



**TPO Board Meeting**

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

**August 27, 2024  
3:00 PM**

**AGENDA**

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. PROOF OF PUBLICATION
4. CONSENT AGENDA
  - A. [2045 LRTP Public Hearing Minutes June 25, 2024](#) (Page #3)
  - B. [Board Meeting Minutes June 25, 2024](#) (Page #6)
  - C. [Disadvantaged Business Enterprise \(DBE\) Program Update](#) (Page #22)
  - D. [FDOT/Metropolitan Planning Organization Grant Agreement Amendment](#) (Page #37)
  - E. [Fiscal Years \(FY\) 2025 to 2026 Unified Planning Work Program \(UPWP\) Amendment #1](#) (Page #57)
  - F. [Citizens Advisory Committee \(CAC\) Application](#) (Page #173)  
*Recommended Action: Approval of Consent Agenda*
5. PRESENTATIONS
  - A. [Secretary John Tyler, Florida Department of Transportation District Five](#) (Page #176)
  - B. [Loreen Bobo, Florida Department of Transportation District Five Office of Safety](#) (Page #177)
  - C. [SunTran Annual Report](#) (Page #205)
  - D. [2024 Traffic Counts Report and Commitment to Zero Dashboard and Annual Report](#) (Page #226)
  - E. [Safety Matters Education and Awareness Video Series](#) (Page #307)
6. ACTION ITEMS
  - A. [List of Priority Projects \(LOPP\) Policies and Procedures Updates](#) (Page #308)  
*Recommended Action: Approval of updates to the LOPP Policies and Procedures*

**7. COMMENTS BY FDOT**

**A. [FDOT Construction Report](#) (Page #337)**

**8. COMMENTS BY TPO STAFF**

**A. [Apportionment Plan Update](#) (Page #344)**

**B. [2050 Long Range Transportation Plan Community Workshop](#) (Page #346)**

**C. [Fiscal Years 2024 to 2028 Transportation Improvement Program Modification #3 Update](#) (Page #348)**

**D. [Partner Safety Activities Summary](#) (Page #354)**

**E. [FDOT Strategic Intermodal System \(SIS\) Plans](#) (Page #357)**

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

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

*The next regular meeting of the Ocala Marion Transportation Planning Organization will be held on September 24, 2024.*





**TPO Board Public Hearing**

Marion County Commission Auditorium

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

June 25, 2024

3:00 PM

**MINUTES**

**Members Present:**

Councilman Ire Bethea  
Commissioner Craig Curry  
Councilmember Kristen Dreyer  
Councilman James Hilty  
Councilman Tim Inskeep  
Councilmember Barry Mansfield  
Mayor Ben Marciano  
Commissioner Matt McClain  
Commissioner Michelle Stone

**Members Not Present:**

Commissioner Kathy Bryant  
Commissioner Ray Dwyer  
Commissioner Carl Zalak

**Others Present:**

Rob Balmes, TPO  
Shakayla Irby, TPO  
Liz Mitchell, TPO  
Sara Brown, TPO  
Kia Powell, FDOT  
Melissa McKinney, FDOT  
Tom Duncan, City of Ocala  
Darren Park, City of Ocala  
Sean Lanier, City of Ocala  
Oscar Tovar, City of Ocala  
Eric Smith, City of Ocala  
Noel Cooper, City of Ocala  
Peter Lee, City of Ocala  
Tracy Straub, Marion County  
Steven Cohoon, Marion County  
Barb Girtman

Other members of the public not signed in.

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

Chairwoman Kristen Dreyer called the hearing to order at 3:01pm and led the board in the Pledge of Allegiance.

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

Shakayla Irby, Administrative Assistant called the roll and a quorum was present.

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

Shakayla Irby, Administrative Assistant, stated that the public hearing was published online on the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County websites on June 18, 2024. Additionally, the hearing was featured in the June 4, 2024 edition of the Star Banner and shared on the TPO's Facebook and Twitter pages.

### **Item 4a. 2045 Long Range Transportation Plan (LRTP) Amendment #3**

Mr. Balmes gave a brief presentation to the committee of the 2045 LRTP Amendment #3.

