPO.

The plan encompasses a vision for how service will be provided to the disadvantaged community throughout the county.

Transportation Disadvantaged Service Plan

**It is a paratransit service,
or a specialized service
that provides door-to-door
transportation assistance
for economically
disadvantaged or disabled
persons.**



Transportation Disadvantaged Service Plan

The TD program concept is to offer a level of service comparable to that provided to persons without disabilities.



Supportive Plans

**Planning documents over past
five years in support of federal
and state emphasis areas and
local priorities**



COMMITMENT TO ZERO



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

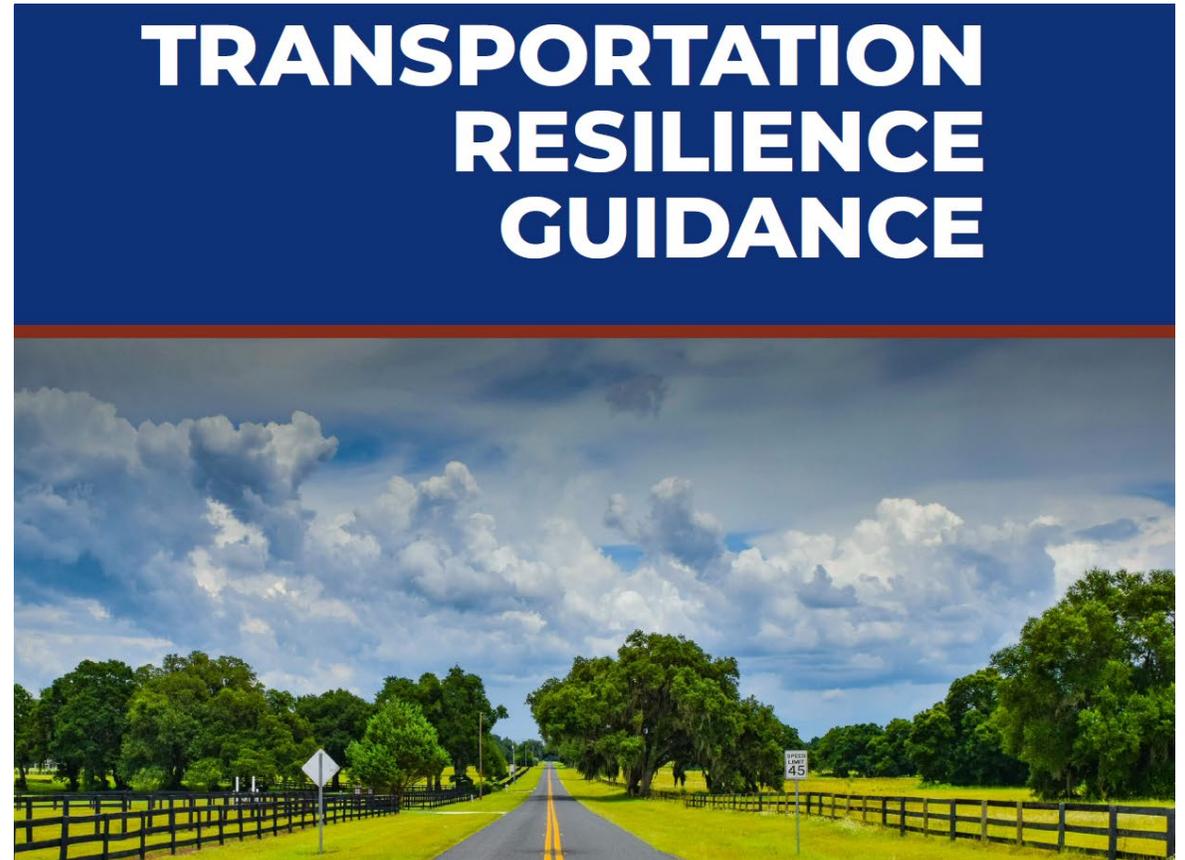
Adopted November 29, 2022



Transportation Resilience

Completed in
January 2022

**TRANSPORTATION
RESILIENCE
GUIDANCE**





Regional Trails Plan

**Adopted in
October 2019**

Regional Trails Facilities Plan

A guide for connections and facility improvements in Marion County





ITS Strategic Plan

**Adopted in
2018**



Emphasis Areas

Major Transportation Emphasis Areas

- **Carbon Reduction**
- **Emerging Mobility**
- **Equity**
- **Resiliency**
- **Safety**
- **Transportation/Housing**

Questions and Comments



TPO 101 Workshop



Public Participation

**Process to ensure all members
of our community are given the
opportunity to participate in the
“3C” planning process**

Continuous, Cooperative, Comprehensive

Public Participation Plan

- **Public Participation Plan (PPP)**
 - **A Plan to ensure all individuals have opportunities to be involved in the TPO's planning process and decision-making**
 - **Federal Requirement all TPO/MPOs**

Public Participation Plan

Opportunities for Public Participation		Schedule	Public Comment Period	Public Notice
Meetings				
Governing Board	TPO Board	Meets 4th Tuesday of month, at minimum quarterly	Every Meeting	7 days
Committees	TAC, CAC	Meets 2nd Tuesday of month, at minimum quarterly	Every Meeting	7 days
Transportation Disadvantaged Board	TDLCB	Meets 3rd Thursday of month, quarterly	Every Meeting	7 days

Public Participation Plan

Opportunities for Public Participation		Schedule	Public Comment Period (in days)	Public Notice (in days)
Program Adoption				
*Long Range Transportation Plan	L RTP	Every Five Years	30	30
Transportation Improvement Program	TIP	Every Year (May and October)	30	30
Unified Planning Work Program	UPWP	Every Two Years (July 1st)	30	30
Public Participation Plan	PPP	Every Three Years	45	45
Program Amendments				
Long Range Transportation Plan	L RTP	Two Times Per Year - (May, November)	30	30
Transportation Improvement Program	TIP	As Needed	7	7
Unified Planning Work Program	UPWP	As Needed	7	7
Public Participation Plan	PPP	As Needed	7	7

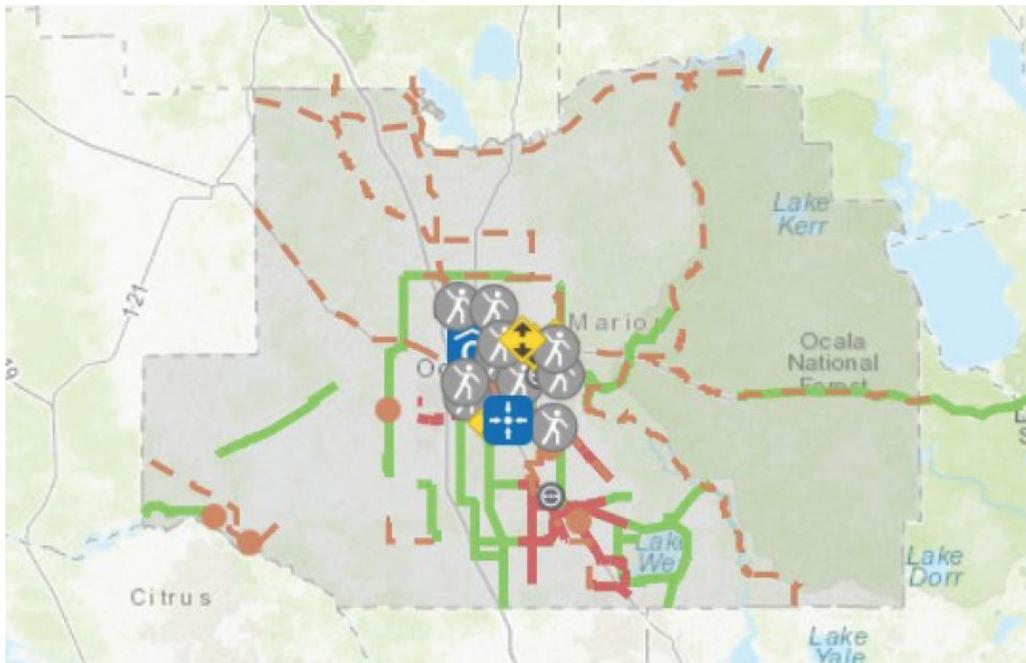
2. What do you think are the main causes of congestion in Marion County?
(select up to 3)

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

612 selections

Congestion Management Plan Public Survey

Online Comment Maps



2045 LRTP



Commitment to Zero

The TPO website features information on our Boards and Committees, Meetings and Agendas, Plans and Programs, Interactive Maps, Transportation Statistics, Current Projects, Public Involvement, and Staff Contact Information.

The website is frequently updated and maintained by TPO staff. The TPO website is the primary location of the most up-to-date information regarding all TPO activities.





2045 Long Range Transportation Plan (LRTP)

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The 2045 Long Range Transportation Plan (LRTP) outlines the vision for transportation in Marion County for the next 25 years. The LRTP considers all modes of transportation, including roadways, transit, bicycles, pedestrians, freight and aviation.

The overall Vision of the 2045 LRTP is to "Develop a safe, convenient and accessible multimodal transportation system that supports a vibrant economy, preserves existing assets, and protects the natural environment."

The LRTP document outlines the current status of transportation in Marion County and the anticipated future growth and development. Based on this information, the LRTP includes an analysis of future needs and potential solutions. The solutions incorporate a variety of considerations, such as funding availability, safety, and subsequent environmental, economic and social impacts.

To ensure the recommendations are financially feasible, projects included in the plan are linked to specific funding sources. Additionally, the LRTP is updated every five years to remain congruent with changes in population, travel demand and emerging technologies, and to meet state and federal regulations.

The TPO Board adopted the 2045 LRTP on November 24, 2020. The 2045 LRTP was amended on November 29, 2022.



Executive Summary

[View the 2045 Long Range Transportation Plan \(LRTP\) Executive Summary](#)



Maps

[Share & Bookmark](#) [Print](#)

The Ocala Marion TPO provides a wide range of maps to visually communicate information about our region to policy-makers and the public. The TPO manages a gallery of both static and interactive maps that display transportation projects, traffic counts, safety and other information. Please click on the link associated with the program topic to view a static or online interactive map.

Static Maps



TPO Planning Area



TPO Urbanized Area



Federal Aid Eligible Roads

Interactive Maps



Transportation Planning Organization (TPO) Board

[Share & Bookmark](#) [Print](#)



The Ocala Marion TPO Board is a transportation policy-making body responsible for the overall guidance of the transportation planning process in Marion County. This includes providing leadership and oversight for the development of transportation policies, plans, programs and strategies. The TPO Board is comprised of 12 voting members including the City of Ocala Mayor and four members of the City Council; all five Marion County Commissioners; and one representative each from the Belleview City Commission and the Dunnellon City Council. The Florida Department of Transportation District V Secretary is on the TPO Board as a non-voting member.

The TPO Board meets on the fourth Tuesday of the month, when scheduled, in the Marion County Commission Auditorium, located at the McPherson Complex at 4:00pm. All meetings are open to the public and participation is encouraged.

Meeting Location: 601 SE 25th Avenue, Ocala, FL 34471

- [TPO Board Members](#)
- [TPO Board Bylaws](#)
- [TPO Board Infographic](#)
- [TPO Board Meetings](#)
- [TPO Calendar](#)



TPO Social Media

@ocalamariotpo

Our Facebook and Twitter launched in January 2020 and specifically serve as tools for announcing all TPO meetings, draft and final documents for public review, Public Involvement Activities, Safety Announcements, Road Closures, and sharing Partner activities and information.

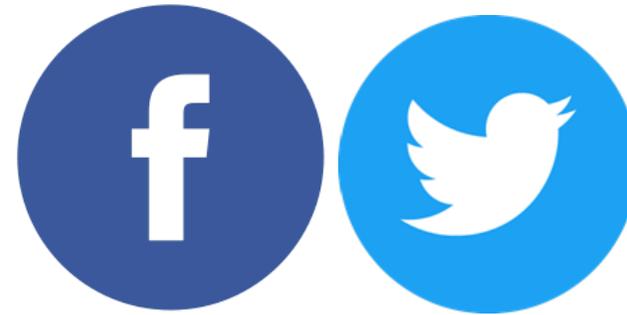
Currently we have:

300 Facebook Followers

92 Twitter Followers

If you are not following us
take a moment to scan the
QR Codes to stay in the know!





Ocala Marion TPO
October 28, 2022 · 🌐

The 2045 Long Range Transportation Plan (LRTP) Amendment and Public Hearing has been rescheduled for November 29, 2022 at 4:00 p.m. at the Marion County Commission Auditorium, located at 601 SE 25th Avenue, Ocala, FL 34471. The public hearing is for amendments to the 2045 Long Range Transportation Plan (LRTP). The TPO's LRTP identifies the cost feasible and unfunded needs projects for roads, transit and bicycle/pedestrian improvements through the year 2045.



Amendments for the 2045 LRTP are available to view

Visit Ocalamariontpo.org

GO TO PLANS AND PROGRAMS AND CLICK ON THE 2045 LRTP

Ocala Marion TPO
October 21, 2022 · 🌐

Thank you to our TPO Director, Rob Balmes for kicking off Mobility Week in Ocala Marion! Take a look at Rob's commute to work this morning 🚗🚲🚶 #MobilityWeekFL



I made it to work safe and on time!

Ocala Marion TPO
October 27, 2022 · 🌐

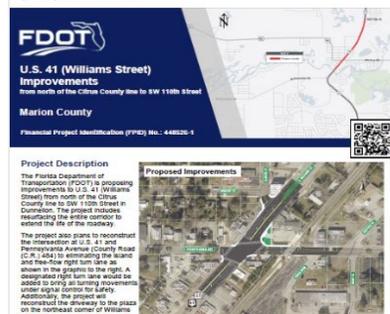
One of the greatest parts about working at the Ocala Marion TPO are the wonderful partners we have! We had the opportunity to stop by the Marion County Jamboree Event and saw some of our TPO board members Commissioner Michelle Stone, Commissioner Carl Zalak, and the Marion County Administrator, Mounir Bouyouanes!



Ocala Marion TPO
February 9 · 🌐

The Florida Department of Transportation (FDOT) invites you to a public meeting regarding project plans on U.S. 41 (Williams Street) from north of the Citrus County line to SW 110th Street in Dunnellon on Thursday, March 2, at 5:30 p.m. See more information below.

Virtual Option: Interested persons may join from a computer, tablet or mobile device at 5:30 p.m. For this option, advance registration is required by visiting <http://bit.ly/3XXCh52>. Once registered, participants ... See more



Project Description
The Florida Department of Transportation (FDOT) is proposing transportation improvements on U.S. 41 (Williams Street) from north of the Citrus County line to SW 110th Street in Dunnellon. The project includes resurfacing the entire corridor to extend the life of the roadway.

Proposed Improvements
The project also plans to reconstruct the intersection at U.S. 41 and Pennsylvania Avenue (Citywide Road (C.R. 144)) to extending the island and the left turn lane. An all-way designated right turn lane would be added to bring all turning movements under signal control for safety. Additionally, the project will reconstruct the driveway to the plaza on the northeast corner of Pennsylvania Street and Pennsylvania Avenue to maintain access.

Traffic signal upgrades are also proposed at the Pennsylvania Avenue, Powell Road, Brooks Street and SW 110th Street intersections. Pedestrian crosswalks and curb ramps will also be improved to meet current Americans with Disabilities Act (ADA) standards.

Project Status and Estimated Costs*	
Design - 'til 2023	\$ 341,000
Right of Way	Not needed
Construction	Planned - winter 2024
*Subject to change	

Contacts
Kathleen Stout
FDOT Project Manager
352-343-2149
Kathleen.Stout@fdot.state.fl.us

CFRoads.com

Ocala Marion TPO
March 7 at 12:46 PM · 🌐

The TAC meeting packet is available to view online. You can access the packet by following the link provided at <https://ocalamariontpo.org/.../March-14-2023-TAC-Meeting...>



TECHNICAL ADVISORY COMMITTEE (TAC) MEETING 3:30 PM

MARCH 14, 2023

MARION COUNTY - LIBRARY HQ

2720 E. SILVER SPRINGS BLVD., OCALA, FL 34470

TO VIEW THE AGENDA AND MEETING PACKET CLICK THE LINK IN THIS POST OR VISIT OUR WEBSITE OCALAMARIONTPO.ORG

Ocala Marion TPO
1h · 🌐

Don't miss out on Operation Green Light March 20 – March 24, 2023 from 8 a.m. to 5 p.m. 📅 hosted by Marion County Clerk of Court and Comptroller. Marion County customers with suspended driver licenses will have an opportunity to get their license back by paying, in full, overdue criminal court obligations, including traffic tickets, while possibly saving up to 20% in additional fees to get their license back. Terminated Payment Plans are eligible for a new contract. Visit the... See more



OPERATION GREEN LIGHT

JUST AHEAD

SAVE MONEY → GET BACK ON THE ROAD

CLERK OF COURT AND COMPTROLLER
MARION COUNTY, FLORIDA

Title VI

Non-Discrimination

Pursuant to Title VI of the Civil Rights Act of 1964, and other nondiscrimination statutes, regulations and authorities.

- In order to accomplish equality for all partners and stakeholders the TPO put together a concise Title VI Non-Discrimination Plan.**

Title VI

Non-Discrimination

- **The TPO is committed to ensuring that no person is excluded from the transportation planning process regardless of background, income level, or cultural identity.**

Title VI Non-Discrimination

The TPO does not tolerate discrimination in any of its programs, services, activities, events, or employment.



Questions and Comments

TRANSPORTATION IMPROVEMENT FUNDING GAS TAXES, IMPACT FEES, & SALES TAX

OFFICE OF THE COUNTY ENGINEER

TRANSPORTATION IMPROVEMENT PROGRAM



Marion County's Transportation Improvement Program (TIP) is a five-year planning document that is revisited and updated every year.

The current TIP contains funding for over \$400M in project and operating expenses for the next five fiscal years, which is realized primarily through Gas Taxes and Impact Fees, but also includes funding from other sources such as Sidewalk Fees and Sales Tax, when such a tax has been approved by vote. Federal and State grant opportunities are also available for certain projects.

	2023	2024	2025	2026	2027
Project Expenses	\$167,707,096	\$54,527,569	\$37,528,694	\$36,561,750	\$13,686,500
Operating Expenses	\$18,692,612	\$18,638,000	\$18,638,000	\$18,638,000	\$18,638,000

TRANSPORTATION IMPROVEMENT PROGRAM



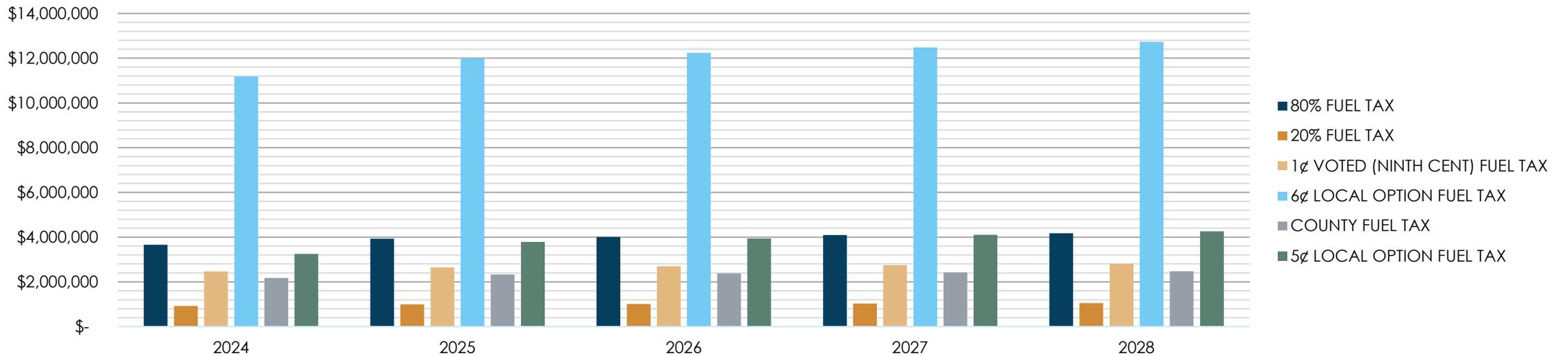
The figure below shows the programmed expenditures in the working TIP over then next five years broken down by the major funding sources. Please note that Sales Tax funds will be exhausted by FY 2026 should there not be an extension of the existing tax.

	2023	2024	2025	2026	2027
Gas Taxes	\$39,506,280	\$12,647,435	\$6,495,000	\$8,116,000	\$10,186,500
Impact Fees	\$18,645,726	\$9,665,000	\$12,819,862	\$12,950,000	\$3,200,000
Sales Tax	\$107,909,866	\$32,215,134	\$17,913,832	\$15,495,750	

*In addition to the funding sources already mentioned, there is also approximately \$3.8M raised each year from the Stormwater Assessment, which is used exclusively toward operation, maintenance, and enhancement of the County's stormwater system.

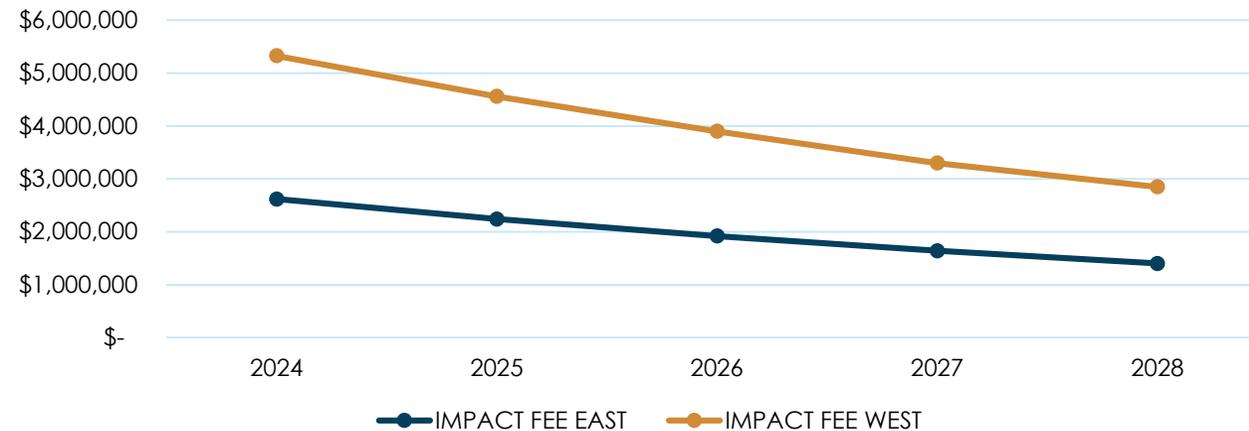
GAS TAX

Around 41¢ of every gallon of gas purchased in Marion County is tax, of which around 21¢ is returned to the County. This amount is comprised of several required and optional taxes which have been assessed by statute or voted on by citizens. Florida statutes require those taxes to be used toward acquisition, construction, and maintenance of the State's transportation network. The figure below shows projected revenues in gas tax funds over the next 5 years.



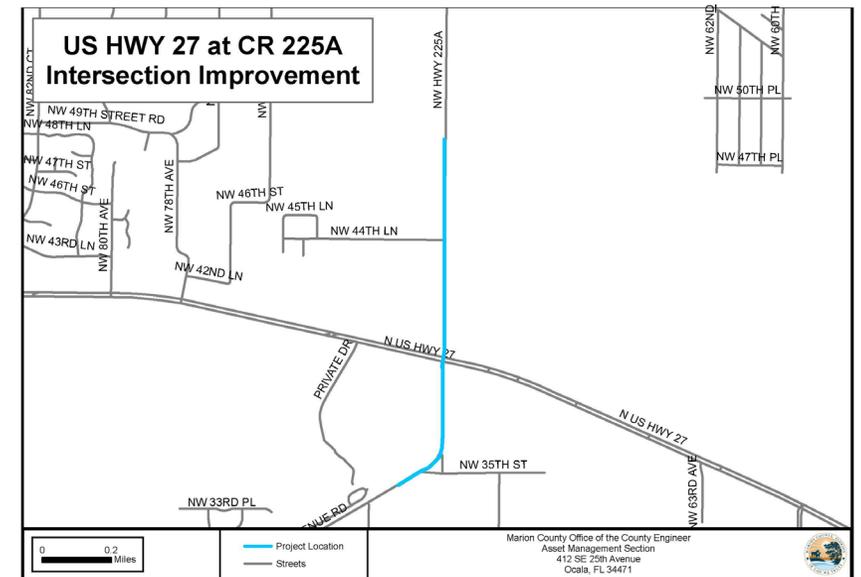
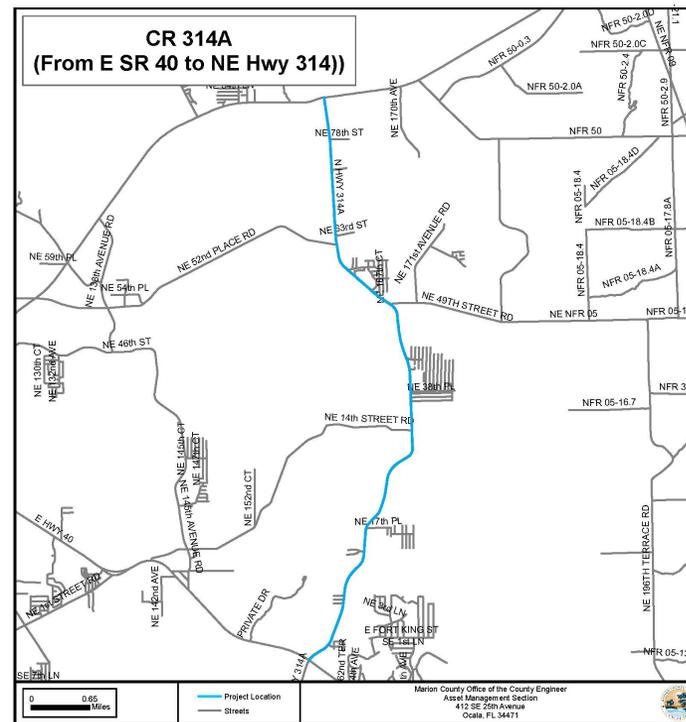
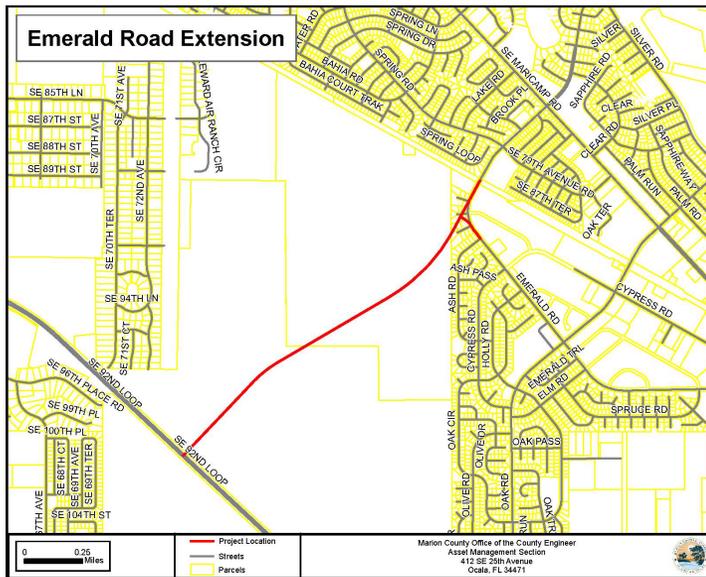
IMPACT FEES

Marion County collects Impact Fees from land development activities within the County. These fees are used to improve the transportation system of the district from which the development is taking place. There are two districts in the County, East and West, with I-75 as the dividing line between the two. Current projections predict a slowing in development over the next five years, and revenue is projected to decline as a result.



SALES TAX

The current 1% Infrastructure Sales Surtax was approved by voters during the November 2020 general election, and is scheduled end at the close of 2024. It may be extended an additional 4 years at the discretion of the voters. By ordinance, a portion of the sales tax goes toward transportation infrastructure improvements. There are several projects in various stages of design or construction that are currently utilizing sales tax funds:



TRANSPORTATION IMPROVEMENT PROGRAM



If you have questions about any of our current or upcoming projects, please call the Office of the County Engineer at (352) 671-8686.



TPO Board Meeting

Marion County Commission Auditorium

601 SE 25th Avenue, Ocala, FL 34471

March 28, 2023

4:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea
Commissioner Craig Curry
Councilmember Kristen Dryer
Commissioner Ray Dwyer
Commissioner Jeff Gold
Councilmember James Hilty
Councilman Tim Inskeep

Members Not Present:

Commissioner Kathy Bryant
Mayor Kent Guinn
Councilmember Barry Mansfield
Commissioner Michelle Stone
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Rakinya Hinson, FDOT
Darren Park, City of Ocala
Oscar Tovar, City of Ocala
Elton Holland, Marion County
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Craig Curry 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 present.

At 4:20pm Chairman Curry had to leave the meeting to attend another engagement and the quorum was lost.

Mr. Bethea made a motion to proceed with the business of the TPO with the six board members present. Mr. Hilty seconded, and the motion passed unanimously.

Vice-Chairwoman Kristen Dreyer chaired the remainder of the meeting.

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, Dunnellon, and Marion County meeting calendars on March 21, 2023. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

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

Item 5a. TPO Director Annual Performance Evaluation

According to the Staff Services Agreement between the TPO and Marion County, the TPO Chairman was responsible for the annual performance evaluation of the TPO Director using the County performance evaluation process.

The TPO Director evaluation forms completed by previous TPO Board Chairman Ire Bethea and current TPO Board Chairman Craig Curry were provided in the meeting packets for board members to view.

Chairman Curry gave comments that TPO Director Rob Balmes was very technical oriented and factual in presentations. He also assisted the TPO Chair in preparation of meetings.

Chairman Curry also added that Rob needed to work on his public speaking and interpersonal skills by reaching out to City and the County Engineers and their counter parts to better communicate positions of the TPO through calls, lunches, and personal relationship building.

Another comment Chairman Curry gave was that Rob should reach out through community speaking engagements for more public awareness of the TPO.

Overall, Chairman Curry gave the TPO Director two goals:

1. To reach out to all entities regularly and bridge communication.
2. Educate and contribute to the community on the education of the TPO.

Chairman Curry also tasked Mr. Balmes with calling all TPO board members prior to the board meeting to establish relationships and to help improve attendance to the meetings.

Mr. Balmes commented that the evaluation and comments were clear and that he appreciated the opportunity for feedback. He also thanked outgoing Chair, Councilmember Bethea for all his guidance, feedback and support over the past year.

Mr. Balmes also made a comment that the TPO board should have a formal process in place where the Director is evaluated annually and proposed that the Staff Services Agreement with the County may need to be revised so that yearly evaluations could be conducted.

Mr. Hilty said that the evaluations should be done with the outgoing Chair person.

Chairman Curry said that Amanda Tart with Marion County could be invited to the next meeting to discuss the Director evaluation further.

Ms. Dreyer made a motion to approve the TPO Director Annual Performance Evaluation.
Mr. Hilty seconded, and the motion passed unanimously.

Item 5b. 2022 Florida Department of Transportation (FDOT)/TPO Annual Joint Certification

Rakinya Hinson, FDOT addressed the board and said that annually and pursuant to federal requirements the FDOT and TPO perform a joint review of the certification status for the transportation planning process. The 2022 joint certification process was conducted from January to February 2023, including a virtual meeting with FDOT on February 23.

The joint certification was an opportunity for the TPO to give feedback to the department as well.

The development of the Joint Certification package document was conducted by TPO and FDOT District 5 staff, and it was included in the meeting packet for the TPO board to view.

Ms. Hinson said that the Annual Joint Certification allows for the FDOT to put the TPO in a low or high risk category. Ms. Hinson was proud to report that the Ocala Marion TPO was in a low risk category. FDOT did not have any findings to report and all documents that were submitted had been at 100% accuracy.

Ms. Hinson acknowledged and commended the Ocala Marion TPO formally for a job well done.

Mr. Hilty made a motion to approve the 2022 FDOT/TPO Annual Joint Certification.
Mr. Bethea seconded, and the motion passed unanimously.

Mr. Gold complemented the TPO Director and Staff and said that it was a big achievement for the TPO.

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

Mr. Balmes said that per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP).

The projects (FM#443623-1, #443624-1) had received federal highway planning grant funding to support activities of the I-75 Master Plan. Types of work the funding would support included community engagement, alternative concept identification and traffic analysis and modeling.

The projects would also assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

FM# 443623-1: I-75 (SR 93) from Turnpike (SR 91) to SR 200

- Length: 22.50 miles
- Funding: \$2,500,000 (Federal)
- FY 2023, PLN Phase
- Total TIP Funding: \$2,500,000

FM# 443624-1: I-75 (SR 93) from SR 200 to CR 234

- Length: 25.28 miles
- Funding: \$1,783,543 (Federal)
- FY 2023, PLN Phase
- Total TIP Funding: \$1,783,543

Ms. Dreyer made a motion to approve the FY 2023 to 2027 TIP Amendment #5.

Mr. Bethea seconded, a roll-call vote was called and the motion passed unanimously.

Item 5d. Performance Management 2023 Pavement and Bridge (PM2), System Performance (PM3) Targets

Mr. Balmes presented and said that Federal law required State DOTs and TPOs/MPOs to conduct performance-based planning by setting data-driven targets linked to specific measures.

In 2017, the Federal Highway Administration (FHWA) published the Pavement and Bridge Condition Performance Measures (PM2) and the System Performance Measures (PM3) Final Rules. The rules established performance measures to assess conditions and reliability for the National Highway System (NHS).

On December 16, 2022, the Florida Department of Transportation (FDOT) established new statewide two and four-year targets for Pavement and Bridge condition and System Performance. As a result, all MPO/TPO's in Florida were required to set targets, with the option to support the FDOT statewide targets or establish specific targets for their planning areas.

Targets had to be adopted by the TPO Board no later than June 14, 2023. The TPO was required to include the respective targets and annual results in the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).

Mr. Balmes explained the Pavement and Bridge (PM2).

The PM2 measures represented the percentage of lane-miles on the Interstate and non-Interstate NHS pavement and bridges (by deck area) that were in good or poor condition.

FHWA set a threshold for each metric to establish good, fair, or poor condition. Pavement sections that were not good or poor would be classified as fair. Bridges are classified as either good or poor.

The following charts were provided to display the new Pavement and Bridge performance measures and respective targets set by FDOT on December 16, 2022.

PM2: State Pavement and Bridge Performance Measures and Targets

Pavement Condition	2023 Target	2025 Target
Percent of Interstate pavements in Good condition	60.0%	60.0%
Percent of Interstate pavements in Poor condition	5.0%	5.0%
Percent of Non-interstate NHS pavements in Good condition	40.0%	40.0%
Percent of Non-interstate NHS pavements in Poor condition	5.0%	5.0%

Bridge Condition	2023 Target	2025 Target
Percent of National Highway System (NHS) bridges classified as in Good condition by deck area	50.0%	50.0%
Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area	10.0%	10.0%

Mr. Balmes explained the System Performance (PM3).

The PM3 measures represented the percentage of miles traveled on the Interstate and non-Interstate NHS that are reliable for all vehicles, and a specific measure for truck reliability. Travel time reliability compared to the worst travel times on a road against the travel time that was typically experienced.

In general, road miles with a ratio of less than 1.5 were considered reliable.

The following charts were provided to the new System Performance measures and respective targets set by FDOT on December 16, 2022.

PM3: System Performance Measures and Targets

System Performance	2023 Target	2025 Target
Percent of Person-Miles Traveled on the Interstate that are Reliable	75.0%	70.0%
Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable	50.0%	50.0%
Truck Travel Time Reliability (TTTR) Index	1.75	2.0

Two options were available:

- A. Support the FDOT statewide two and four-year targets for Pavement and Bridge and System Performance
- B. Establish two and four-year targets specific to the TPO Planning area for Pavement and Bridge and System Performance

Mr. Balmes mentioned that the last cycle when targets were required to be set by FDOT in 2018, all MPO/TPOs in Florida agreed to support the statewide targets.

The PM2: State Pavement and Bridge Performance Measures, Targets and TPO Results were provided.

PM2: State Pavement and Bridge Performance Measures, Targets and TPO Results

Pavement Condition	2023 Target	2025 Target	TPO Target Results (2021)
Percent of Interstate pavements in Good condition	60.0%	60.0%	64.0%
Percent of Interstate pavements in Poor condition	5.0%	5.0%	0.0%
Percent of Non-interstate NHS pavements in Good condition	40.0%	40.0%	51.5%
Percent of Non-interstate NHS pavements in Poor condition	5.0%	5.0%	0.3%

Bridge Condition	2023 Target	2025 Target	TPO Target Results (2021)
Percent of National Highway System (NHS) bridges classified as in Good condition by deck area	50.0%	50.0%	59.2%
Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area	10.0%	10.0%	0.0%

PM3: System Performance Measures, Targets and TPO Results

System Performance	2023 Target	2025 Target	TPO Target Results (2021)
Percent of Person-Miles Traveled on the Interstate that are Reliable	75.0%	70.0%	100%
Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable	50.0%	50.0%	95.9%
Truck Travel Time Reliability (TTTR) Index	1.75	2.0	1.74

Mr. Balmes said when looking at the 100% reliability of the Interstate, the best term to use would be constantly and reliably congested.

Commissioner Ray Dwyer said that Belleview had been having a major issue with traffic backing up on 441 when there were wrecks on the Interstate. He mentioned that 92nd Loop could be an alternative around Belleview to alleviate some traffic and asked how could the word be spread about using the route.

Mr. Balmes said it would take a partnership effort with all the PIO offices and FDOT to try and find ways to spread the word.

Ms. Dreyer said that a lot of the traffic was driven by traffic apps.

Mr. Dwyer said it appeared that the 92nd Loop alternative was not in the apps for some reason.

Mr. Mike McCammon, Operations Engineer for FDOT said that FDOT and the County would be coordinating a meeting within the next couple of weeks to discuss complications that had been identified with all the routes.

Mr. Hilty made a motion to adopt the Option A methodology for the Performance Management 2023 Safety Targets. Mr. Bethea seconded, and the motion passed unanimously.

Item 5e. 2023 TPO Board Meeting Schedule Update

Mr. Balmes said that due to activities involving the TPO's upcoming proposed updates to the Congestion Management Process and Online Safety Dashboard and Report, an August 22 Board meeting had been proposed.

The contracts with the consultant teams that would be involved in the activities expire on August 31, 2023. Therefore, the activities and corresponding presentations would need to take place in August prior to the end of the contracts.

The board was in consensus to add the August 22, 2023 TPO Board Meeting to the schedule.

Item 5f. SunTran Grant Letter of Support

Steve Neal, Manager of SunTran, requested a letter of support from the TPO Board for a Federal Transit Administration (FTA) Low and No-Emission grant. The FTA's Low and No-Emission Bus and Bus Facilities programs were making available \$1.66 Billion in grants to transit agencies across the nation.

The grant requires a match, which would be provided by the Florida Department of Transportation in the form of toll revenue credits. No local financial commitment was requested as part of the letter of support.

Mr. Neal provided a brief presentation to the board and said that the SunTran needed to apply for the grant because of rapid population growth, elevated pollution levels, consistency with local and regional priority, and identified unfunded transit needs.

Mr. Neal talked about some of the unfunded Needs identified in the Transit Development Plan (TDP):

- Peak-hour frequency improvement to core routes
- Sunday Microtransit Service
- Northwest Ocala Microtransit Service
- Silver Springs Shores Microtransit Service
- Belleview Microtransit
- SW SR-200 Microtransit Services (North, Central, and South)
- SR 200 Corridor Fixed Route

Mr. Neal said that the Ocala Marion TPO could help by providing a letter of support to support the SunTran's application and ensure a TIP/STIP amendment process is completed, should the project be selected for funding.