The amendment was proposed to ensure appropriate consistency between the Florida Department of Transportation (FDOT) State Transportation Improvement Program (STIP), TPO Transportation Improvement Program (TIP) and the 2045 LRTP. The proposed amendment included funding and phase updates to the following project in the Cost Feasible Element of Chapter 7: Funding the Plan.

**I-75 at NW 49th Street Interchange, from End of NW 49th Street to End of NW 35th Street (FY 2021 to 2025) (FM 435209-1). Updated LRTP project cost estimates.**

#### **New Interchange**

- Right-of-Way (ROW): \$21,500,000
- Construction (Design-Build, DSB): \$93,500,000
- Total Funding: \$115,000,000

Mr. Bethea asked if state and local contributions were the only changes to the LRTP and whether the program was still on schedule.

Mr. Balmes explained that the reason for the amendment was to update the LRTP with the project changes. As the secretary stated last year, there was a shortfall of around \$50 million for the project, and it needed to be shown as fully funded to allow it to advance and ensure full consistency.

Ms. Stone thanked the Governor for recognizing the project as a priority and for addressing the shortfall, allowing the project to move forward.

Approved –

Ms. Stone made a motion to approve the 2045 LRTP Amendment #3.

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

**Item 5. Public Comment**

*There was no public comment.*

**Item 6. Adjournment**

Chairwoman Dreyer adjourned the public hearing at 3:06pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



**TPO Board Meeting**

Marion County Commission Auditorium

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

June 25, 2024

3:00 PM

**MINUTES**

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Councilman Ire Bethea  
Commissioner Craig Curry  
Councilmember Kristen Dreyer  
Councilman James Hilty  
Councilman Tim Inskeep  
Councilmember Barry Mansfield  
Mayor Ben Marciano  
Commissioner Matt McClain  
Commissioner Michelle Stone

**Members Not Present:**

Commissioner Kathy Bryant  
Commissioner Ray Dwyer  
Commissioner Carl Zalak

**Others Present:**

Rob Balmes, TPO  
Shakayla Irby, TPO  
Liz Mitchell, TPO  
Sara Brown, TPO  
Kia Powell, FDOT  
Melissa McKinney, FDOT  
Tom Duncan, City of Ocala  
Darren Park, City of Ocala  
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Eric Smith, City of Ocala  
Noel Cooper, City of Ocala  
Peter Lee, City of Ocala  
Tracy Straub, Marion County  
Steven Cohoon, Marion County  
Barb Girtman

Other members of the public not signed in.

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

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

Shakayla Irby, Administrative Assistant called the roll and a quorum was present.

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

Shakayla Irby, Administrative Assistant, stated that the meeting was published online on the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County websites on June 18, 2024 and shared on the TPO's Facebook and Twitter pages.

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

*Mr. Mansfield made a motion to approve the Consent Agenda. Mr. Curry seconded, and the motion passed unanimously.*

### **Item 5A. Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP)**

Sara Brown, Transportation Planner, presented the Fiscal Years 2025 to 2029 Transportation Improvement Program which was made available for public and partner agency review from May 7, 2024 to June 14, 2024. As a follow-up to the draft presentation at the board meeting on May 28, 2024, comments that were received from partner agencies and the public at the meeting were presented. To date, the TPO had received feedback from the Florida Department of Transportation (FDOT) which was included in the meeting packet.

There was also one comment received from the public.

- **Public Comment:** “In the draft TIP map online, project FM 436756-1 does not include further detail about the project. I own a few properties along that route and would like to know more about the project and if any designs have been made.”
  - **TPO Response:** Noted for public record. The citizen was thanked for the comment and was told that the project in the TIP is funded for preliminary engineering in FY 25. The TPO also gave the citizen contact information for the city to ask if they have any further design information for the project.

On June 11, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommended approval of the FY 25 to 29 TIP.

*Mr. Hilty made a motion to approve the FY 2025 to 2029 TIP. Ms. Stone seconded, a-roll call vote was called and the motion passed unanimously.*

## **Item 5B. Fiscal Years (FY) 2026 to 2030 List of Priority Projects (LOPP)**

Rob Balmes, Director, presented and said on an annual basis, the development of the List of Priority Projects (LOPP) was undertaken to identify projects to receive consideration for federal and state funding through the Florida Department of Transportation (FDOT). As outlined at the Board meeting in May, the cycle covered a timeframe for the Fiscal Years (FY) 2026 to 2030 FDOT Tentative Work Program and the TPO's Transportation Improvement Program (TIP).