Mr. Hilty made a motion to approve the SunTran Grant Letter of Support. Mr. Bethea seconded, and the motion passed unanimously.

Item 6a. Community Transportation Coordinator (CTC) Annual Evaluation, 2023

Ms. Liz Mitchell presented to the board and said that the Florida Commission for the Transportation Disadvantaged designated a Community Transportation Coordinator (CTC) for each county/service area. The CTC was responsible for coordinating and/or providing transportation services to individuals who are transportation disadvantaged.

Citizens were considered "transportation disadvantaged" due to age, income, or a disability, unable to drive, or do not have access to other transportation options.

Access was provided to medical appointments, employment, educational and other life sustaining services, including, groceries, shopping, meals, and social events, to those who are eligible.

In accordance with Florida Statutes, Chapter 427, and the Florida Commission for the Transportation Disadvantaged the Marion County Community Transportation Coordinator (CTC) evaluation had been conducted annually by members of the Transportation Disadvantaged Local Coordinating Board (TDLCB) with assistance from the Ocala Marion Transportation Planning Organization (TPO) as the Designated Official Planning Agency (DOPA). The TDLCB evaluates the CTC to ensure quality of service is being provided in the most cost effective and efficient manner.

This is accomplished through:

- audits
- series of interviews
- quality checks
- rider call surveys
- ride-along for observation

The evaluation encompassed management, operations, service, safety, vehicle maintenance, drivers and training, performance standards, grievance/complaint procedures, and quality assurance, utilizing the Commission for the Transportation Disadvantaged CTC Evaluation Workbook.

Ms. Mitchell said that the TPO found that all the required policies and procedures, contracts and contract management, grievance/complaint procedures, performance, quality and safety standards were in place and being adhered to. All vehicles were on a maintenance schedule and in good working order. The drivers are trained with continual training updates. There is a zero-tolerance substance abuse policy enforced complete with pre-employment drug and alcohol background checks. The riders speak highly of the overall system and feel that they are being provided a quality service.

The TPO had a few recommendations as well as commendations as a result of the evaluation.

Recommendations: The pertinent phone numbers on each bus continued to be too small. Since service was geared for the disadvantaged, many were unable to get up close to view the Ombudsman and complaint phone numbers. The numbers needed to be larger and centralized so that those seated on opposite sides of the isle were still able to see the numbers. Also, for distance viewing from the back of the bus, and the wheelchair riders that were secured in the very back.

Commendations: Marion Transit continued to make the changes required to maintain happy riders. Last year the TPO recommended a sealed drop box for comments so that riders could provide input on an ongoing basis. This led to an additional day being added to the Blue line in Dunnellon. The comments were unanimous that the riders wanted Friday added to the Blue Line.

The TPO commended Marion Transit for readily and eagerly making the necessary changes requested by their riders.

Item 7. Discussion Items

There were no discussion items.

Item 8. Comments by FDOT

Ms. Rakinya Hinson provided the most current construction report and introduced new FDOT District 5 liaison

Item 9. Comments by TPO Staff

There were no comments by TPO Staff.

Item 10. Comments by TPO Members

There were no comments by the TPO Members.

Item 11. Public Comment

There was no public comment.

Item 12. Adjournment

Vice-Chairwoman Kristen Dreyer adjourned the meeting at 5:52pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



TO: Board Members

FROM: Rob Balmes, Director

RE: Congestion Management Process, State of System Update

Summary

In November 2021, the TPO Board adopted a revised Congestion Management Plan (CMP). One major element of the CMP is a State of the System. This element contains information related to level of service and congestion for the major federal-aid roadways in Marion County.

The TPO plans to conduct an update to the State of the System element, including level of service information, a comprehensive database table and associated map series. This update has been requested by local government partner agencies in support of ongoing traffic study and impact analysis work performed in the community. This project also involves the development of context classifications for the state-only roadways in Marion County based on the release of the new Florida Department of Transportation (FDOT) Quality/Level of Service Handbook in January 2023.

The project is anticipated to begin in early May and be completed by August 31, 2023. The draft Scope was discussed at the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings on April 11, 2023.

Attachment(s)

- Draft Scope of Work, Consultant Services
- Presentation

Action Requested

- Approval of the Task Order Scope of Services

If you have any questions regarding the project or draft Scope of Services, please contact me at 438-2631.

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



Ocala Marion County TPO

Congestion Management Process

2023 State of the System Update

Scope of Services

Introduction

The Ocala Marion Transportation Planning Organization (TPO) developed an updated Congestion Management Process (CMP) Policies and Procedures Manual in 2021. A first year state of the system report was prepared as part of the 2021 CMP Policies and Procedures Manual development.

The TPO desires to have an update to the CMP database and map series related to the automobile level of service and congestion ratings. The update will be based on the most recent published traffic data by the City of Ocala, Marion County, and Florida Department of Transportation (FDOT). The TPO will coordinate with the City of Ocala, Marion County, and FDOT to obtain traffic data for the update.

The FDOT has released a new Quality/Level of Service Handbook in January 2023 with revised service volumes based on context classification. FDOT has developed preliminary context classifications for state roadways that will be utilized for the service volume determination for state roadways. Context classifications have not been developed for non-state roadways. The service volumes published in the 2021 CMP, which are based on the FDOT 2020 Quality/Level of Service Handbook, will be utilized for the non-state roadways.

Purpose

The purpose of this scope is for Kimley-Horn (Consultant) to support the TPO staff in updating the CMP database and associated map series using the most recent traffic data and generalized service volumes published by FDOT. The CMP database and map series will be utilized by the TPO and agency partners for development and transportation concurrency review.

Scope of Services

Task 1: Project Management and Agency Coordination

Kimley-Horn will perform administrative and agency coordination activities necessary for the performance of this work order. Kimley-Horn will attend a kickoff meeting with TPO staff and agency partners to discuss the project. Kimley-Horn will coordinate with TPO staff as needed throughout the duration of the work order through in-person meetings and

conference calls. Kimley-Horn will prepare monthly invoices and progress reports. Kimley-Horn will participate in one review meeting with TPO staff and agency partners to review the preliminary Context Classification for state roadways and comparison of the service volumes between the 2020 and 2023 FDOT Quality/Level of Service Handbooks.

Kimley-Horn will prepare for and lead a presentation to the Technical Advisory Committee, Citizens Advisory Committee, and TPO Board.

Deliverables

- Kickoff meeting and minutes
- Agency review meeting to review impacts of new FDOT Quality/Level of Service tables on service volumes for state roadways and minutes
- Monthly Progress Reports and Invoicing
- Presentation to the Technical Advisory Committee
- Presentation to the Citizens Advisory Committee
- Presentation to the TPO Board

Task 2: CMP Database and Congestion Map Series

The TPO will provide the most recent published traffic data from the City of Ocala, Marion County, and FDOT to Kimley-Horn for this task. Kimley-Horn will develop updated service volumes for state roadways based on the 2023 FDOT Quality/Level of Service Handbook. Kimley-Horn will compare the existing traffic data to the service volumes for each roadway within the CMP. The CMP database will be updated to document existing conditions level of service and volume to maximum service volume (V/MSV) ratios.

The existing traffic data will be extrapolated to a five-year forecast consistent with the current five-year TIP. The five-year forecasted traffic data will be compared to the service volumes for each roadway within the CMP to determine the future year level of service and V/MSV ratios.

Congestion ratings will be assigned to each roadway within the CMP for existing and five-year forecasted conditions.

A map series will be prepared summarizing the existing and five-year forecasted LOS, V/MSV, and congestion ratings.

A summary report will be prepared documenting the context classification and service volume development, operating conditions and congestion ratings of the roadways, and a comparison of the congestion ratings to the first-year state of the system evaluation.

One update to the report and CMP database and mapping series will be made based on input from TPO staff and the agency partners.

Deliverables

- Draft CMP Database

- Draft Map Series (Existing LOS, Existing V/MSV, 5-year LOS, 5-year V/MSV, Congestion Ratings)
- Draft summary report
- Final CMP Database
- Final Map Series (Existing LOS, Existing V/MSV, 5-year LOS, 5-year V/MSV, Congestion Ratings)
- Final summary report
- Electronic files for the database, map series and report documents

Time of Completion

This project is anticipated to be completed within a 4-month period, with final deliverables provided prior to August 31, 2023.

Project Budget

The work assignment budget in the attached Table A reflects the lump sum fee estimate for the tasks and specific deliverables outlined in this scope of services. Staff rates are consistent with contract rates included in the Agreement between Kimley-Horn and Marion County for Project RFQ#20Q-121 – General Planning Consultant for TPO dated August 18, 2020 and Modified July 6, 2022.

Invoices will be processed monthly by the Kimley-Horn based on the percent work completed for each task.

**TABLE A
COST ESTIMATE FOR SERVICES**

PROJECT: CONGESTION MANAGEMENT PROCESS 2023 UPDATE
 CLIENT: OCALA MARION TRANSPORTATION PLANNING ORGANIZATION
 KHA PM: AMBER GARTNER, PE
 BASIS FOR ESTIMATE: TPO-APPROVED HOURLY RATES, RFQ#20Q-121

1 of 1
4/13/2023

		DIRECT LABOR (MAN-HOURS)							MAN HOURS	LABOR TOTAL
		GIS Specialist	Project Manager	Planner	Project Engineer	Engineer	Administrative/ Clerical			
TASK ID	TASK DESCRIPTION	\$135.00	\$235.00	\$115.00	\$185.00	\$115.00	\$90.00			
1	Project Management and Agency Coordination		24.0	12.0			10.0	46.0	\$ 7,920	
2	CMP Database and Congestion Map Series	10.0	28.0	20.0	20.0	40.0	10.0	128.0	\$ 19,430	
								174.0	\$ 27,350.00	
									\$ 27,350.00	

Scope of Work

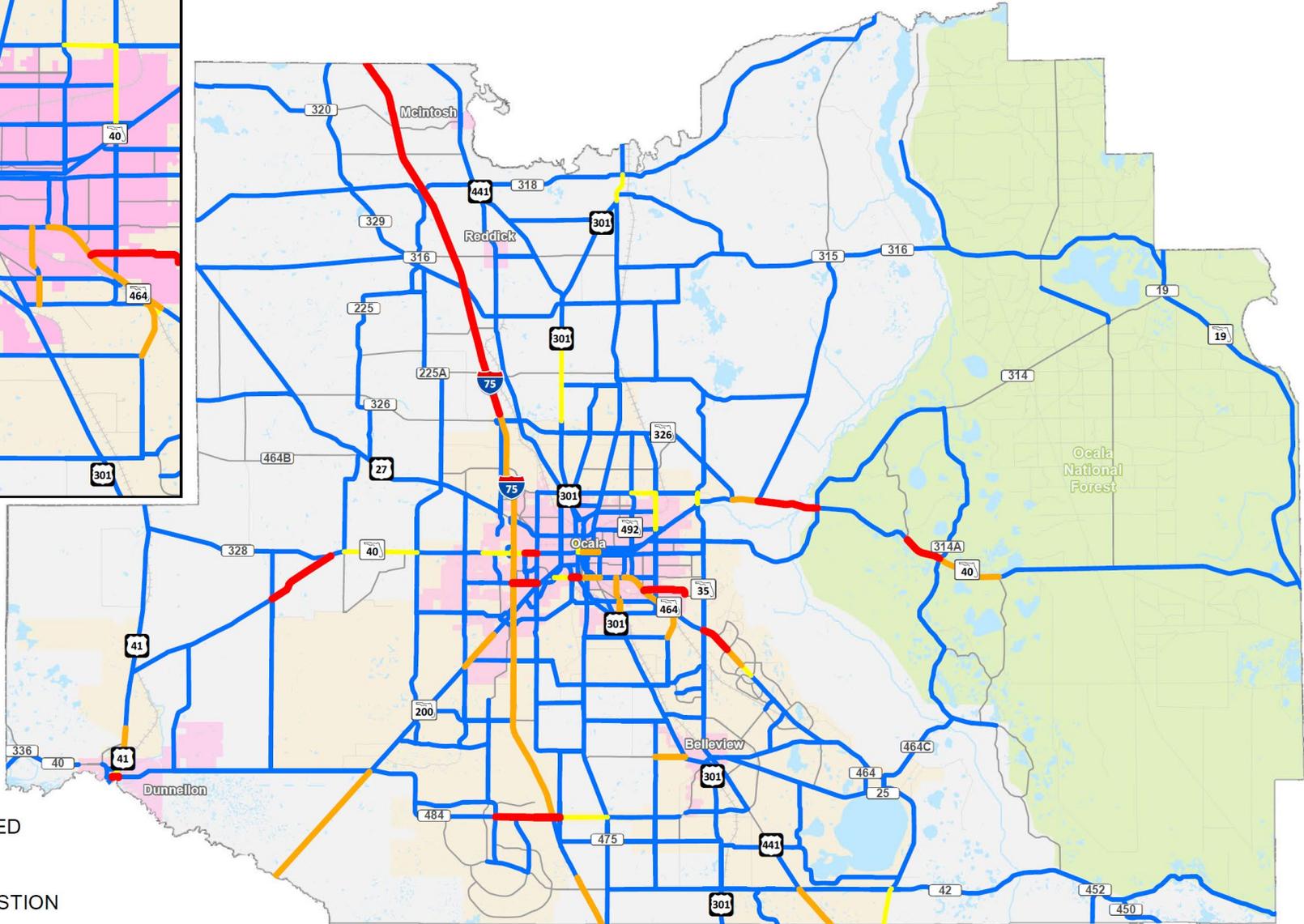
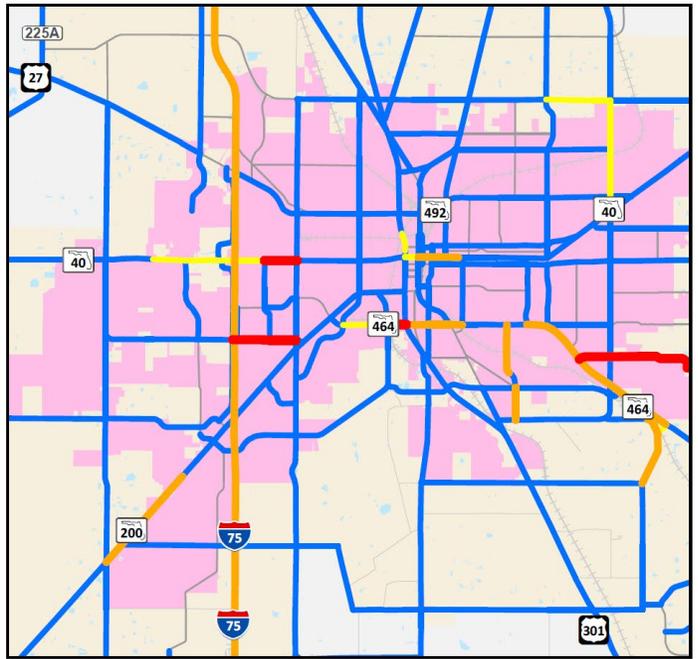
Congestion Management Plan

State of System Updates

- **Congestion Management Plan
Adopted in November 2021**
 - **Policies and Procedures Element**
 - **State of System Element**

State of System Update

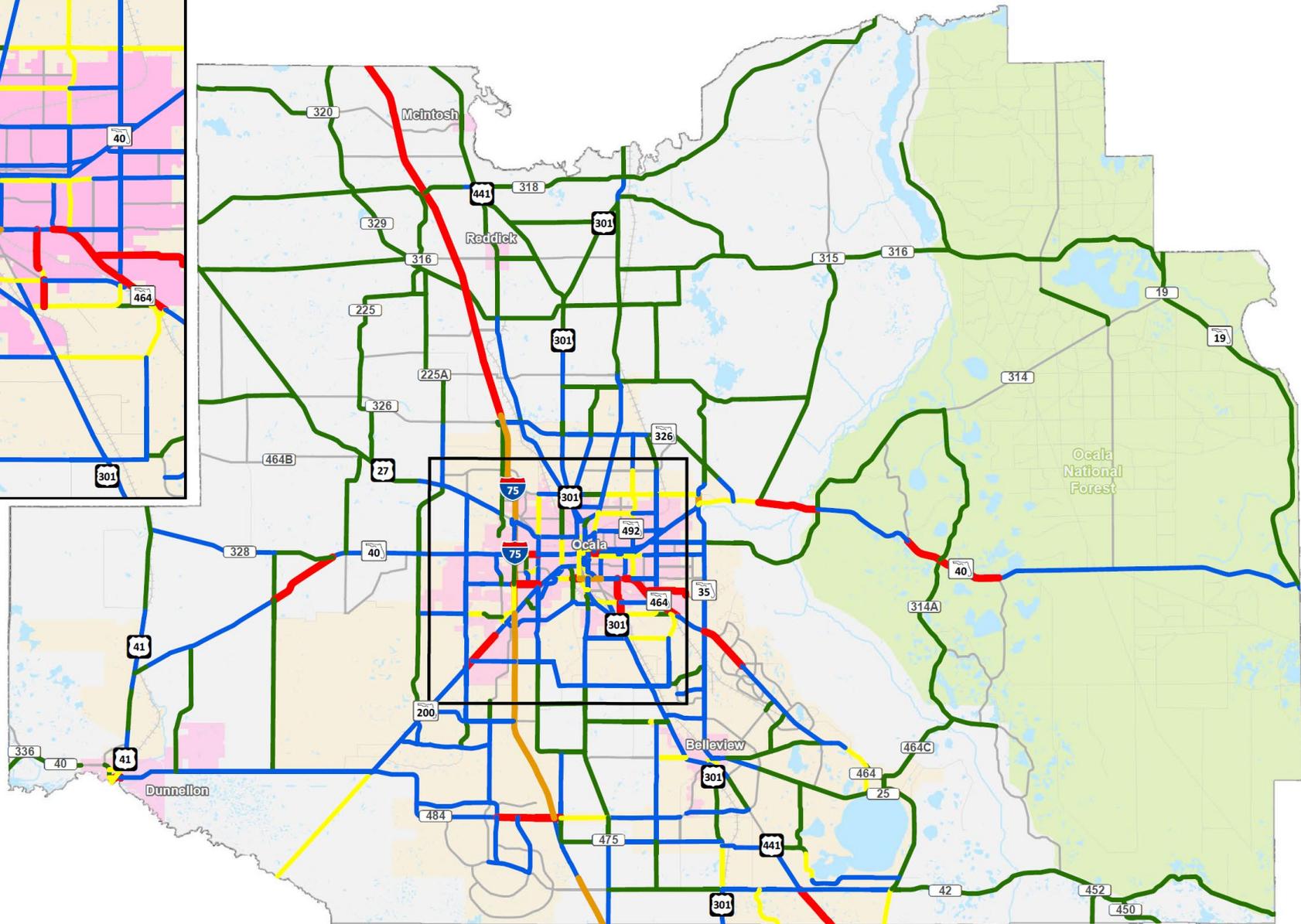
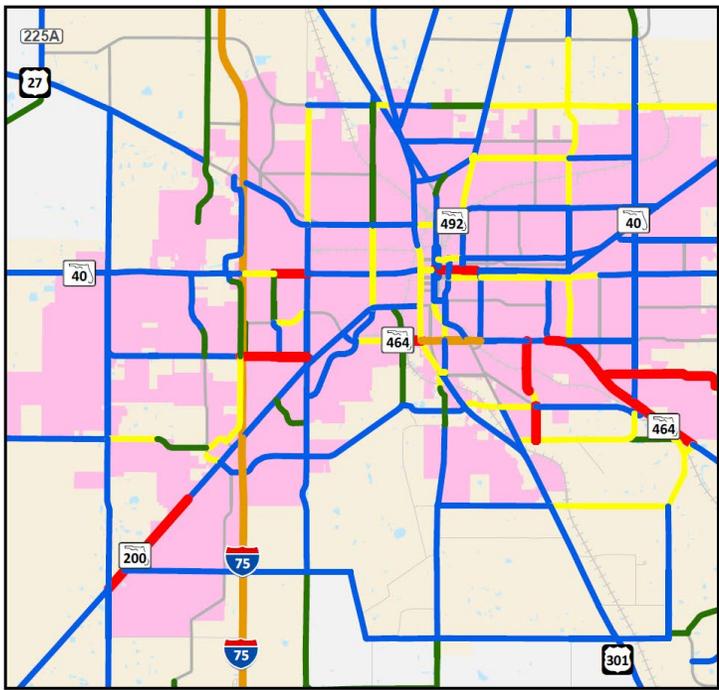
- **Per Request of Local Partners**
 - **CMP Database Updates**
 - **CMP Map Series Updates**
 - **Existing + 5 Years**



Marion County Congested Corridors

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





Marion County

2026 Daily LOS

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Not Counted
- City Boundaries
- Urban Area Boundary



State of System Update

- **Context Classification (NEW)**
 - **Roadway Characteristics**
 - **Logical Transitions**
 - **State Roads only for this update**
 - **Local Partner Coordination Meeting**

Rural Area



Core Urbanized Area

Urbanized Area

Transitioning Area

State of System Update

- **Consultant Fee: \$27,350.00**
- **Schedule**
 - **May to August**
- **Presentations**
 - **CAC and TAC (August)**
 - **TPO Board (August)**

State of System Update

Questions, Comments?