The LOPP project lists were presented to the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) meetings on May 14 and the TPO Board on May 28. A review of the LOPP again took place at the joint TAC-CAC meeting on June 11th.

The following summary provided proposed changes to the draft Fiscal Years 2026 to 2030 List of Priority Projects (LOPP) by the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) on June 11, 2024. The proposed changes involve the **Top 20 Priorities List**. Pending TPO Board approval, the changes would also result in ranking updates to the **Non-SIS Capacity List**. Staff comments were provided for general guidance.

### **Technical Advisory Committee (TAC) Recommendations**

#### **\*Ranking Changes** (to current order)

#6 US 41 from SW 110th to North of SR 40 move to #11 ranking

#9 SR 40 at SR 35 intersection move to #18 ranking

#11 SR 200 from Citrus County to CR 484 move to #6 ranking

#17 SR 35 at SR 464 intersection move to #9 ranking

#20 Belleview to Greenway Trail move to #17 ranking

#### **Project Deletion**

#16 SW 80th from north of 38th to SR 40 (redundant project with #2)

#### **Project Additions**

I-75 at CR 484 – Bridge Replacement to support 6 lanes on CR 484 – add to #1 of Top 20 List  
Marion Oaks Extension and Flyover, Marion Oaks Lane to CR 475 – add to bottom of Top 20 List

CR 475A from SW 66th to SW 42nd Capacity Project – add to bottom of Top 20 List

### **Citizens Advisory Committee (CAC) Recommendations**

#### **\*Ranking Changes** (to current order)

#20 Belleview to Greenway Trail move to #17 ranking

#### **Project Additions**

I-75 at CR 484 – Bridge Replacement to support 6 lanes on CR 484 – add to #1 of Top 20 List  
CR 475A from SW 66th to SW 42nd Capacity Project – add to bottom of Top 20 List

\*Rankings are based on current order. Addition of new CR 484 project off-sets revised rankings by 1.

### **TPO Staff Comments**

Ranking Changes (Top 20)

Project additions: The TPO has a Top 20 Priorities List. Additional projects that fall outside of the top 20 ranking should not be listed on the Top 20 Priorities List.

### Project Deletion

None

### Project Additions (Top 20)

I-75 at CR 484 Interchange – Bridge Replacement Project

Comment: Currently not listed in the 2045 LRTP. Requires an amendment for the pursuit of federal and state funding. Project would also require an FDOT application for funding consideration.

CR 475A from SW 66th to SW 42nd Capacity Project

Comment: Currently identified in the 2045 LRTP. Pursuit of federal funding requires following the NEPA/PD&E process. Project would also require an FDOT application.

Mr. Balmes shared some procedural comments regarding the agreed-upon process for maintaining a top 20 project list, where 20 projects serve as the cutoff. He emphasized that adding more projects beyond this limit, such as expanding to 22, 23, or 24 projects, would go against the collective agreement. He recommended that two additional projects remain in their Non-SIS capacity list positions. Additionally, he mentioned that the bridge replacement project would need to be added to the Long Range Transportation Plan (LRTP) as an amendment.

Chairwoman Dreyer inquired about how the proposed changes to the LOPP came about.

Mr. Balmes responded saying that on June 11th, the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC) met jointly for the second time to facilitate collaboration between both groups. The meeting provided an opportunity to receive final feedback and recommendations regarding a specific set of lists. During the meeting, the Office of County Engineer presented a series of recommendations and modifications to the list, which were then reviewed and processed through the committee's procedures. A copy of the recommendations made by the TAC and the CAC were provided to the board, along with the original formatted documents, including track changes.

Mr. Balmes emphasized the importance of receiving all comments by May, with the goal of closing the LOPP (List of Priority Projects) period in May, similar to the TIP (Transportation Improvement Program) process. This would allow the board to review proposed changes in May and approve and adopt them in June, creating a smoother transition from draft to final. Mr. Balmes also recommended better alignment with FDOT's process for the LOPP. He highlighted that out of 45 local projects on the list, only 13 had applications, making the remaining 32 projects ineligible. He suggested working with local partners to increase the number of applications and removing projects without applications from the list to ensure that eligible projects received appropriate attention and funding opportunities.