Request for Board Approval



TO: Board Members

FROM: Rob Balmes, Director

RE: Safety Tools Project – Crash Dashboard and Annual Report

Summary

As part of the Commitment to Zero Safety Action Plan, the TPO identified the development of a safety dashboard and annual crash report, as future resources to the public and our partner governments. This concept was shared with the TPO Board and Committees in January, as part of a presentation related to upcoming 2023 planning activities.

The purpose of this project involves the development of an online, interactive and safety dashboard mapping tool and an annual safety report. Both resources will be developed in a format that is public-friendly for ease of use and navigation. Part of this project is tied to the TPO's past work involving an annual Trends and Conditions report.

Some of our neighboring TPO/MPO peers have developed similar tools and reports. Below are three examples from central Florida partner online tools.

<https://lsmmpo.maps.arcgis.com/apps/dashboards/54e870a958ad4aee84a3d860ffff0f48>

Lake~Sumter MPO

<https://metroplanorlando.org/maps-tools/crashdata/>

MetroPlan Orlando

<https://sctpo.maps.arcgis.com/apps/dashboards/c15a9dae1fb945adb9e28a71d0b89b98>

SpaceCoast TPO

The project is anticipated to begin in early May and be completed by August 31, 2023. The draft Scope was discussed at the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings on April 11, 2023.

Attachment(s)

- Draft Scope of Work, Consultant Services
- Presentation

Action Requested

- Approval of the Task Order Scope of Services

If you have any questions regarding the project or draft Scope of Services, please contact me at 438-2631.



TPO Safety Tools

Commitment to Zero Safety Online Dashboard & Annual Safety Summary Report Scope of Services

Purpose

The purpose of this task is for Kittelson and Associates (Consultant) to support the TPO by developing an online, interactive Commitment to Zero safety dashboard mapping tool and Annual Safety Summary Report. The detailed tasks to be performed in this scope of services are described 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, invoices and deliverables
- Coordination between the TPO Project Manager and Consultant Project Manager to maintain schedule, deliverables and participation in virtual conference call meetings.

Commitment to Zero Safety Dashboard

Task 2: Create Online Interactive GIS-Based Safety Dashboard

The Consultant will lead this task to design and develop a public-friendly, GIS-based online interactive Commitment to Zero Safety Dashboard to include crash data information over the most current five-year time period in Marion County. The following summarizes the main features of the dashboard.

- Most recent 5-year period of crashes (2018 to 2022) in Marion County
- Color coded by Fatalities, Serious Injuries, Property Damage Only (PDO)
- Zoom feature that can convert from points (zoomed in) to heat (zoomed out)
- Summary dashboard information with total number of crashes, total number of fatalities and total number of injuries – over the current five-year period
- Pie charts summarizing manner of crash, severity of crashes
- Bar chart of crashes per year
- Map pop-up configuration displaying crash statistics for each crash point
- Dashboard will be set up to be updated annually by TPO staff, as new fifth year of crash data is available
- “How-to” guidance documentation for staff to update annually

Data Source(s)

The most current available crash data from 2018 to 2022 will be derived from Signal Four Analytics, University of Florida.

Software Platform

ArcGIS Pro and ArcOnline will be used as the tools. The Consultant will access the TPO's ArcGIS online hub to create and develop the dashboard. This will enable TPO staff to manage and maintain the hub on an annual basis.

Commitment to Zero Annual Safety Summary Report

Task 3: Develop Annual Safety Summary Report

The Consultant will design and develop a public-friendly, annual safety report summarizing crash statistics over the most recent five-year period (2018 to 2022). The report will be a resource for citizens, elected leaders and public agencies in Marion County. This project will revise and expand upon past annual efforts by the TPO reflected in the Trends and Conditions reports. The draft and final summary reports will be developed in Microsoft Word and Adobe Acrobat (PDF).

The following outlines the main crash statistics to be summarized in the report, as available. The information will be summarized for yearly and five-year totals.

- PM1 Safety Performance Measures Annual Summary and Targets
- Total crashes
- Crash rate (per 100 million VMT)
- Total fatalities
- Fatality rate (per 100 million VMT)
- Serious Injuries
- Serious Injury rate (per 100 million VMT)
- Non-Motorized crashes, fatalities, serious injuries
 - Bicyclists
 - Pedestrians
- Non-Motorized crash, fatality, serious injury rates (per 100 million VMT)
 - Bicyclists
 - Pedestrians
- Crashes by Month
 - Total crashes
 - Fatalities
 - Serious Injuries
- Top 5 overall crash types
- Top 3 fatal crash types
- Top 3 serious injury crash types
- Fatal and serious injury crash summary
 - Age group
 - Road type

- Intersection vs Non-Intersection
- Hit and Run
- Lighting condition
- Weather condition
- Road condition
- Alcohol confirmed
- Drug confirmed
- Seatbelt
- Posted Speed
- Vehicle Type

Data Source(s)

The most current available crash data from 2018 to 2022 will be derived from Signal Four Analytics, University of Florida.

Responsibilities of the TPO

TPO staff will perform the following tasks:

- Task #1 – Project Management
- Task #2, #3 – Provide files and information, review of draft and final deliverables

Responsibilities of the Consultant

Consultant will perform the following tasks:

- Task #1 – Project Management
- Task #2, #3 – Completion of all activities involving the design and development of the interactive GIS safety dashboard and summary annual report

Time of Completion

The project will begin on May 5, 2023 and be completed by August 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:

- Interactive online GIS Commitment to Zero Safety Dashboard
- Annual Commitment to Zero Safety Summary Report
- “How-to” guidance documentation for staff to update annually
- All GIS, Word and PDF project files

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: Commitment to Zero Safety Online Dashboard & Annual Safety Summary Report

Name of Firm: Kittelson & Associates, Inc.

ACTIVITY	Chief Planner RATE: \$ 250.57	Project Manager RATE: \$ 218.57	Senior GIS Specialist RATE: \$ 161.15	GIS Specialist RATE: \$ 133.28	Senior Engineer RATE: \$ 208.64	Engineering Intern RATE: \$ 108.40	Designer RATE: \$ 87.88	TOTAL HOURS	COST BY ACTIVITY
Task 1: Project Management	2 \$ 501.14	24 \$ 5,245.68	0 \$ -	0 \$ -	8 \$ 1,669.12	0 \$ -	0 \$ -	34	\$ 7,415.94
Task 2: Create Online Interactive GIS-Based Safety Dashboard	2 \$ 501.14	6 \$ 1,311.42	24 \$ 3,867.60	64 \$ 8,529.92	6 \$ 1,251.84	16 \$ 1,734.40	0 \$ -	118	\$ 17,196.32
Task 3: Develop Annual Safety Summary Report	2 \$ 501.14	8 \$ 1,748.56	8 \$ 1,289.20	24 \$ 3,198.72	6 \$ 1,251.84	48 \$ 5,203.20	24 \$ 2,601.60	120	\$ 15,794.26
SUM	6 \$ 1,503.42	38 \$ 8,305.66	32 \$ 5,156.80	88 \$ 11,728.64	20 \$ 4,172.80	64 \$ 6,937.60	24 \$ 2,601.60	272	\$ 40,406.52
TOTAL PROJECT									\$ 40,406.52

Scope of Work

Commitment to Zero

Dashboard and Annual Report

- **Strategies for Getting to Zero**
 - **TPO:** *“Develop a Commitment to Zero public information online dashboard to support education, awareness and reporting of crash statistics.”*

Safety Tools Project, Scope of Work

- **Scope Tasks**

- **Online, Interactive GIS-Based Safety Dashboard**
- **Using TPO's ArcGIS Platform, Account**
- **Annual Summary Report**

MetroPlan Orlando

Crash Data Dashboard 2018-22

Select a category
All Counties

Select a category
All Years

Select a category
All Cities

Select a category
All Vehicle Types

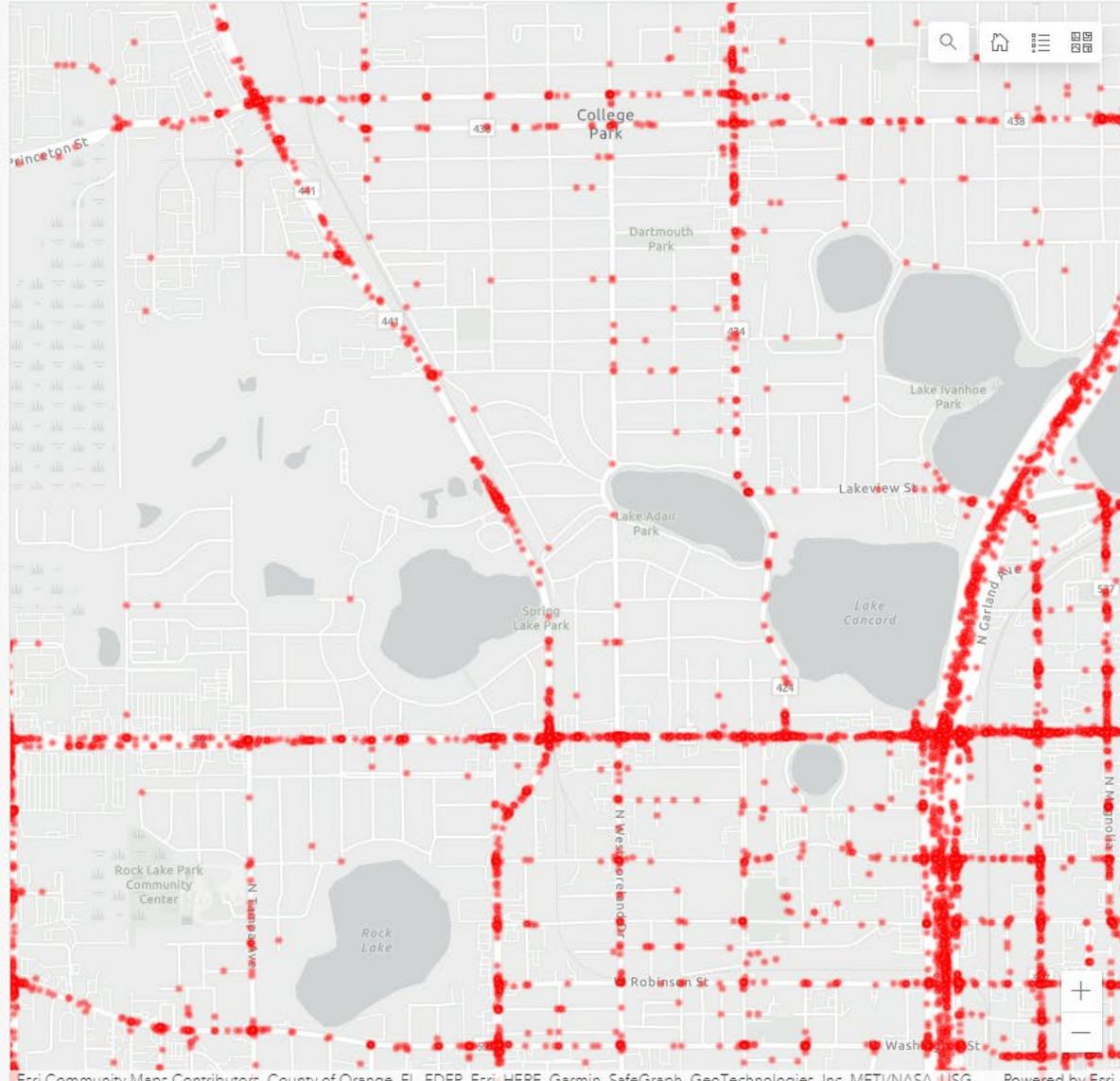
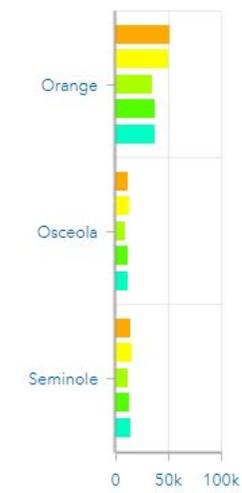
Select a category
All Severity Levels

of Crashes
6,797

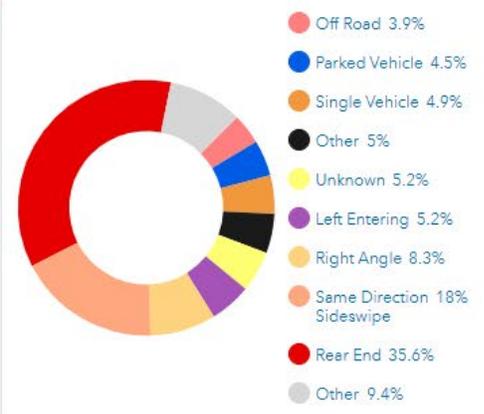
of Injuries
2,925

of Fatalities
24

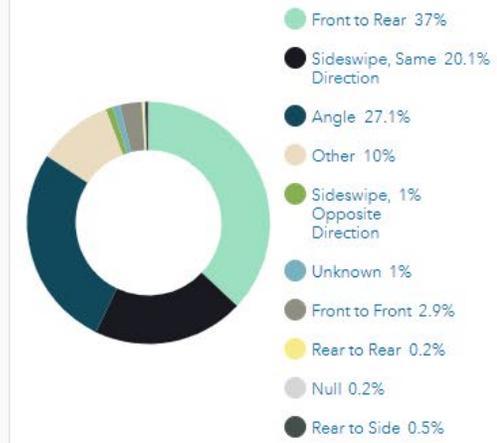
Total Crashes by County by Year



Crash Type



Manner of Collision



Crash Severity



Crash Data Dashboard

Welcome to the MetroPlan Orlando Crash Data Dashboard. This interactive tool shows crash data locations and summary statistics for Orange, Osceola, and Seminole Counties. The crash data is an extract from the Signal Four Analytics database maintained by the University of Florida's GeoPlan Center.

By using the dashboard's dynamic filtering functions (located at the top right of the dashboard), users are able narrow down the crash selection by geographic, year, crash type, and severity. The interactive map as well as the charts and indicator boxes will refresh accordingly to reflect the selected/filters features only. Similarly, only features shown in the current map extent will be represented in the charts and indicator boxes.

For more information about MetroPlan Orlando's Safety Program, visit: <https://metroplanorlando.org/programs-resources/safety/>. For questions or comments regarding the dashboard, please contact us by email at: atrauger@metroplanorlando.org or call us at (407) 481-5672 ext 313.

Disclaimer:
All provided data is to be considered a generalized spatial representation which is subject to revisions. The data is provided as is with no implied warranty for usability. The data used for this application were developed from various sources and scales. The map information is not

Severity Weather Lighting

Lake~Sumter MPO

Crash Data History [Years 2018-thru-2022] Lake and Sumter Counties

Total Crash Incidents
*in map view

8.8k

Lake and Sumter Counties (Yrs. 2018-2022)

Total Fatalities
*in map view

46

Lake and Sumter Counties (Yrs. 2018-2022)

Total Injuries
*in map view

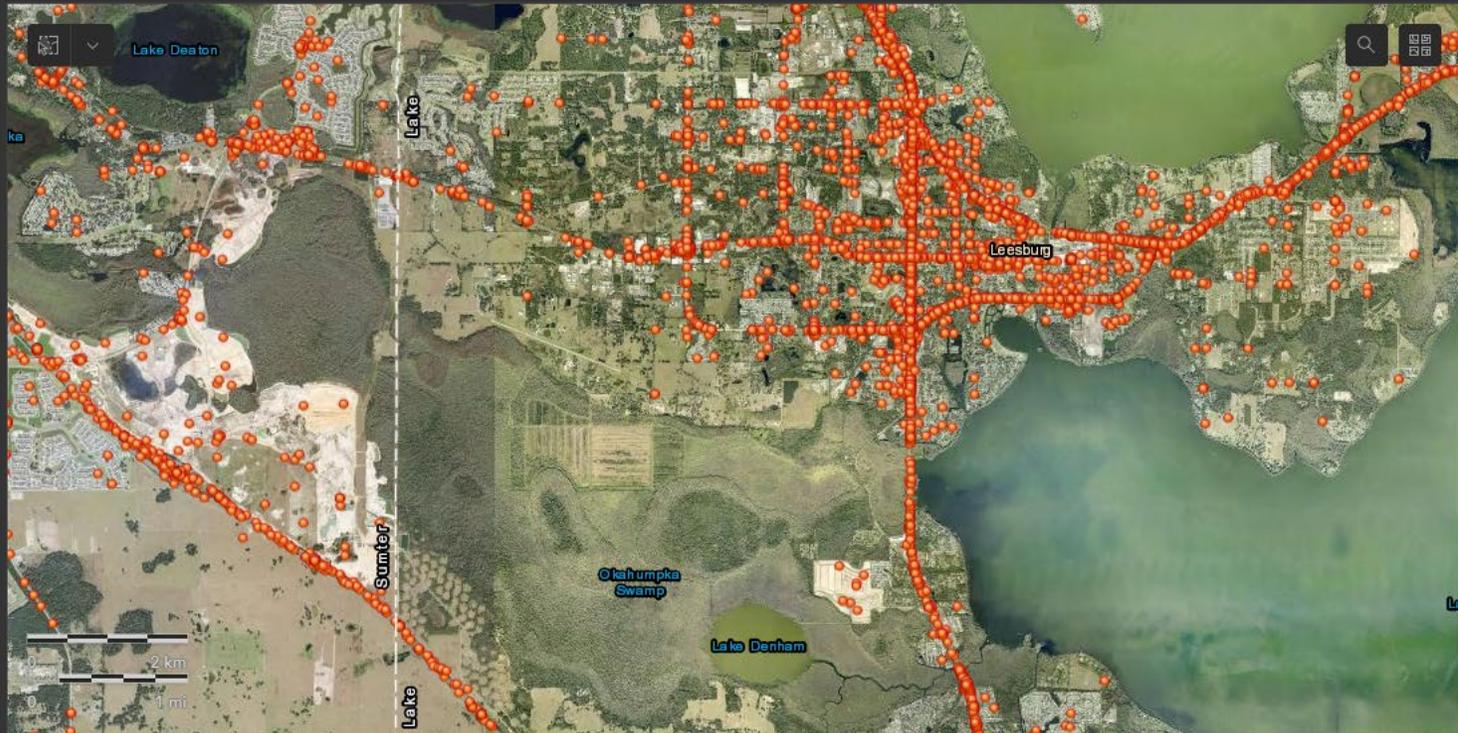
3.7k

Lake and Sumter Counties (Yrs. 2018-2022)

Total Damages Estimate
*in map view

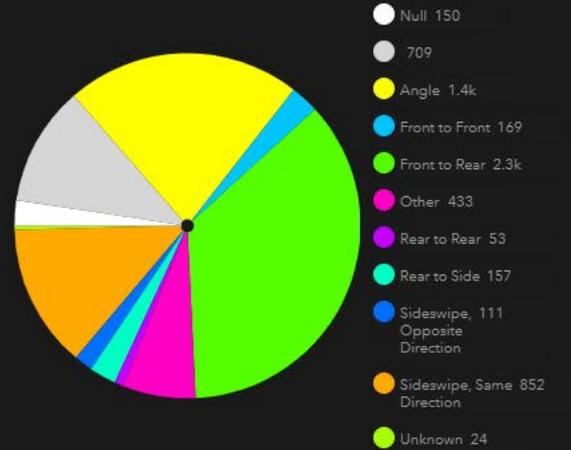
35.5M

Lake and Sumter Counties (Yrs. 2018-2022)



State of Florida, Earthstar Geographics | Esri, HERE, Garmin Powered by Esri

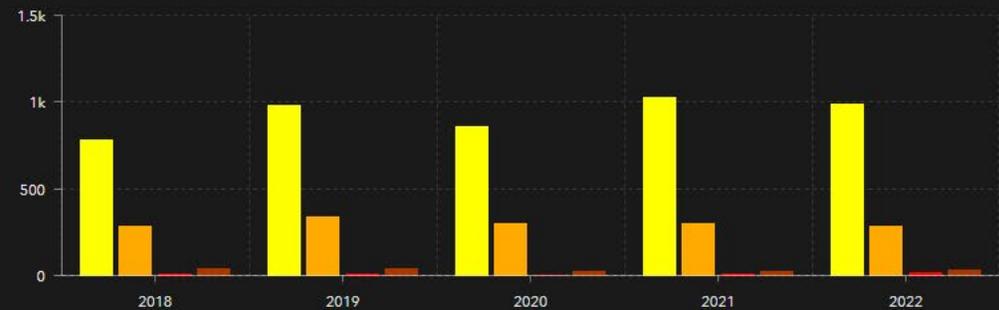
Crash Types
*in map view



Total Damage Estimates by YEAR



Crash Severity Total, by YEAR



Safety Tools Project, Scope of Work

- **Consultant Fee: \$40,406.52**
- **Schedule**
 - **May to August**
- **Presentations**
 - **CAC and TAC (August)**
 - **TPO Board (August)**

Safety Tools Project, Scope of Work

Questions, Comments?

Request for Board Approval



TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment #4

Summary

TPO staff proposes to amend the Fiscal Years (FY) 2022/2023 to FY 2023/24 Unified Planning Work Program (UPWP) to modify and add activities related to consultant services support in Task 3 Long-Range Planning and Task 7 Special Projects. These activities are derived from the task order scope of services detailed in agenda items 5A and 5B. The proposed UPWP changes are as follows:

- **Task 3: Long Range-Planning**
 - **Task:** Perform an update to the Board-adopted Congestion Management Process (CMP), State of System.
 - **Funding:** Currently \$15,000 in budget for Congestion Management Report, Year Two (fiscal year 2024)
 - Move \$12,350 from Task 7 Consultants to Task 3 Long-Range Planning, Congestion Management Report, Year One (fiscal year 2023)
 - **Total:** \$27,350.00
 - **Funding Source:** Federal Highway Administration (FHWA), Consolidated Planning Grant (CPG)
- **Task 7: Special Projects**
 - **Task:** Develop an online, interactive safety dashboard and annual safety report.
 - **Funding:** Move \$40,406.52 from Task 7 Consultants to Task 7 Safety Dashboard and Report, Year One (fiscal year 2023)
 - **Total:** \$40,406.52
 - **Funding Source:** Federal Highway Administration (FHJWA), Consolidated Planning Grant (CPG)

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

Attached to this memo are the proposed changes, 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.

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

Proposed Changes, UPWP Amendment #4

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 August 2023
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

*Task performed by consultant

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	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category	Contract						
A. Personnel							
Salaries and Benefits	\$ 20,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,125
Total:	\$ 20,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,125
B. Consultant							
2050 LRTP Placeholder	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<u>Congestion Management Report</u>	\$ <u>12,350</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <u>12,350</u>
Total:	\$ <u>187,350</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <u>187,350</u>
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ <u>207,475</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <u>207,475</u>

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

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

TASK 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, <u>*online reporting tools</u> , <u>interactive map dashboard</u> , education/awareness and strategy implementation, <u>*annual safety report</u>	Commitment to Zero safety implementation	Ongoing, as needed and identified, <u>August 2023</u>
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
*Completion of a transit service area analysis for the rural areas of Marion County in support of the Transportation Disadvantaged (TD) and Transportation Disadvantaged Local Coordinating Board (TDLCB)	TD Service Area Analysis Report	June 2023

*Task performed by consultant

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	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category	Contract						
A. Personnel							
Salaries and Benefits	\$ 21,100	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ 22,500
Total:	\$ 21,100	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ 22,500
B. Consultant							
Safety Action Plan	\$ 1,100	\$ -	\$ 59,807	\$ -	\$ -	\$ -	\$ 60,907
Consultants	\$ <u>192,606</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <u>192,606</u>
TD Service Area Analysis	\$ -	\$ -	\$ -	\$ 32,880	\$ -	\$ -	\$ 32,880
<u>Safety Dashboard and Report</u>	\$ <u>40,407</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <u>40,407</u>
Total:	\$ <u>234,113</u>	\$ -	\$ 59,807	\$ 32,880	\$ -	\$ -	\$ <u>326,800</u>
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ <u>255,213</u>	\$ -	\$ 59,807	\$ 34,280	\$ -	\$ -	\$ <u>349,300</u>

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	\$ -	\$ -	\$ 49,546	\$ 9,909	\$ 4,002	\$ -	\$ -	\$ 385,631
2. Data Collection	\$ 23,030	\$ 4,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030
3. Long-Range Planning	\$ <u>207,475</u>	\$ <u>37,491</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <u>207,475</u>
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	\$ <u>255,213</u>	\$ <u>46,117</u>	\$ -	\$ -	\$ 59,807	\$ 11,961	\$ 34,280	\$ 6,856	\$ -	\$ -	\$ -	\$ <u>349,300</u>
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
TOTAL BUDGET:	\$ 898,984	\$ 162,448	\$ 3,207	\$ 641	\$ 59,807	\$ 11,961	\$ 83,826	\$ 16,765	\$ 27,551	\$ 2,000	\$ 200,000	\$ 1,075,375

*Orange formatting indicates outgoing funds

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

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

Table 10B: Agency Participation, FY 2022/2023

Agency Participation, Fiscal Year 2022/2023									
Task Name	FHWA	FTA	FDOT Soft Match	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant	SunTran
1. Administration	\$ 328,876	\$ 52,753	\$ 69,978	\$ 4,002	\$ -	\$ 385,631	\$ -	\$ 1,500	\$ -
2. Data Collection	\$ 23,030	\$ -	\$ 4,162	\$ -	\$ -	\$ 23,030	\$ -	\$ -	\$ -
3. Long-Range Planning	\$ <u>207,475</u>	\$ -	\$ <u>37,491</u>	\$ -	\$ -	\$ <u>207,475</u>	\$ -	\$ <u>187,350</u>	\$ -
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	\$ <u>255,213</u>	\$ 94,087	\$ <u>46,117</u>	\$ -	\$ -	\$ <u>349,300</u>	\$ -	\$ <u>326,800</u>	\$ -
*8. Regional Planning	\$ 5,000	\$ -	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -
TOTAL BUDGET:	\$ 898,984	\$ 146,840	\$ 191,815	\$ 27,551	\$ 2,000	\$ 1,075,375	\$ 5,000	\$ 528,540	\$ 200,000

*Orange formatting indicates outgoing funds

Fiscal Years 22/23 to 23/24

UPWP Amendment #4

Proposed Changes

Task 3: Long-Range Planning

- Congestion Management Process, State of System Report, Consultant Task Order
- \$27,350
 - Move \$12,350 Task 7 Consultants to Task 3 (FY 23)
 - Use \$15,000 Task 3 CMP Report (FY 24)
- FHWA Consolidated Planning Grant (CPG)

Proposed Changes

Task 7: Special Projects

- Safety Dashboard and Report, Consultant Task Order
- \$40,407
 - Use \$40,407 Task 7 Consultants (FY 23)
- FHWA Consolidated Planning Grant (CPG)

Action Requested:

Approve Amendment #4 to UPWP

**Congestion Management Process, State of System
Safety Dashboard and Report**

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 #4: April 25, 2023

Amendment #2: November 29, 2022

Amendment #3: January 24, 2023

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. 23-1

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 include changes to activities and funding in Tasks 1 and 7;

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 24th day of January 2023.

By:



Craig Curry, 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

2710 East Silver Springs Boulevard, Ocala, FL 34470

352-438-2630

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

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INTRODUCTION

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

The UPWP is required as a basis and condition for federal funding assistance by the joint planning regulations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). All planning activities in the UPWP must also follow a *Continuing, Cooperative and Comprehensive (‘3C’) transportation process and be in full compliance with Title 23 United States Code (USC), Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning), Title 49 (Public Transportation) Chapter 53 and Florida Statutes (F.S.) 339.175(9).

FUNDING SOURCES

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

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

***3C Transportation Planning Process**

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

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

PARTICIPATION PROCESS

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

TPO PLANNING AREA

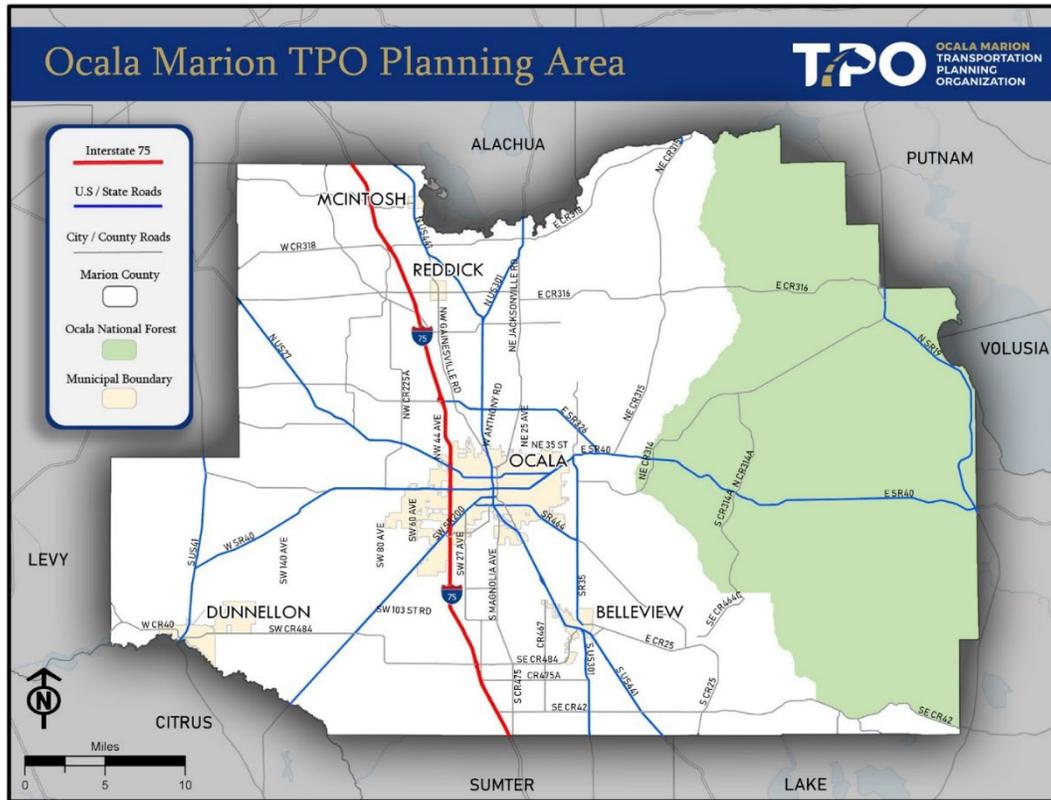
The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO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

TPO ORGANIZATION STRUCTURE

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

Secretary also serves on the TPO Board as a non-voting member. The Board is guided by bylaws, which were adopted in May 2004 and revised in 2021 and 2022 (<https://ocalamariontpo.org/wp-content/uploads/2021/02/TPO-Bylaws-January-2021.pdf>).

Figure 1: TPO Planning Area



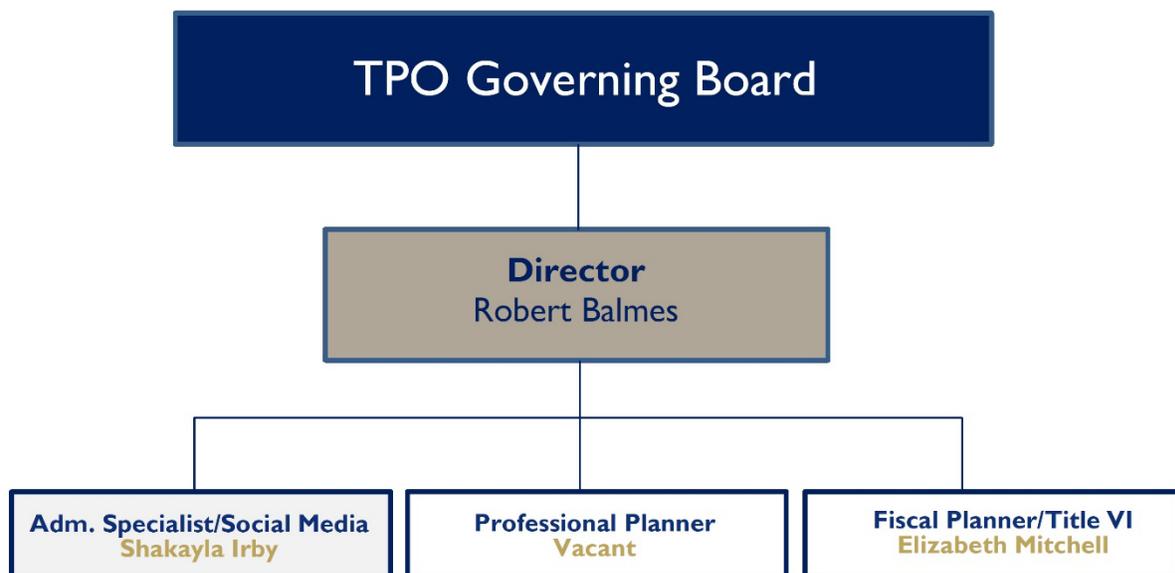
Transportation Disadvantaged Local Coordinating Board (TDLCB): Coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

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

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

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

Figure 2: TPO Staff Organization Chart



TPO AGREEMENTS

The TPO executes a number of required agreements to support and facilitate the transportation planning process in Ocala/Marion County. An updated **Interlocal Agreement** was signed in June 2016 by the TPO’s four local governments and FDOT. The Agreement establishes the TPO as the official planning agency for the Ocala urbanized area and other urbanized areas and clusters within Marion County as shown in Figure 1. Additional **Joint Participation Agreements (JPA)** have been executed for maintaining continued federal and state match funding. In August 2018, the TPO approved an extension to the JPA for the administration of all planning funds in Section 5305(d) through September 30, 2023. The Planning Funds (PL) JPA was approved in June 2021 and is reviewed as part of the annual certification process to ensure consistency with FDOT and TPO policies. In December 2020, a revised **Joint Intergovernmental Coordination and Review (ICAR) and Public Transportation Agreement** was approved which requires the TPO to have a continuing, cooperative and comprehensive transportation planning process, and coordinate public transportation planning. The agreement is between FDOT, the TPO, East Central Florida Regional Planning Council, City of Ocala and Marion County.

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

The JPA of March 4, 1991, involving the Commission for the Transportation Disadvantaged (CTD) established the Ocala Marion County TPO as the **Designated Official Planning Agency**

(DOPA) for transportation disadvantaged planning. This JPA also established the Ocala Marion TDLCB. The TDLCB meets on a quarterly basis as managed by the TPO.

The TPO is part of a coalition of six Metropolitan Planning Organizations (MPO) that are members of the **Central Florida Metropolitan Planning Organization Alliance (CFMPOA)**. The TPO is party to an **Interlocal Agreement** with the six MPOs, updated in 2018 and 2016.

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

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

PLANNING EMPHASIS AREAS AND ACTIVITIES

The transportation planning activities of the UPWP are aligned with the '3C' process and follow specific organizational, federal and state emphasis areas. The following summarizes how the TPO's UPWP tasks in fiscal years (FY) 2022/23 and 2023/24 are guided by these respective areas.

PLANNING EMPHASIS AREAS

Long Range Transportation Plan

The **2045 Long Range Transportation Plan (LRTP)** outlines the vision for transportation in Marion County for the next 20 to 25 years. The LRTP reflects input and guidance from government officials, citizen's advisory boards, technical experts, community stakeholders and the general public. The LRTP is also used to forecast future travel demands in Marion County. The 2045 LRTP was adopted by the TPO Board on November 24, 2020 and includes a Needs Assessment and Cost Feasible Plan. Selected projects from the Cost Feasible Plan are identified in the Transportation Improvement Program (TIP) and List of Priority Projects (LOPP). These projects are prioritized on an annual basis. The vision and goals of the 2045 LRTP serve as guidance to transportation planning by the TPO, state and local partners.

2045 LRTP Vision

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

2045 LRTP Goals

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

Federal Planning Factors

In November 2021, the Investment in Infrastructure Jobs Act (IIJA) was signed into law. The IIJA serves as the primary five-year surface transportation legislation and is valid until September 30, 2026. Since regulations and guidance for the TPO's development of the UPWP are not yet available from IIJA, this document will continue to follow the current guidelines under the Fixing America's Surface Transportation Act (Fast Act). The Fast Act identifies ten (10) Planning Factors that shall be considered as part of the development of transportation plans and programs of the TPO. The planning factors are outlined in Title 23 USC, Section 134(h) and listed on the next page. The TPO will update the UPWP, as needed, when new federal regulations and guidelines become available.

Ten Federal Planning Factors:

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

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

Figure 3: FAST Act Ten (10) Planning Factors and UPWP Tasks

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

Federal Planning Emphasis Areas (PEA)

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

Eight Federal Planning Emphasis Areas (PEA):

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

Florida Planning Emphasis Areas

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

Figure 4: Florida Planning Emphasis Areas and UPWP Tasks

UPWP Task	Safety	Equity	Resilience	Emerging Mobility
1. Administration	X	X	X	X
2. Data Collection	X	X	X	
3. Long Range Planning	X	X	X	X
4. Short Range Planning	X	X	X	
5. Public Transportation	X	X		
6. Public Involvement	X	X	X	X
7. Special Projects	X	X	X	X
8. Regional Activities	X	X	X	X
9. Local Fund				

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

Safety

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

Equity

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

Resilience

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

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

Emerging Mobility

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

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

FDOT District Five Planning Activities

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

Improve Safety

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

Enhance Mobility

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

Inspire Innovation

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

Additional Planning Activities

- MPO Program Management
- Regional Planning
- Environmental Management

Regional Transportation Planning Activities

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

I-75 Master Plan

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

Northern Turnpike Extension

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

TPO PLANNING PRIORITIES

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

Transportation Improvement Program (TIP)

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

2045 Long Range Transportation Plan (LRTP)

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

2050 Long Range Transportation Plan (LRTP)

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

Public Participation Plan (PPP)

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

Transportation Disadvantaged Local Coordinating Board (TDLCB)

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

TPO Continuity of Operations Plan (COOP) and Process Documentation

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

Congestion Management Plan (CMP), State of System Report

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

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

Safety Planning Implementation

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

Equity in Transportation

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

Resiliency Planning

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

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

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

Community Gateway Planning

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

Freight Mobility

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

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

Transportation Studies

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

2020 Census Planning

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

UPWP TASKS AND FUNDING

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

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

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

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

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

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

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

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

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

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

Budget categories for the UPWP are as follows:

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

State Soft Match

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

FHWA Approval

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

Indirect Rate – Cost Allocation Plan

Per the Staff Services Agreement between the TPO and Marion County Board of County Commissioners, calculated indirect rates are used by the Office of the Marion County Clerk of the Circuit Court and Comptroller to recover indirect costs of the TPO. These rates are derived from an annual TPO Cost Allocation Plan completed by the Clerk of the Circuit Court and Comptroller. The Plan is prepared in compliance with Section 200 of Title 2, USC. The Plan was presented to and approved in 2021 by the TPO Board and the FDOT. **Appendix E** contains the most current rate, prior TPO Cost Allocation rates, and the Staff Services Agreement with Marion County.