Mr. Mansfield asked why specific recommendations or changes to the rankings, which were not presented on May 28th, 2024, were being seen now. He also inquired whether the TAC and CAC had the opportunity to fully review and consider the extent and impact of these changes.

Mr. Balmes responded that, as he mentioned at the June 11th meeting, the recommendations had been presented to the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC) by the Office of the County Engineer, represented on the TAC. He clarified

that they had not had prior knowledge of what these recommendations would be.

The process involved two steps for gathering feedback, and the goal of the June meeting was to seek final recommendations for the TPO board regarding the lists.

When the recommendations were presented, the TAC Chair, Jeff Shrum, facilitated a process with TAC members to review and finalize the specifics, including ranking changes, additions, and deletions, as outlined in the slides.

Mr. Mansfield also asked about the County Road 484 six-lane underpass at I-75, and inquired if it had been originally included 2045 LRTP or if it would require an amendment.

Mr. Balmes responded that the CR 484 bridge replacement was introduced for the first time through the LOPP process.

Ms. Stone explained that the urgency of some projects was driven by the "Moving Florida Forward" initiative from the governor. This initiative prompted Marion County to expedite certain projects to align with the four-laning of I-75. The goal was to ensure that local road construction projects could occur simultaneously with the I-75 expansion, minimizing disruptions to citizens and securing better pricing by using the same contractors. This, she noted, helped explain why some projects needed to be quickly integrated into the plan.

Mr. Mansfield asked how the changes to long-standing priority projects would affect FDOT funding. He sought to understand whether these changes might slow down the progress of existing projects and impact the overall process, given how FDOT typically operates.

Ms. Stone stated that she had met with the Department of Transportation (DOT) regarding these projects. She reported that DOT was appreciative of the opportunity to coordinate with them, as it would facilitate the simultaneous progress of both state and local projects. She assured that these changes would not slow down DOT's efforts but would instead help accelerate local projects' safety and expansion. She also noted that she had discussed these matters face-to-face with Secretary Tyler, who agreed with the approach, provided that ongoing collaboration continued.

Chairwoman Dreyer asked Ms. Stone when the meeting with the DOT had taken place.

Ms. Stone recalled the meeting taking place in January of 2024.

Chairwoman Dreyer asked if the recent discussion about the projects was related to a conversation from the last board meeting.

Ms. Stone confirmed that the recent discussion was related to the conversation from the last meeting. She explained that Marion County staff needed to conduct one-on-one meetings with the county team and Marion County commissioners before announcing details.

Chairwoman Dreyer noted that according to the process, when Mr. Balmes began reaching out to each municipality, Belleview responded on March 1st, Dunnellon on March 5th, and the City of Ocala by April 15th. She pointed out that Mr. Balmes had initiated contact on March 1st and



provided a timeline of subsequent communications and meetings. Despite these discussions, she emphasized that issues were never brought up in the meetings where staff was present.

Steven Cohoon, the Marion County Engineer, addressed the board and explained that when he started in January, he found that many applications had not been completed by Marion County, including those for Department of Transportation projects. He indicated that one of his primary tasks had been to address the issue by ensuring that all applications are properly filled out and submitted. The effort aimed to align Marion County's applications with those of other entities and improve their concurrent processing.

Chairwoman Dreyer asked how many outstanding applications were on the list.

Mr. Cohoon responded that he did not have the exact number of outstanding applications off the top of his head but estimated it to be around ten. He noted that not all 20 projects were county-driven; some were Department of Transportation projects, for which the county typically would not prepare applications.

Chairwoman Dreyer asked how many applications Mr. Cohoon had been able to complete for the projects on the list.

Mr. Cohoon responded one application had been completed and explained that he had worked extensively with the Lake Sumter MPO and followed a detailed, labor-intensive process similar to theirs. This process involved determining project locations, assessing their eligibility for various federal funding sources, and researching right-of-way documentation. He noted that historical checks for deed status and other related tasks were time-consuming and not as straightforward as merely checking a box. He acknowledged that this process was labor-intensive and required significant effort.

Chairwoman Dreyer inquired how long it would take for project applications to be completed.

Mr. Cohoon said that, given the other tasks he was juggling, it would take a few months to complete the applications for ten projects.