Funding Summary

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

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

TASK 1: ADMINISTRATION

Purpose

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

Previous Work Completed

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

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

Required Activities

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

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

Responsible Agency

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						
A. Personnel							
Salaries and Benefits	\$ 272,319	\$ -	\$ -	\$ 5,934	\$ -	\$ -	\$ 278,253
Total:	\$ 272,319	\$ -	\$ -	\$ 5,934	\$ -	\$ -	\$ 278,253
B. Consultant							
Security Services for Meetings	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Total:	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
C. Travel							
Travel Expenses	\$ 2,162	\$ -	\$ -	\$ 7,319	\$ 800	\$ -	\$ 10,281
Training and Education	\$ 3,000	\$ -	\$ -	\$ 1,830	\$ 275	\$ -	\$ 5,105
Total:	\$ 5,162	\$ -	\$ -	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses							
Advertising	\$ 1,600	\$ -	\$ -	\$ 240	\$ 725	\$ -	\$ 2,565
Computer Equipment and Plotter	\$ 5,500	\$ -	\$ -	\$ 2,445	\$ -	\$ -	\$ 7,945
Copier Rental	\$ 2,390	\$ -	\$ -	\$ 313	\$ 110	\$ -	\$ 2,813
Meeting Audio Equipment	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,875
Office Supplies	\$ 3,800	\$ -	\$ -	\$ 467	\$ 110	\$ -	\$ 4,377
Postage	\$ 175	\$ -	\$ -	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ -	\$ -	\$ 552	\$ -	\$ -	\$ 1,852
Software Licenses, Subscriptions	\$ 6,784	\$ -	\$ -	\$ 728	\$ 100	\$ -	\$ 7,612
Total:	\$ 26,924	\$ -	\$ -	\$ 4,793	\$ 1,065	\$ -	\$ 32,782
E. Indirect Expenses							
Marion County Cost Allocation	\$ 22,971	\$ 3,207	\$ -	\$ 29,670	\$ 1,862	\$ -	\$ 57,710
TOTAL TASK BUDGET:	\$ 328,876	\$ 3,207	\$ -	\$ 49,546	\$ 4,002	\$ -	\$ 385,631

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

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

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

TASK 2: DATA COLLECTION

Purpose

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

Previous Work Completed

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

- Completion of 2021 and 2020 Traffic Counts Reports.
- Completion of interactive and static maps for TPO website, including Traffic Counts, Transportation and Community Features, Transportation Improvement Program and Long-Range Transportation Plan.
- Coordination and review of traffic counts collection with FDOT, City of Ocala and Marion County.
- Collection of crash data and information from FDOT and University of Florida Signal Four Analytics database.
- Participation in Marion County Community Traffic Safety Team (CTST).
- Participation in statewide GIS coordination meetings.
- Data collection support for the Congestion Management Plan (CMP).
- Participation in the regional Transportation Systems Management and Operations (TSM&O) work group.

Required Activities

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

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO

Budget Summary

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

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

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

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

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

TASK 3: LONG RANGE PLANNING

Purpose

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

Previous Work Completed

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

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

Required Activities

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

Activity	End Product(s)	Completion Date(s)
Complete modifications or amendments of the 2045 LRTP	Update/Amend the 2045 LRTP	Ongoing
Data collection and analysis for all federally required performance measures, including PM-1, PM-2 and PM-3	Updated information to support target setting	January – February 2023, 2024
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2023, 2024
Coordination on local, regional projects and transportation studies with partner agencies	Meetings, technical assistance	As Needed, Ongoing
*Completion of Congestion Management Plan (CMP) State of System Report	CMP State of System Report update	August 2023
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

*Task performed by consultant

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	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category	Contract						
A. Personnel							
Salaries and Benefits	\$ 20,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,125
Total:	\$ 20,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,125
B. Consultant							
2050 LRTP Placeholder	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Management Report	\$ 12,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,350
Total:	\$ 187,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,350
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 207,475	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 207,475

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

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

TASK 4: SHORT RANGE PLANNING

Purpose

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

Previous Work Completed

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

- Developed the annual TIP for both FY 2021/22 to 2025/26 and FY 2022/23 to 2026/27.
- Development of a new TIP document format to support improved public access.
- Development of a new TIP interactive online map on the TPO website.
- Processed TIP amendments.
- Assisted local governments with submission of applications to FDOT for off-system projects.
- Completion of the Annual LOPP process for FY 2027 and FY 2028 (2021, 2022).
- Completion of a revised LOPP guidance publication, including methodology, scoring and ranking, and project lists.
- Published the annual listing of federally-funded obligated projects in the TIP for Federal Fiscal Years (FFY) 2020, 2021.

Required Activities

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO

Budget Summary

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

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

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

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

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

TASK 5: PUBLIC TRANSPORTATION

Purpose

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

Previous Work Completed

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

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

Required Activities

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

Activity	End Product(s)	Completion Date(s)
Staff support and administration of the TDLCB	Meetings, packets, public notifications, minutes	Quarterly
Perform CTC report and annual evaluation process	Annual Report	March 2023, 2024
Financial tasks and maintain records for TD grant	Budget for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and invoices for TD grant	Invoices and progress reports	Quarterly
Meetings and coordination with CTC, Commission for Transportation Disadvantaged (CTD) and SunTran	Meetings	Ongoing, As needed
Staff training for Transportation Disadvantaged	CTD Annual Conference and workshops	2022, 2023
Updates/Reviews/Amendments to TDLCB Bylaws, Grievance Procedures and TD Service Plan (TDSP)	Updated documents	Ongoing, As needed
TDSP public survey and public engagement	TDSP survey report	Annual
Review and approval of CTC Annual Operating Report (AOR)	AOR Review	2022, 2023
Conduct TD annual Public workshop	Public workshop meeting	2023, 2024
Coordination and support for TDSP with MT and TDLCB	Annual updated tactical plan	June 2023 June 2024
Prepare and review Actual Expenditure Report (AER)	Annual Expenditure Report (AER)	August 2022 August 2023
Coordinate with SunTran for the Public Transportation Agency Safety Plan (PTASP) and required safety performance targets	PTASP targets	Annual
Coordinate with SunTran on the required PTASP transit safety performance measure targets	Reporting and amendment of targets in annual TIP	Annual
Coordination and support for public transportation in development of short-term and long-term planning needs for TPO area	Technical assistance, meetings, data and information gathering	As needed
Meetings, coordination, support to SunTran	Meetings, services	As needed

Responsible Agency

Ocala Marion TPO, SunTran

Responsible Staff

Ocala Marion TPO, City of Ocala (SunTran)

Budget Summary

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

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

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

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

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

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

Public transportation planning activities by SunTran for FY 2022/23 and FY 2023/24 include the following:

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

Responsible Agency: SunTran

Budget Summary

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

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

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

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

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

TASK 6: PUBLIC INVOLVEMENT

Purpose

Identifies all activities that involve the public in the TPO's '3C' transportation planning process. This includes information dissemination, review of all federally required plans and programs, TPO meetings, public hearings and workshops.

Previous Work Completed

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

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

Required Activities

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

Activity	End Product(s)	Completion Date(s)
Promote more awareness and understanding of the TPO and the 3C planning process	Fact sheets, infographics, postcards	Ongoing
Regular updates to TPO website content	Up to date website	Ongoing
Develop Annual Report to highlight major activities, accomplishments	2022, 2023 Annual Reports	January 2023, 2024
Expand social media outreach to gain greater input and feedback on planning activities	Routine postings via Facebook, Twitter, LinkedIn	Weekly
Advertise all TPO meetings with minimum 7-days notice to meet state Sunshine Law	Meeting notifications	Monthly, As required
Updates to Public Participation Plan	Revised Public Participation Plan (PPP)	As needed
Updates to Title VI Plan	Revised Title VI Plan	As needed
Monitor and respond to all Title VI and ADA complaints	Formal response, documented report(s)	As needed, As required
Document and respond to all public inquiries and information requests	Formal responses, documented	Ongoing
*Develop 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
A. Personnel							
Salaries and Benefits	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
Total:	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
B. Consultant							
Annual Report Document Template	\$ 8,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,850
Website Maintenance and Hosting	\$ 4,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,040
Total:	\$ 12,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,890
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 45,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,390

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

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

TASK 7: SPECIAL PROJECTS

Purpose

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

Previous Work Completed

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

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

Required Activities

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

Activity	End Product(s)	Completion Date(s)
Completion of the Commitment to Zero Safety Action Plan, including online database, maps and files	Commitment to Zero Action Plan	October 2022
Implementation of Commitment to Zero safety activities, including plan update, *online interactive map dashboard, education/awareness and strategy implementation, *annual safety report	Commitment to Zero safety implementation	Ongoing, as needed and identified, August 2023
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
*Completion of a transit service area analysis for the rural areas of Marion County in support of the Transportation Disadvantaged (TD) and Transportation Disadvantaged Local Coordinating Board (TDLCB)	TD Service Area Analysis Report	June 2023

*Task performed by consultant

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	FHWA PL G2797	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD G2964	Local	Total
Budget Category	Contract						
A. Personnel							
Salaries and Benefits	\$ 21,100	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ 22,500
Total:	\$ 21,100	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ 22,500
B. Consultant							
Safety Action Plan	\$ 1,100	\$ -	\$ 59,807	\$ -	\$ -	\$ -	\$ 60,907
Consultants	\$ 192,606	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,606
TD Service Area Analysis	\$ -	\$ -	\$ -	\$ 32,880	\$ -	\$ -	\$ 32,880
Safety Dashboard and Report	\$ 40,407	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,407
Total:	\$ 234,113	\$ -	\$ 59,807	\$ 32,880	\$ -	\$ -	\$ 326,800
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 255,213	\$ -	\$ 59,807	\$ 34,280	\$ -	\$ -	\$ 349,300

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

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

TASK 8: REGIONAL ACTIVITIES

Purpose

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

Previous Work:

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

Required Activities:

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

Responsible Agencies:

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

Budget Tables:

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

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

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

* Central Florida Metropolitan Planning Organization Alliance.
CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala-Marion MPO and Polk TPO.

 Orange formatting indicates outgoing funds.

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

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

* Central Florida Metropolitan Planning Organization Alliance.
CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala-Marion MPO and Polk TPO.

 Orange formatting indicates outgoing funds.

TASK 9: LOCAL FUND

Purpose

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

Previous Work Completed

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

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

Required Activities

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO

Budget Summary

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

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

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

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

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

SUMMARY BUDGET TABLES

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

Fiscal Year 2022/2023 Budget Summary												
Funding Source Contract Number Task Name	*FHWA PL G2797	FDOT Soft Match (18.07%)	FTA 5305(d) Carryover G2560	FDOT Soft Match (20%)	FTA 5305(d) Carryover GU198	FDOT Soft Match (20%)	FTA 5305(d) Carryover G2458	FDOT Soft Match (20%)	CTD G2964	Local	#FTA 5307 SunTran	Total (minus soft match)
1. Administration	\$ 328,876	\$ 59,428	\$ 3,207	\$ 641	\$ -	\$ -	\$ 49,546	\$ 9,909	\$ 4,002	\$ -	\$ -	\$ 385,631
2. Data Collection	\$ 23,030	\$ 4,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030
3. Long-Range Planning	\$ 207,475	\$ 37,491	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 207,475
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	\$ 255,213	\$ 46,117	\$ -	\$ -	\$ 59,807	\$ 11,961	\$ 34,280	\$ 6,856	\$ -	\$ -	\$ -	\$ 349,300
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
TOTAL BUDGET:	\$ 898,984	\$ 162,448	\$ 3,207	\$ 641	\$ 59,807	\$ 11,961	\$ 83,826	\$ 16,765	\$ 27,551	\$ 2,000	\$ 200,000	\$ 1,075,375

*Orange formatting indicates outgoing funds

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

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

Table 10B: Agency Participation, FY 2022/2023

Agency Participation, Fiscal Year 2022/2023									
Task Name	FHWA	FTA	FDOT Soft Match	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant	SunTran
1. Administration	\$ 328,876	\$ 52,753	\$ 69,978	\$ 4,002	\$ -	\$ 385,631	\$ -	\$ 1,500	\$ -
2. Data Collection	\$ 23,030	\$ -	\$ 4,162	\$ -	\$ -	\$ 23,030	\$ -	\$ -	\$ -
3. Long-Range Planning	\$ 207,475	\$ -	\$ 37,491	\$ -	\$ -	\$ 207,475	\$ -	\$ 187,350	\$ -
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	\$ 255,213	\$ 94,087	\$ 46,117	\$ -	\$ -	\$ 349,300	\$ -	\$ 326,800	\$ -
*8. Regional Planning	\$ 5,000	\$ -	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -
TOTAL BUDGET:	\$ 898,984	\$ 146,840	\$ 191,815	\$ 27,551	\$ 2,000	\$ 1,075,375	\$ 5,000	\$ 528,540	\$ 200,000

*Orange formatting indicates outgoing funds

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

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

*Orange formatting indicates outgoing funds

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

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

Table 11B: Agency Participation, FY 2023/2024

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

*Orange formatting indicates outgoing funds

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

JULY 1, 2022 - JUNE 30, 2023 FUNDING SUMMARY BY CATEGORY AND SOURCE					
Budget Category	FHWA (PL)	FTA 5305(d) Carry Forward	CTD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 403,074	\$ 7,334	\$ 23,549	\$ -	\$ 433,957
Subtotal:	\$ 403,074	\$ 7,334	\$ 23,549	\$ -	\$ 433,957
B. Consultant Services					
Consultants	\$ 260,853	\$ 92,687	\$ -	\$ -	\$ 353,540
2050 LRTP Placeholder	\$ 175,000	\$ -	\$ -	\$ -	\$ 175,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
Subtotal:	\$ 440,853	\$ 92,687	\$ -	\$ -	\$ 533,540
C. Travel					
Travel and Training	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
Subtotal:	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses					
Advertising	\$ 1,600	\$ 240	\$ 725	\$ -	\$ 2,565
Computer Equipment and Plotter	\$ 5,500	\$ 2,445	\$ -	\$ -	\$ 7,945
Copier/Printer Rental	\$ 2,390	\$ 313	\$ 110	\$ -	\$ 2,813
Meeting Audio Equipment	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ 2,875
Office Supplies	\$ 3,800	\$ 467	\$ 110	\$ 300	\$ 4,677
Postage	\$ 175	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ 552	\$ -	\$ -	\$ 1,852
Professional Membership Dues	\$ -	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses, Subscriptions	\$ 6,784	\$ 728	\$ 100	\$ -	\$ 7,612
Subtotal:	\$ 26,924	\$ 4,793	\$ 1,065	\$ 2,000	\$ 34,782
E. Indirect Expenses					
Marion County Cost Allocation	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
Subtotal:	\$ 22,971	\$ 32,877	\$ 1,862	\$ -	\$ 57,710
Budget Totals					
Revenues:	\$ 898,984	\$ 146,840	\$ 27,551	\$ 2,000	\$ 1,075,375
Expenditures:	\$ 898,984	\$ 146,840	\$ 27,551	\$ 2,000	\$ 1,075,375

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

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

APPENDIX A: UPWP STATEMENTS AND ASSURANCES

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

525-010-08
POLICY PLANNING
05/18

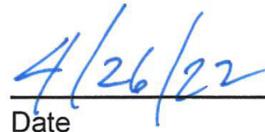
DEBARMENT and SUSPENSION CERTIFICATION

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

- (1) The Ocala/Marion County TPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Ocala/Marion County TPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.



Name: Ire Bethea Sr.
Title: TPO Chair



Date

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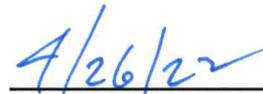
LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

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

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Ocala/Marion County TPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Ocala/Marion County TPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.



Name: Ire Bethea Sr.
Title: TPO Chair



Date

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

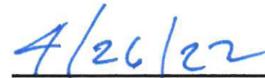
It is the policy of the Ocala/Marion County TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise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

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

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



Name: Ire Bethea Sr.
Title: TPO Chair



Date

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

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.

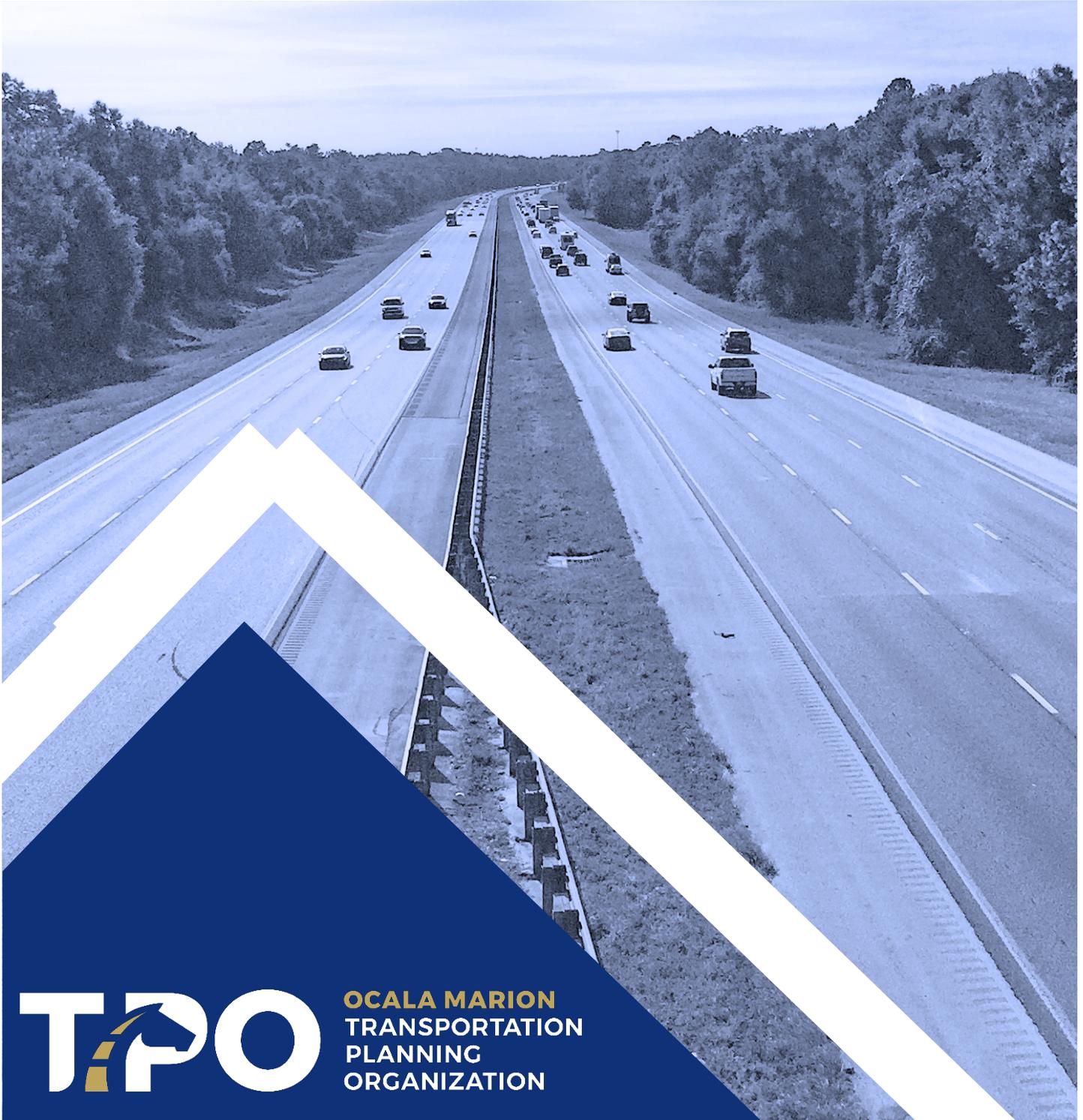
FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

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 - http://leempo.com/programs-products/transportation-disadvantaged/).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.

ACRYONYM	NAME	DESCRIPTION
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FMTTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTTP) defines policies and investments that will enhance Florida's economic development into the future.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.

ACRYONYM	NAME	DESCRIPTION
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
IIJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
LRTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/ .

ACRYONYM	NAME	DESCRIPTION
LOTTR	Level of Travel Time Reliability	The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS).
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated as an MPO, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.
MSA	Metropolitan Statistical Area	A Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NTD	National Transit Database	The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)].
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b) (23CFR500).

ACRYONYM	NAME	DESCRIPTION
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - https://www.fdotd7studies.com/what-is-a-pde-study.html).
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PM	Performance Management	Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals.
PPP	Public Participation Plan	The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PTASP	Public Transportation Agency Safety Action Plan	A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system.
RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - https://www.fdot.gov/planning/sis/default.shtm).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and other state and local professionals.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.

ACRYONYM	NAME	DESCRIPTION
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation (Definition taken from Reconnecting America-www.reconnectingamerica.org).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia).

APPENDIX C: PARTNER AGENCY PLANNING EMPHASIS AREAS AND ACTIVITIES



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

Office of the Administrator

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

Federal Transit
Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

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

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

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

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

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

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

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

Equity and Justice⁴⁰ in Transportation Planning

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

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

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

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

Complete Streets

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

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

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

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

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

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

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

Florida Planning Emphasis Areas 2021

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

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

Safety

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

Equity

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

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing



conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

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

Emerging Mobility

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

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

Contact Information:

Abra Horne, FDOT, Metropolitan Planning Administrator

850-414-4901

Abra.Horne@dot.state.fl.us



Florida Department of Transportation
District Five

District Planning Activities

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

Improve Safety

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

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



Florida Department of Transportation
District Five

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

Enhance Mobility

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

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



Florida Department of Transportation
District Five

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

Inspire Innovation

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

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



Florida Department of Transportation
District Five

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

Additional Planning Activities

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

APPENDIX D: PUBLIC NOTICES AND PARTNER AGENCY COMMENTS

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



Pending Board Adoption April 26, 2022

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.
Federal Aid Project (FAP) Number: 0314-056-M; FDOT Financial Project Number: 439331-4
Catalog of Federal Domestic Assistance Numbers:
20.205 Highway Planning and Construction; 20.505 Federal Transit Technical Studies Grant (Metropolitan Planning)

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

March 15, 2022

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

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

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

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

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

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Ocala Marion Tpo
2710 E. SILVER SPRINGS BLVD.
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STATE OF FLORIDA, COUNTY OF MARION

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

03/15/2022

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State of Wisconsin

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



Federal Highway Administration

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

Federal Transit Administration

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

Planning Comments

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

COMMENTS

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

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

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

The TPO signed and dated in final UPWP version.

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

The TPO included all planning activities from SunTran.

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

The TPO will process a UPWP amendment as needed.

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

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) COMMENTS



UNIFIED PLANNING WORK PROGRAM (UPWP) REVIEW CHECKLIST

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

MPO: **Ocala Marion TPO**

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

Review #: **1**

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

Reviewed By: **LLH**

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

Comments should be categorized as:

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

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

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

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

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

UPWP Cover & Title Page

Does the cover or title page include the following information?

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

Editorial

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

Required Content

Does the UPWP have the following information?

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

Unified Planning Work Program (UPWP)

Review Checklist

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

Critical

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

TPO Responses

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

Introduction

Does the introduction include the following elements?

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

Unified Planning Work Program (UPWP)

Review Checklist

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

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

[No comment](#)

[Click here to enter comments](#)

MPO Organization and Management

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

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

Unified Planning Work Program (UPWP)

Review Checklist

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

Critical

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

TPO Responses

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

Work Elements/Tasks Sheets

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

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

No comment

[Click here to enter comments](#)

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

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

Critical

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

TPO Responses

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

Work Elements/Tasks Sheets Budget Tables

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

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

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

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

Unified Planning Work Program (UPWP)

Review Checklist

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

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

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

TPO Responses

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

Editorial

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

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

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

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

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

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

Unified Planning Work Program (UPWP)

Review Checklist

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

Editorial

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

Funding Source Budget Table

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

[Yes](#)

Total FY 2023 contract amounts:

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

[No comment](#)

[Click here to enter comments](#)

Total FY 2024 contract amounts:

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

[Choose a category](#)

[Click here to enter comments](#)

Unified Planning Work Program (UPWP)

Review Checklist

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

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

[Editorial](#)

New MPO agreements forthcoming

Summary Budget Table

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

[Yes](#)

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

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

[No comment](#)

[Click here to enter comments](#)

General UPWP Comments

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

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

UPWP Guide provided by Central Office states:

MPO Regional Activities

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

MPO Regional Activities

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

All Regional Accounting

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

Regional Activities

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

Task X – Regional Activities

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

Previous Work:

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

Required Activities:

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

Responsible Agencies:

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

Budget Tables:

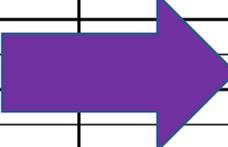
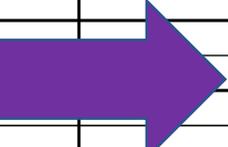
Task 1.1 Regional Activities		
Budget Detail for FY 23 (July 1, 2022 - June 30, 2023)		
Funding Source	FHWA (CPG)	Total
Contract Number	XX	
Source Level	Federal (81.93%)	
Consultant		
Transfer to: MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
TOTAL	\$ 5,000	\$ 5,000

 Orange formatting indicates outgoing funds.

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

 Orange formatting indicates outgoing funds.

All Regional Accounting (MetroPlan)

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

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

APPENDIX E: COST ALLOCATION AND STAFF SERVICES AGREEMENT

Marion County Board of County Commissioners
 Detail of Cost Allocation
 Proposed Fiscal Year 2021-22

105100 BR407, 408, 409 BR407, 408, 409

Type of Central Service	TPO 2019-20	TPO 2020-21	TPO 2021-22
Independent Audit Fee	308	73	346
Clerk of the Circuit Court - Finance	4,096	1,864	5,790
Clerk of the Circuit Court - Internal Auditor	735	202	1,040
Clerk of the Circuit Court - Budget	5,150	8,780	13,592
BCC Records	697	958	614
Records Center	-	-	-
County Attorney	3,897	218	155
County Administration	4,127	6,208	5,151
Information Systems	8,132	16,476	23,367
Human Resources	5,577	3,143	3,374
Procurement	8,964	-	186
Human Resources - Clinic	176	230	103
Facilities Management	9,236	7,874	8,356
Public Safety Radio	-	-	-
MSTU / Assessments Office	-	-	-
Tax Collector (Assessment)	-	-	-
Property Appraiser (Assessment)	-	-	-
Total Costs Identified	\$ 51,095	\$ 46,026	\$ 62,074
Identified Costs not Allocated	-	-	-
Actual Budgeted Allocation	\$ 51,095	\$ 46,026	\$ 62,074
Property Tax @100%			
Assessment @100%			
Tax/Assessment @100%			
Max Cost Allocation			
Limit by Ordinance			

From: [Jaime McLaughlin](#)
To: [Balmes, Rob](#)
Subject: FY23 TPO Cost Allocation Split
Date: Monday, April 11, 2022 11:41:02 AM
Attachments: [IMAGE 2.png](#)
[IMAGE 3.png](#)

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.

Rob,

At this time we have TPO's total cost allocation estimated at \$56,255 for FY23. Can you please advise as to how you would like this split between your cost centers?

Thank you,



Jaime McLaughlin

Assistant Director, Budget Division
[352-671-5507](tel:352-671-5507) | JaimeM@marioncountyclerk.org

Office of Gregory C. Harrell

Marion County Clerk of Court and Comptroller
PO Box 1030, Ocala FL 34478-1030
352-671-5604 | www.marioncountyclerk.org

"Here to serve and protect the public trust"

STAFF SERVICES AGREEMENT

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

WITNESSETH:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. **Financial Administration**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARION COUNTY BOARD OF
COUNTY COMMISSIONERS

By: Kathy Bryant
Kathy Bryant, Chairman

OCALA / MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION

By: Jeff Gold
Jeff Gold, TPO Chair

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

ATTEST: John Beut
TPO Director

Approved as to form and legality

Mathew G. Minter
Mathew G. Minter, County Attorney

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)
ENDORING THE ADOPTION OF THE TPO TRAVEL POLICY

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

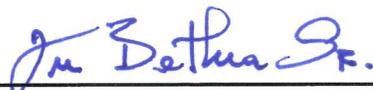
WHEREAS, Florida Statutes Section 112.061(14) allows TPO/MPOs to establish rates that vary from the standard state per diem rates by enactment of a resolution, provided that the rates apply uniformly to all travel by the entity; and

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

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

CERTIFICATE

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

By: 
Ire Bethea Sr., Chair

Attest: 
Rob Balmes, Director

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Section 1: General

1.1 Purpose

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

1.2 Scope and Applicability

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

1.3 Roles and Responsibility

1) Director

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

2) Travelers

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

1.4 Authorizations

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

1.5 Procurement Card Use

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

1.6 Missing Receipts

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

1.7 Letter of Agreement

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

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

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

Section 2: Travel Expense Requirements/Guidelines

2.1 General Principles

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

2.2 Registration Fees

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

2.3 Transportation

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

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

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

4) Rental Vehicle

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

2.4 Meals and Incidentals

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

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

2.5 Lodging

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

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

2.6 Miscellaneous Expenses

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

2.7 Nonrefundable Travel Expenses in Connection with Canceled Travel

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

2.8 Same Day Travel – Out of County

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

2.9 Intra-County Travel

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



TO: Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: Funding Update thru March 31, 2023

Summary

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

Attachment(s)

Budget Report for funds expended thru March 31, 2023 will be presented.

Committee Recommendation(s)

None - contents informative

Action Requested

No action requested

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



FINANCIAL SNAPSHOT

FISCAL YEAR 2023

July 1, 2022 to June 30, 2023

Grant(s)	Total Funds	Funds Expended July 1, 2022 to March 31, 2023	Next Quarter Carryover Funds	Percent Carryover Funds
Fed. Hwy. Admin - PL-CPG	\$898,984.00	\$251,704.28	\$647,279.72	72%
Fed. Transit Admin - 5305d	\$138,852.46	\$85,521.43	\$53,331.03	38%
Fed. Transport. Disadvantaged	\$27,551.00	\$18,275.55	\$9,275.45	34%
Non-Eligible Funds*	\$2,000.00	\$1,219.24	\$780.76	39%
TOTALS	\$1,067,387.46	\$356,720.50	\$710,666.96	67%

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

EXPENDED FUNDS BREAKDOWN	
Salaries & Benefits	\$221,840.30
Insurance Premiums	\$1,868.71
Travel	\$3,177.32
Training & Education	\$1,736.12
Copier Rental	\$1,698.74
Advertising	\$1,385.24
Printing & Binding	\$443.05
Office Supplies	\$955.70
Postage	\$5.92
Computer Software	\$3,426.43
Website	\$4,728.19
Comp. Equip./Plotter	\$0.00
County Cost Allocation	\$43,646.00
Other Services**	\$5,000.00
Professional Services*	\$65,589.54
Non-eligible Funds	\$1,219.24
Total	\$356,720.50
<i>*Prof. Services for the Long-Range Trans. Plan, Congestion Mgmt. Plan, Safety Plan, & Others</i>	
<i>**Other Services for the Sheriff's Security at Board meetings, and CFMPO Alliance.</i>	

BUDGET SUMMARY	
Total Revenue	\$1,067,387.46
Funds Expended thru March 31, 2023	\$356,720.50
Total Carryover Revenue	\$710,666.96



TO: Board Members

FROM: Rob Balmes, Director

RE: Draft 2023 List of Priority Projects (LOPP)

On an annual basis, per State Statute, the TPO works in collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and the Florida Department of Transportation (FDOT) to develop and submit a **2023 List of Priority Projects (LOPP)**. This process is undertaken to identify the highest priority projects to receive consideration for federal and state funding through the FDOT Work Program over the next five years.

The LOPP process serves as the key connection between projects identified in the 2045 Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Therefore, in order for a project to receive federal and state funding, it must be in the LRTP Cost Feasible or Needs Plan and Boxed Funds Lists.

The initial **draft 2023 LOPP** project lists are included with this memo. The lists reflect the format and revised procedures adopted by the TPO Board in 2022. Based upon submissions by local partners along with follow up discussions, the following provides a breakdown of the individual lists and total number of projects.

- Top 20 Priorities – 20 of 81 total projects
- Strategic Intermodal System (SIS) – 15 projects
- Non-SIS Capacity – 39 projects
- Safety and Operations – 12 projects
- Trails – 10 projects
- Bicycle/Pedestrian – 6 projects
- Planning Studies – 15 projects

A draft LOPP was presented to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings on April 11. The second round of final review and adoption is planned to take place on May 9th and 23rd at the CAC, TAC and Board meetings.

Attachment(s)

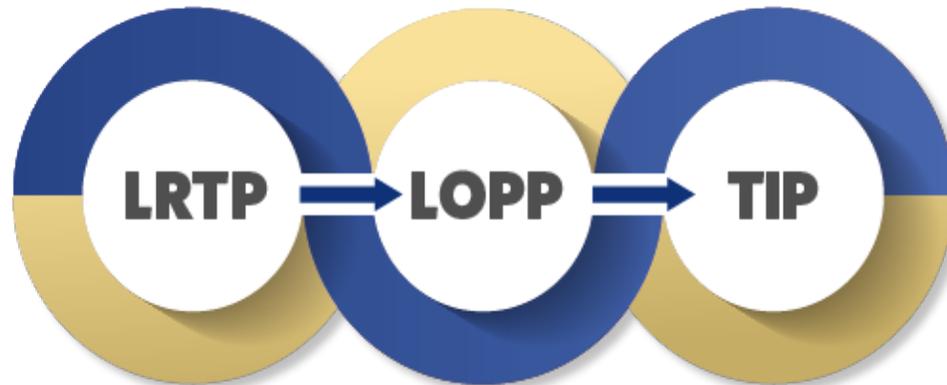
- Overview Presentation
- Draft 2023 List of Priority Projects (LOPP) and Rankings

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

Draft 2023

List of Priority Projects (LOPP)



Annual process to submit lists of priority projects to FDOT to be considered for federal and/or state funding involving State and Local projects over next five years (FY 2029)

LOPP Goals

- **Maintain current programmed projects**
- **Request new projects or additional phases of partly programmed projects**
- **Funding in FY 2029 (new fifth year)**

LOPP Partners Schedule

- **Notice and 2023 Schedule – January 27**
- **Meeting Requests – February 24**
- **LOPP Meetings/Discussions –
Feb/March**
- **Follow Up Email – March 23**
- **Draft LOPP to CAC, TAC – April 4**

LOPP Review Schedule

- TAC and CAC Presentations – April 11
- **TPO Board Presentation – April 25**
- TAC and CAC Approval – May 9
- **TPO Board Adoption – May 23**
- **Submission to FDOT District 5 – June 1**

LOPP Eligibility

- **Projects for federal and/or state funding**
- **2045 LRTP Cost Feasible, Needs Plan or**
- **2045 Multimodal, ITS Boxed Fund Lists**
- **Transportation Improvement Program**
- **Must have Project Application (local, trail)**

Draft 2023 LOPP

- **81 projects, 7 Lists**
- **12 fully-funded and programmed**
- **3 partly funded**

LOPP Project Lists

- **Top Priorities (Top 20)**
- **Strategic Intermodal System (SIS) (15)**
- **Non SIS Capacity (39)**
- **Safety and Operations (12)**
- **Trails (10)**
- **Bicycle/Pedestrian (6)**
- **Planning Studies (15)**

Project Lists Review

CAC and TAC Comments

- **CAC**: Note projects in multiple lists
- **CAC**: Research how long projects have been on the LOPP (e.g. 10 years, 2 years)
- **TAC**: SR 40 from End of 4 lanes to CR 314
 - Major priority, multiple deferrals
 - TAC voted to move up the rankings



2023 List of Priority Projects (LOPP)

DRAFT

Fiscal Years 2025 to 2029

Pending TPO Board Adoption on May 23, 2023

Project Lists

Top 20 Priorities

Strategic Intermodal System (SIS)

Non-Strategic Intermodal System (SIS) Capacity

Commitment to Zero Safety and Operations

Trails

Bicycle and Pedestrian

Planning

Project Phases

CST	Construction
DES	Design
PE	Preliminary Engineering
PD&E	Project Development and Environment
ROW	Right-of-Way

Craig Curry, TPO Chair

Rob Balmes, Director

www.ocalamariontpo.org/priority-project-list

2023 Top 20 Priorities

2023 Rank	2022 Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Tentative Work Program Phase(s)	Current TIP/Tentative Work Program Funding	Proposed Phase(s)	Funding Requested
1	1	435209-1	Top Priorities SIS	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension from on NW 49th Avenue from NW 44th Avenue to NW 35th Street Road	CST	\$33,565,826		
2	2	433652-1	Top Priorities SIS; Safety/Operations	I-75 Interchange/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	\$617,748	CST	\$5,500,000
3	3	435547-3	Top Priorities Non-SIS Capacity	NW 44th Avenue, SR 40 to NW 11th St	Construction of four new roadway lanes	CST	\$9,000,000		
4	4		Top Priorities Non-SIS Capacity	NW 80th/70th from north of SR 200 to north of US 27	Widening to four lanes			CST	\$26,000,000
5	5		Top Priorities Non-SIS Capacity	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction			CST	\$4,000,000
6	6		Top Priorities Non-SIS Capacity	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway			CST	\$2,550,000
7	7	450918-1	Top Priorities Bicycle-Pedestrian	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park	PE, CST	\$2,537,000		
8	14	238648-1	Top Priorities Non-SIS Capacity	US 41 from SW 110th to north of SR 40	Widening to four lanes, sidewalks, shared-use path, shoulders	CST	\$62,027,312		
9	15	410674-2	Top Priorities SIS	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$103,000,000
10	8		Top Priorities SIS	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area and intersections			PE, CST	\$29,341,000
11	9	450340-1	Top Priorities Non-SIS Capacity	Emerald Road Extension	92nd Loop to FN Railroad Connection	ROW, CST	\$9,650,000		
12	10	237988-1	Top Priorities Safety/Operations	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$18,600,000
13	11		Top Priorities Non-SIS Capacity	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway			CST	\$10,200,000
14	12	238651-1	Top Priorities Non-SIS Capacity	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting Cross Florida Greenway			CST	\$37,800,000
15	13	433660-1	Top Priorities Safety/Operations	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$3,388,554		
16	16		Top Priorities Non-SIS Cap.; Planning	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	17	449443-1	Top Priorities Safety/Operations	NE 8th Avenue from SR 40 to SR 492	Construction of roundabouts on NE 8th Avenue	CST	\$4,452,800		
18	18		Top Priorities Non-SIS Capacity	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes			CST	\$13,500,000
19	20		Top Priorities Non-SIS Capacity	SW 80th Ave. from north of 38th St. to SR 40	Widening of roadway to four lanes			PE, DES, ROW, CST	\$25,000,000
20	21		Top Priorities Non-SIS Capacity	SR 35 and SR 464 Intersection Flyover	Flyover of SR 35 at SR 464			PE, DES, ROW, CST	\$39,600,000