Mr. Cohoon also mentioned that there was no application for the project the county wanted to make #1 on the Top 20 list (I-75 at CR 484 – Bridge Replacement to support 6 lanes on CR 484), and that no right-of-way needed to be acquired for the project.

Ms. Stone clarified that the state was acquiring the right-of-way for the project, which is where the partnership between the County and State would come into play.

Ms. Stone also explained that the urgency of the task was due to the rapid expansion of I-75. She noted that the state, with the governor's support, was prioritizing the project and had secured funding to address the most problematic section of the interstate, from Wildwood up to 316. The fast-paced nature of the project was the reason for the quick turnaround on related tasks.

Chairwoman Dreyer asked Mr. Cohoon if there was a preliminary engineering report available for the project.

Mr. Cohoon responded that, during discussions with the department, there had been consideration of adding a modification to the Preliminary Engineering Report (PER) to facilitate the design-build process.

If the modification was not feasible, it could be funded separately by Marion County outside of the PER, within the current right-of-way constraints. The project anticipated adding auxiliary lanes both before and after the bridge widening to manage roadway capacity.

He acknowledged the timing issues and apologized to the board and Mr. Balmes for the delays. He explained that the List of Priority Projects (LOPP) had not been closed, and the decision to proceed after the March 5th meeting was based on funding capacity and capital needs identified by the Board of County Commissioners. The bridge widening had been prioritized as the top unfunded capital need, followed by the interchange at 40th and 35th. Mr. Cohoon noted that DOT was moving quickly, and they were trying to keep up with that pace.

Chairwoman Dreyer asked Mr. Cohoon if he understood the predicament caused by the timing of the issue. She pointed out that the matter could have been raised earlier. She reiterated that bringing it up at the current meeting was highly inappropriate.

Mr. Curry asked if there would be any jeopardy in funding if the project were not listed as number one, considering that the project was currently funded.

Mr. Cohoon responded that the project was currently funded and listed in the top 20. He mentioned that, although he wasn't the State Secretary, he was under the impression that there would be no adverse impacts if the project were moved to number two. He added that they had received \$2.5 million in funding from the department through legislative estimates and were still pursuing those avenues. However, based on the June 18th TIP adopted by the Board of County Commissioners, the project was fully funded.

Mr. Balmes stated that the TPO had generally maintained an approach and policy of keeping projects prioritized until they move to construction. He mentioned that this was something he had heard from Secretary Tyler in the past, emphasizing the importance of keeping these projects on track. He noted that with the interchange project and other projects, there had been periods of shortfalls, deferrals, and deletions. Therefore, the TPO recommended to keep the projects on the list until they moved to the construction phase. He added that by this time next year, the interchange project would no longer need to be on the list.

Mr. Mansfield expressed concern, saying that one of the things that bothered him was that it seemed like the process was going through the back door. He mentioned that he always thought everything had to come through the board and that it sounded like the county was having meetings with the D.O.T. without involving the board. He emphasized that this was how he felt.

Ms. Stone responded that Marion County had numerous road projects, roadways, and safety concerns to address. She emphasized that while the City of Ocala was important, the county held transportation meetings and workshops where they discussed roadways, including those for Marion County. She mentioned that earlier in the year, her board had given her specific direction to meet with Secretary Tyler regarding some issues where they felt it was necessary to advance certain projects.

Ms. Stone clarified that while they knew the discussion would eventually come back to the TPO board, it didn't mean they had to bring every project to the board before moving forward, just as others didn't necessarily bring their projects to the board beforehand. She asserted that it was appropriate for them to bring this forward now and ask the board to consider making it a top priority. She added that this action was driven by the rapid pace of the "Moving Florida Forward" initiative.

Ms. Stone reminded the board that the state of Florida was looking to expand roadways on I-75 for the reasons she had mentioned earlier and urged the board not to place obstacles in the way of progress, especially when they could be part of that progress.

Mr. Bethea said he didn't believe they were trying to put up a roadblock. He noted that, as Mr. Balmes had mentioned, projects on the LOPP typically remain in their position until they actually move into construction. He questioned what would be wrong with the 484 project being listed as number two, adding that he didn't think it would hinder the project.

Chairwoman Dreyer expressed concern, stating that the issue was the last-minute change that rearranged the entire document. She pointed out that they were left to discuss the changes on the day it needed to be approved. She said she wanted to hear from the FDOT to confirm that this was exactly what they had requested. She clarified that it wasn't a matter of disbelief but rather that it was hard to believe they could suddenly introduce a project and expect FDOT to fund it and add it to their project list without going through the usual proper channels.

Chairwoman Dreyer asked Mr. Balmes if he could confirm whether the priority list adopted by the board that day could be amended at any time throughout the year.

Mr. Balmes responded that the priority list could indeed be amended. He noted that they had done so the previous year when Sun Trail grant opportunities arose and added a few projects to the list. They had successfully pursued those projects and received positive feedback about their potential. He emphasized that while they could amend the LOPP as needed, it was crucial to approve the list that day because the DOT required the applications, as he had mentioned earlier. The portal had been closing that Friday, and FDOT also needed the project list from them by July 1st.

Tracy Straub, Assistant Marion County Administrator, addressed the board and said that she had just finished speaking with Secretary Tyler. Although he was unable to attend the meeting, he had spoken with her and the Marion County Administrator, Mounir Bouyounes, and the 484 project was a specific topic of their conversation. With the Moving Florida Forward project, it was necessary to rebuild the bridge for 484.

When the Moving Forward project became a reality, they discussed how to leverage their projects. They had known from their conversations with the DOT over the past ten years that the 484 bridge needed to be rebuilt. The DOT had done what widening they could, but with the high volume of truck traffic in that area, further steps were required.

When the I-75 Moving Forward project became imminent, they inquired if the 484 bridge could be included. Although it wasn't initially funded, the DOT indicated that if Marion County could fund the project, it could be added to the Moving Forward list. The bridge project was proposed, along with the flyover, but the flyover faced complications due to NEPA requirements and other

processes. However, the bridge was within the existing I-75 footprint, and the DOT said that if Marion County could align themselves properly, making it a reality was feasible.

Chairwoman Dreyer asked for clarification on whether Marion County was paying for a bridge on a federal highway.

Ms. Straub responded that yes, Marion County was paying for the bridge because 484 was a county road. The widening was necessary because the bridge components and the bridge stanchions for I-75 restricted the number of lanes that could be placed underneath I-75. The county needed more lanes on 484, but the state did not need additional lanes. Therefore, it was a county project. However, this did not preclude them from pursuing additional funding. It was important to have the project on the list to explore all possible funding avenues, but technically, it was a project for the widening of county road 484.

Mayor Marciano said that, while the bridge expansion for 484 made sense, there were several other projects on the list that had been changed. He suggested adopting the 484 expansion and keeping the existing list in place, with the option to adopt additional changes at a later time. He expressed concern about the rushed decision-making process and the potential implications of making changes without fully understanding them. He felt that the situation was too hurried to make a well-informed decision on the remaining projects.

Chairwoman Dreyer asked for clarification if the Mayor meant adopting the list as presented in May and then making amendments to it at any point during the year if possible. She stated that if that was indeed the case, she would support it.

Mayor Marciano confirmed that was indeed what he meant.

Ms. Stone stated that she would not be in support of that approach.

Mr. Inskeep asked if he had misunderstood something. He recalled that the question had been about whether the application for the bridge project was complete and thought the engineer had said no. He also remembered that Mr. Balmes had indicated the effort was due by July 1 and that the applications needed to be complete to submit them to FDOT.

Mr. Cohoon said that if the board adopted that change, the application would be completed.

Chairwoman Dreyer expressed concern, asking if the application for the project would be completed by Friday, noting that Mr. Cohoon had previously said the application process typically took months to complete.

Mr. Cohoon said he would dedicate all staff to ensure that the application would be completed and submitted to Mr. Balmes within two days.

Chairwoman Dreyer reiterated her agreement with Mayor Marciano, stating that their staff had not had the opportunity to review any of the changes, and she did not have a clear answer on how the changes would affect the other projects on the list that did have applications in.

Peter Lee, City Manager of the City of Ocala, addressed the board and said that Jeff Shrum, his staff member, had sent him a memo after the June TAC meeting. Jeff Shrum had been surprised by the order and felt that it was not typical procedural behavior for the process. Peter Lee noted

that although their staff might have supported the changes during the meeting, Jeff Shrum had expressed concerns afterward. He had stated that it was an atypical practice to change the information during that period of time.