2023 Strategic Intermodal System (SIS) Priorities

2023 Rank	2022 Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Tentative Work Program Phase(s)	Current TIP/Tentative Work Program Funding	Proposed Phase(s)	Funding Requested
1	1	435209-1	SIS	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension from on NW 49th Avenue from NW 44th Avenue to NW 35th Street Road	CST	\$33,565,826		
2	2	433652-1	SIS	I-75 Interchange/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	\$617,748	CST	\$5,500,000
3	6	410674-2	SIS	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians, multi-use trail			CST	\$103,000,000
4	3		SIS	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area and intersections			PE, CST	\$29,341,000
5	5		SIS	I-75 at SR 326 Interchange	Interchange capacity and operational improvements			PE, DES, ROW, CST	TBD
6	7	443623-1	SIS	I-75 from SR 91 (Turnpike) to SR 200	Master Planning for I-75 and Interchanges	PD&E	\$2,500,000		
7	8	443624-1	SIS	I-75 from SR 200 to CR 234, Alachua County	Master Planning for I-75 and Interchanges	PD&E	\$1,783,543		
8	11	410674-3	SIS	SR 40 from CR 314 to CR 314A	Reconstruction and widening to four lanes, medians, shared-use path, sidewalks	ROW	\$25,293,495	DES, CST	\$70,800,000
9	10	410674-4	SIS	SR 40 from CR 314A to Levy Hammock	Reconstruction and widening to four lanes, medians, shared-use path, sidewalks	PE	\$125,000	DES, ROW, CST	\$15,200,000
10	NR		SIS	I-75 at CR 484 Interchange	Interchange, capacity improvements to six lanes on CR 484 from SW 49th Ave to CR 475A			PD&E, DES, ROW, CST	TBD
11	NR		SIS	I-75 at SR 200 Interchange	Interchange and capacity improvements			PD&E, DES, ROW, CST	TBD
12	9		SIS; Planning	I-75 at SW 20th Street	Construction of a new interchange at SW 20th Street			PD&E, DES, ROW, CST	TBD
13	NR		SIS	I-75 at CR 318 Interchange	Interchange, capacity improvements at CR 318 from NW Highway 225 to NW 60th Avenue			PD&E, DES, ROW, CST	TBD
14	12		SIS	SR 326 from US 301 to old US 301	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
15	13		SIS	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD

2023 Non-SIS Capacity Priorities

2023 Rank	2022 Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Tentative Work Program Phase(s)	Current TIP/Tentative Work Program Funding	Proposed Phase(s)	Funding Requested
1	1	435547-3	Top Priorities Non-SIS Capacity	NW 44th Avenue from SR 40 to NW 11th St	Construction of four new roadway lanes	CST	\$9,000,000		
2	2		Top Priorities Non-SIS Capacity	NW 80th/70th from north of SR 200 to north of US 27	Widening to four lanes			CST	\$26,000,000
3	3		Top Priorities Non-SIS Capacity	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction			CST	\$4,000,000
4	4		Top Priorities Non-SIS Capacity	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway			CST	\$2,550,000
5	8	238648-1	Top Priorities Non-SIS Capacity	US 41 from SW 110th to north of SR 40	Widening to four lanes, sidewalks/path, shoulders	CST	\$62,027,312		
6	5	450340-1	Top Priorities Non-SIS Capacity	Emerald Road Extension	92nd Loop to FN Railroad Connection	ROW, CST	\$9,650,000		
7	6		Top Priorities Non-SIS Capacity	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway			CST	\$10,200,000
8	7	238651-1	Top Priorities Non-SIS Capacity	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway			CST	\$37,800,000
9	9		Top Priorities Non-SIS Capacity	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
10	10		Top Priorities Non-SIS Capacity	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes			DES, ROW, CST	\$13,500,000
11	NR		Top Priorities Non-SIS Capacity	SW 80th Avenue from north of of 38th Street to SR 40	Widening of roadway to four lanes			PE, DES, ROW, CST	\$25,000,000
12	NR		Top Priorities Non-SIS Capacity	SR 35 and SR 464 Intersection Flyover	Flyover of SR 35 at SR 464			PE, DES, ROW, CST	\$39,600,000
13	23		Non-SIS Capacity	NW 49th St from CR 225A to NW 44th Ave	New two-lane roadway			CST	\$23,000,000
14	13	238720-1	Non-SIS Capacity	SR 40 from US 41 to CR 328	Reconstruction, widening to four lanes			ROW, CST	\$96,200,000
15	34		Non-SIS Capacity	NW 44th Avenue from NW 63rd to SR 326	Widening to four lanes			CST	\$3,500,000
16	14		Non-SIS Capacity	NW/NE 35th Street from W. Anthony to 200A	Widening of the roadway to four lanes			CST	\$9,368,352
17	15		Non-SIS Capacity	SR 40 from SW 60th to I-75 Widening	Widening of the roadway to six lanes			PD&E, DES, CST	\$25,800,000
18	16		Non-SIS Capacity	US 441 from Sumter County to CR 42	Widening of the roadway to six lanes			PD&E, DES, CST	TBD
19	17		Non-SIS Capacity	SW 80th Avenue from SW 90th to SW 80th	Widening of the roadway to four lanes			CST	\$6,150,000
20	18		Non-SIS Capacity	NE 35th Street from CR 200A to NE 25th	Widening of the roadway to four lanes			ROW, CST	\$13,394,683
21	19		Non-SIS Capacity	US 27 from I-75 to NW 27th	Widening to six lanes			PD&E, DES, ROW, CST	\$48,731,000

2023 Non-SIS Capacity Priorities

2023 Rank	2022 Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Tentative Work Program Phase(s)	Current TIP/Tentative Work Program Funding	Proposed Phase(s)	Funding Requested
22	21		Non-SIS Capacity	SW 49th from Marion Oaks Manor to south of CR 484	Construct four-laned divided roadway			CST	\$4,500,000
23	22		Non-SIS Capacity	US 441, CR 42 to SE 132nd Street	Widening to six lanes			ROW, CST	\$118,000,000
24	23		Non-SIS Capacity	NW 49th/35th Street from 1.1 mile west of NW 44th to NW 44th	New two-lane roadway			CST	\$2,650,000
25	24		Non-SIS Capacity	SW 38th Street from SW 80th to SW 43rd Ct.	Widening to four lanes			CST	\$9,750,000
26	26		Non-SIS Capacity	SW 49th/40th from SW 66th to SW 42nd	Four-lane divided roadway with flyover			CST	\$11,584,919
27	27		Non-SIS Capacity	SW 20th Street from I-75 to SR 200	Widening of roadway to four lanes			DES, ROW, CST	TBD
28	28	411256-4	Non-SIS Capacity	US 301 from north of CR 42 to SE 14nd Place	Widening to four lanes			PD&E, DES, ROW, CST	\$13,100,000
29	29		Non-SIS Capacity	Dunnellon Bypass from CR 40 to US 41	New two-lane roadway connection			PD&E, DES, ROW, CST	TBD
30	30		Non-SIS Capacity	SW 90th Street from SW 60th to E/O SW 60th	Installation of new 2-lane roadway			CST	\$2,870,000
31	31	431798-2	Non-SIS Capacity	NW 36th Avenue from SR 492 to NE 20th Place	Widening of roadway to four lanes in two segments, sidewalk and bike lanes			ROW, CST	\$6,800,000
32	31	431798-4	Non-SIS Capacity	NW 36th Ave from NE 25th St to NE 35th St	Widening of roadway to four lanes in two segments, sidewalk and bike lanes			ROW, CST	\$7,200,000
33	32	431797-3	Non-SIS Capacity	NE 25th Avenue from NE 24th St to NE 35th	Widening of roadway to four lanes, sidewalks and bike lanes			ROW, CST	\$8,300,000
34	33		Non-SIS Capacity	NW 37th Avenue from SR 40 to US 27	New two-lane roadway			PE, DES, CST	TBD
35	34		Non-SIS Capacity	NW 35th Ave Road from NW 35th to SR 326	Roadway extension			PD&E, DES, ROW, CST	TBD
36	35		Non-SIS Capacity	NW 44th Avenue from NW 63rd to SR 326	Widening of roadway to four lanes			CST	\$3,500,000
37	36		Non-SIS Capacity	US 41 from SR 40 to Levy County Line	Widening of roadway to four lanes			PD&E, DES, ROW, CST	\$87,900,000
38	37		Non-SIS Capacity	Marion Oaks Extension and Flyover	SW 18th to CR 475/I-75, Flyover interstate			PD&E, DES, ROW, CST	\$82,620,000
39	38		Non-SIS Capacity	SR 35 (US 301) from CR 25 to SE 92nd	Widening of roadway to four lanes			PD&E, DES, CST	\$38,185,000

2023 Commitment to Zero Safety and Operations Priorities

2023 Rank	2022 Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Tentative Work Program Phase(s)	Current TIP/Tentative Work Program Funding	Proposed Phase(s)	Funding Requested
1	1	433652-1	Top Priorities Safety/Operations	I-75 Interchange/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	\$617,748	CST	\$5,100,000
2	3	237988-1	Top Priorities Safety/Operations	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$18,600,000
3	4	433660-1	Top Priorities Safety/Operations	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$3,388,554		
4	5	449443-1	Top Priorities Safety/Operations	NE 8th Avenue from SR 40 to SR 492	Construction of roundabouts on NE 8th Avenue	CST	\$4,452,800		
5	7	431935-1	Safety and Operations	SR 40 from US 441 to NE 8th Avenue	Resurfacing and operational improvements			CST	\$2,400,000
6	NR	451060-1	Safety and Operations	CR 42 at CR 25 Intersection Improvements	Intersection and operational improvements	PE, CST	\$583,730		
7	NR	451251-1	Safety and Operations	SR 40 Intersection at SW 27th Avenue	Intersection and operational improvements	PE, CST	\$1,595,576		
8	NR	451253-1	Safety and Operations	SR 200 at SW 60th Avenue	Intersection and operational improvements	PE, CST	\$723,118		
9	8		Safety and Operations	US 301 South from SE 143rd Pl. to US 441	ITS Boxed Fund Communications			CST	TBD
10	10		Safety and Operations	SR 35 intersections at CR 25A, Foss Road, Robinson Road	Intersection operational and safety improvements			Design, ROW, CST	TBD
11	11		Safety and Operations	SW 40th/SW 38th Realignment at SR 40	Intersection operational and safety improvements			ROW, CST	TBD
12	9		Safety and Operations	West Pennsylvania Avenue at US 41 redesign and intersection improvements				Planning, DES, CST	TBD

2023 Trail Priorities

2023 Rank	2022 Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Tentative Work Program Phase(s)	Current TIP/Tentative Work Program Funding	Proposed Phase(s)	Funding Requested
1	1	439238-2	Trails	Belleview to Greenway Trail	Shared Use Path on SE 102nd Place from SE 52nd Court to intersection at US 441; Trail connection from US 441 Shared Use path to Santos Trailhead	CST	\$3,972,004	DES, CST	TBD
2	2		Trails	Indian Lake Trail	New trail to provide direct access to Indian Lake State Park			CST	\$2,850,000
3	3		Trails	Watula and NE 8th Road Trail	New trail from Tuscawilla Park to CR 200A			CST	TBD
4	4	435484-2	Trails	Pruitt Trail from SR 200 to Pruitt Trailhead	Construction of 12-foot trail south of CR 484	CST	\$2,158,000		
5	5		Trails	Pruitt Trail from Pruitt Trailhead to Bridges Road Trailhead	Construction of trail gap connection			CST	TBD
6	6		Trails	Santos to Baseline Trail	New trail connection			DES, CST	TBD
7	7	436756-1	Trails	Downtown Ocala to Silver Springs Trail	Shared use trail with on-road and separated trail from downtown Ocala to Silver Springs State Park	PE	\$253,001	CST	\$1,000,000
8	8		Trails	Black Bear Trail from Levy Hammock to US 17 along SR 40	27-mile trail segment along the SR 40 corridor			PD&E, DES, CST	TBD
9	9		Trails	Nature Coast Trail	Construction of Trail from Dunnellon to Levy County			PD&E, DES, CST	TBD
10	10		Trails	Silver Springs to Hawthorne Trail	Construction of a trail connection			PD&E, DES, CST	TBD

2023 Bicycle and Pedestrian Priorities

2023 Rank	2022 Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Tentative Work Program Phase(s)	Current TIP/Tentative Work Program Funding	Proposed Phase(s)	Funding Requested
1	1	450918-1	Top Priorities Bicycle-Pedestrian	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park	PE, CST	\$2,537,000		
2	3	439238-2	Bicycle and Pedestrian	Belleview to Greenway Trail	Shared Use Path on SE 102nd Place from SE 52nd Court to intersection at US 441; Trail connection from US 441 Shared Use path to Santos Trailhead	PE, CST	\$3,972,004	DES, CST	
3	4		Bicycle and Pedestrian	US 301 from north of 62nd Ave to SE 115th Lane	Installation of sidewalk along US 301			CST	TBD
4	5		Bicycle and Pedestrian	SR 35 from SE 118th Place to SE Campbell	Construction of new sidewalk to complete gap			CST	TBD
5	NR	426179-1	Bicycle and Pedestrian	Silver Spring State Park Pedestrian Bridges	Construction of new pedestrian bridges in the Park	CST	\$3,582,056		
6	6		Bicycle and Pedestrian	CR 484 Penn Avenue Multimodal, Phase II	Construction of pedestrian bridge to support multimodal project in Dunnellon			PE, DES, ROW, CST	TBD

2023 Planning Study Priorities

2023 Rank	2022 Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Tentative Work Program Phase(s)	Current TIP/Tentative Work Program Funding	Proposed Phase(s)	Funding Requested
1	1		Top Priorities Non-SIS Cap.; Planning	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75			PD&E, Design, ROW, CST	\$55,000,000
2	2		Top Priorities Non-SIS Cap.; Planning	SR 35 and SR 464 Intersection Flyover	Flyover of SR 35 at SR 464			PE, DES, ROW, CST	\$39,600,000
3	3		Non-SIS Cap.; Planning	SR 40 from SW 60th to I-75 Widening	Widening of the roadway to six lanes			PD&E, DES, CST	\$25,800,000
4	4		Planning; SIS	I-75 at SW 20th Street	Construction of a new interchange at SW 20th			PD&E, DES, ROW, CST	TBD
5	5		Non-SIS Cap.; Planning	US 441 from Sumter County to CR 42	Widening of the roadway to six lanes			PD&E, DES, CST	TBD
6	6		Non-SIS Cap.; Planning	US 27 from I-75 to NW 27th	Widening to six lanes			PD&E, DES, ROW, CST	\$48,731,000
7	7		Non-SIS Cap.; Planning	SW 20th Street from I-75 to SR 200	Widening of roadway to four lanes			DES, ROW, CST	TBD
8	8	411256-4	Non-SIS Cap.; Planning	US 301 from north of CR 42 to SE 14nd Place	Widening to four lanes			PD&E, DES, ROW, CST	\$13,100,000
9	9		Non-SIS Cap.; Planning	Dunnellon Bypass from CR 40 to US 41	New two-lane roadway connection			PE, DES, ROW, CST	TBD
10	10		Non-SIS Cap.; Planning	NW 37th Avenue from SR 40 to US 27	New two-lane roadway			PE, DES, ROW, CST	TBD
11	11		Non-SIS Cap.; Planning	SR 326 from US 301 to old US 301	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
12	12		Non-SIS Cap.; Planning	US 41 from SR 40 to Levy County Line	Widening of roadway to four lanes			PD&E, DES, ROW, CST	\$87,900,000
13	13		Non-SIS Cap.; Planning	Marion Oaks Extension and Flyover	SW 18th to CR 475/I-75, Flyover interstate			PD&E, DES, ROW, CST	\$82,620,000
14	14		Non-SIS Cap.; Planning	SR 35 (US 301) from CR 25 to SE 92nd	Widening of roadway to four lanes			PD&E, DES, CST	\$38,185,000
15	16		Non-SIS Cap.; Planning	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			PD&E, DES, CST	TBD



Florida Department of Transportation

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SECRETARY

Ocala/Marion County Project Status Update as of March 31, 2023

The following is a brief status update on major FDOT road construction projects in Marion County as of the March cutoff. The next cutoff date is April 30, 2023. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at anna.taylor@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

S.R. 464 from U.S. 301/U.S. 27 to S.R. 35 Resurfacing (FDOT Financial Information Number 441141-1)

- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Spring 2023
- Estimated Completion: Spring 2026
- Construction Cost: \$22.3 Million
- Description: The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to S.R. 35. The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps, and constructing new sidewalk to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic signal adjustments and drainage upgrades are also included.

U.S. 441 and S.R. 40 Intersection Improvements (FDOT Financial Information Numbers 433661-1)

- Contract: T5747
- Contractor: CW Roberts Contracting Inc.
- Estimated Start: Early 2023
- Estimated Completion: Late 2023
- Description: The project includes milling and resurfacing, median modifications, turn lane modifications, curb & gutter, drainage improvements, sidewalk, ADA improvements, traffic signal upgrades, signing and pavement markings, and utility relocations.

S.R.40 and S.R. 492 Intersection Improvements (FDOT Financial Information Number 445800-1)

- Contract: T5747
- Contractor CW Roberts Contracting Inc.
- Estimated Start: Early 2023
- Estimated Completion: Late 2023
- Construction Cost: \$6.7 million
- Description: This project includes replacing the existing two free flow right turn lanes with a single right turn lane, milling and resurfacing, upgrade the existing signals, adding a new 7-ft buffered bicycle lane, crosswalks, utility relocations, and lighting.

S.E. Abshier Blvd from S.E. Haines Rd (FDOT Financial Information Number 445701-1)

- Contract: T5768
- Contractor: CW Roberts
- Construction Cost: \$1.8 million
- Estimated Start: Spring 2023
- Estimated Completion: Fall 2023
- Description: This project will construct improvements at the intersection of SE Abshier Boulevard (U.S. 27/U.S. 301/U.S. 441) and SE Hames Road to enhance safety and operations for drivers, pedestrians, and bicyclists. The project proposes to create left turn lanes in each direction on SE Abshier Boulevard west of Hames Road with a raised concrete traffic separator in the middle.

Current Projects:

U.S. 41 N S Williams St. from Brittan Alexander Bridge to River Rd. (FDOT Financial Information Number 445687-1)

- Contract: T5755
- Contractor: Ranger Construction
- Construction Cost: \$1.1 Million
- Estimated Start: March 6, 2023
- Estimated Completion: Fall 2023
- Description: The purpose of the project is to signalize the pedestrian crossing on U.S. 41 (S. Williams Street) between Brittan Alexander Bridge and River Road, near Dunnellon City Hall. This will enhance pedestrian safety by installing a Midblock Pedestrian Signal (MPS) to replace the existing pedestrian crossing at this location.
- Update: Contractor started work on March 6. MOT devices and temporary pedestrian signals were installed. The existing curb and asphalt were demolished, and striping operations are currently underway.

S.R. 40/Silver Spring Blvd. from N.W. 27TH Ave. TO S.W. 7th Ave. Sidewalk Improvements (FDOT Financial Information Number 437596-2)

- Contract: T5765
- Contractor: Mejia International Group
- Construction Cost: \$780 thousand
- Estimated Start: Early 2023
- Estimated Completion: Fall 2024
- Description: The intent of this project is to remove the existing 4.5-foot concrete path on the north side of the road and replace it with an 8-foot concrete sidewalk. The new 8-foot sidewalk will meet FDOT and ADA requirements.
- Update: The area is being cleared and grubbed. The pedestrian signal head was installed as well as the temporary signals. Motorists should expect nighttime lane closures within the project limits.

C.R. 484 and I-75 Interchange Roadway Improvements (FDOT Financial Information Numbers 443170-1 & 433651-1)

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Early 2023
- Estimated Completion: Summer 2024
- The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484 from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.
- Update: Paving and signage operations are underway. Motorists should continue to expect lane closures and traffic shifts as needed within the project limits.

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
- Start: Fall 2021
- Estimated Completion: Spring 2023
- Update: Contractors are working on paving, drainage improvements, and curb & gutter operations.

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
- Start: Late 2021
- Estimated Completion: Spring 2023
- Update: Contractor has been working on paving, signalization, and signage operations. Motorists should expect nighttime lane closures within the project limits.

S.R 93 (I-75) Mainline Wildwood Weigh Station Improvements (FDOT Financial Information Number 445321-1)

- Contract: T9028
- Contractor: Traffic Management Solutions
- Construction Cost: \$4.5 million
- Start: Fall 2022
- Estimated Completion: Fall 2023
- Contractors are installing pull boxes and conduit