Ms. Stone asked if this situation posed a problem for the City of Ocala and whether it impacted their projects in any way. She added that if it had a negative impact on the City of Ocala, then they should be open to discussing it. However, if there was no negative impact on their projects, she did not understand the issue.

Ms. Straub said that DOT met with the contractor the previous week and would hold their final public hearing on Wednesday. After going through a 30-day comment period, and Marion County would need to merge their project shortly afterward.

Chairwoman Dreyer said that her question was whether, if the application was submitted by Friday as Mr. Cohoon had stated would happen with dedicated staff, and they came back in August to approve it, it would still not hinder the project.

Ms. Stone asked why the board would slow down the process when the DOT was looking for them to join in on the project.

Chairwoman Dreyer said that the situation caused chaos and confusion.

Ms. Stone said that the board had not yet heard how the proposed changes negatively impacted any other projects that the city had.

Mr. Inskeep asked if Mr. Balmes, himself, or anyone else had evaluated the domino effect of adding this project to the top of the list. He wanted to know which projects might have been dropped off and what the real impact would be on Ocala, Belleview, or the county itself.

Mr. Balmes said that he did not foresee any negative impacts if they cut off the list at 20. He explained that they had already deleted one project, specifically project 16, which was recommended by Marion County. This would free up one space to add the 484 project and exclude projects 21 and 22, which were already included in the Non-SIS capacity and planning lists.

Mr. Balmes said that he wanted to address the issue of applications and the timeline. He explained that the DOT work program receives applications when the portal closes and begins reviewing them in July. They then start cross-referencing the applications with the LOPP. If they have an application for 484 but do not see the project listed in their LOPP, it would create an inconsistency issue.

Chairwoman Dreyer asked how they could add the project to the LRTP, noting that it needed to be publicly noticed. She inquired whether the DOT also cross-referenced projects with the LRTP.

Mr. Balmes said that yes, cross-referencing with the LRTP was part of the application process. He explained that there was a question in the application about when the project would be updated or amended if it was not in the LRTP.

Ms. Stone said that they received updates periodically throughout the year and adjusted the necessary lists as needed.

Mr. Inskeep asked for clarification, understanding that the only project affected above the line of 20 was project 16 on the original list. He inquired if everything else remained the same, with the only change being in the ranking, and no other projects being affected. He was trying to determine if there was any downside to this adjustment.

Ms. Stone said that there appeared to be no downside, as they replaced the original number one project with a new number one, without impacting the overall list. She did not believe it had a significant effect on anything.

Mr. Inskeep acknowledged the confusion and the discomfort of receiving information at the last minute, which limited the time for review. However, he also recognized that Florida was moving forward with the project, and it was important to keep pace with that progress. He noted the potential negative impact of not addressing the issue, especially given the problematic area under the bridge.

He expressed that he did not see a downside to the change and would prefer to process the adjustment rather than oppose it without clear evidence of a negative impact. He admitted that while he was uncomfortable relying solely on others' assessments rather than his own research, he was not hearing anything that would cause him to oppose the change. He would be reluctant to halt something important due to timing issues if there was no apparent downside on paper.

Chairwoman Dreyer asked Peter and Jeff for confirmation that the change would not affect their city projects.

Mr. Lee reevaluated the projects on the modified list. He mentioned that DOT typically funded phases of the projects. He noted that while moving Florida Forward may not have been discussed in the committee meetings, there was a discussion about how all proposed stages or phases of the 484 project would proceed up to construction.

Mr. Lee said that the new number 15 project, State Road 40 from 441 to Northeast 8<sup>th</sup>, would likely be affected. He expressed his opinion but deferred to Mr. Balmes or Mr. Shrum to corroborate it.

Jeff Shrum, Growth Management Director for the City of Ocala, said that Mr. Balmes might have a better answer regarding the impact. He explained that historically, DOT had a pool of money they reviewed when assessing project lists from each group and that it was uncommon to see a project funded from start to finish all in one cycle. Typically, projects were funded in phases.

He expressed concern that modifying the list could potentially result in a phase of a project being moved down the list if funds were concentrated on one project. He noted that this issue had come up in committee meetings, but definitive answers were difficult to obtain without a detailed review of the list and available funds. He suggested that Mr. Balmes might be able to provide a more precise answer.

Approved –

Mr. Shrum also said that, for the City projects, one of the projects that might be impacted was State Road 40. He explained that all projects could be affected to some extent as they get moved down the list.

Specifically, he mentioned that the city's project for State Road 40, which involved improvements and safety enhancements through the downtown area, could be impacted by these changes.

Mr. Balmes reviewed the projects that currently had applications, noting that state projects did not require a submitted application.

Mr. Balmes said that, as mentioned earlier, there were thirteen applications in total, with seven currently on file, including several trail projects. He pointed out that some of these projects were already funded. He emphasized the need to submit more applications to DOT to better position themselves for funding opportunities and leverage local investments and partnerships. He noted that Steven was well-informed about this, and they had discussed the importance of securing more applications from the county, the City of Ocala, and Belleview. He praised Belleview for submitting an excellent application for their trail project last year. Mr. Balmes underscored that without an application, it was difficult to secure funding, particularly from local sources, though not necessarily from the state.

The board continued to review the ranking of projects, examining which projects had applications submitted and which did not.

Ms. Straub expressed that the partnership with DOT had been greatly appreciated. She acknowledged the strong relationships that Mr. Balmes had built with MPOs and the local office, which maintained good connections with both city and county staff. She mentioned that the I-75 Moving Florida Forward project was an unexpected funding initiative from the governor, with a requirement to be put into construction by the following year.

Ms. Straub clarified that the goal was not to disrupt any local projects or partnerships but to include the 484 project on the list. She emphasized that the inclusion of the 484 project was not intended to derail other projects but to ensure its place on the list, even if it meant adjusting its position.

Mr. Balmes chimed in that this cycle was for the fiscal year 2026 to 2030, the next tentative work program. He explained that some projects on the list were already funded, and they had been kept on the list to ensure they remained funded through construction. Regarding potential negative impacts, he stated that he did not foresee any issues with the top 20 projects by adding the additional project.

Mike McCammon from the Florida Department of Transportation addressed the board, noting that while his expertise was in operations rather than funding, he had been involved in meetings with both the City of Ocala and Secretary Tyler, as well as with the county. He emphasized that these meetings were typical for understanding local priorities and determining how to assist.

Mr. McCammon acknowledged that funding was complex and that he did not fully understand all details, despite his 28 years of experience. He had not been involved in recent conversations about the project between the county and Secretary Tyler. However, he noted that the initial

Approved –

discussions suggested that the county would be providing the funding for the project. From his perspective, he did not foresee a negative impact on other projects on the list, as the funding for this project would likely come from the county rather than federal or state funds controlled by DOT.

Chairwoman Dreyer asked Mr. McCammon to elaborate on whether, in his experience, it was normal for a county to fund a federal highway project.

Mr. McCammon explained that the sole beneficiary of this project was the county. The project involved rebuilding the bridge over I-75 to accommodate current traffic needs, which required longer beams to provide sufficient room underneath. He noted that this type of bridge upgrade was necessary to match the longer beams used in other parts of State Road 200. He emphasized that if the county funded this project, it would not take away from other projects on the list, as the funding for this bridge would come from the county rather than federal or state sources.

Chairwoman Dreyer acknowledged Mr. McCammon's response as the most helpful so far and thanked him. She then asked if the county was funding the project on its own and if the request was simply to add it to the list, regardless of its position. She proposed that if the county was willing to accept a lower spot on the list, they could place the project at the bottom and proceed with the rest of the agenda.

Ms. Stone said that as long as the project remained in the top 20, the main concern was having given up the number one slot. She suggested moving the project into the number one slot since the county would be funding it.

Chairwoman Dreyer said that the majority of the revision was due to adding the project to number one. She asked if they could leave the original list as it was, remove number 16, and either place the new project at number 16 or move projects 17 through 20 up and position the new project at number 20.

Mayor Marciano made a motion to move the amended project (I-75 at CR 484 – Bridge Replacement to support 6 lanes on CR 484), from number 1 to number 16 and approve the LOPP. Ms. Stone seconded the motion.

Ms. Stone then withdrew her motion as further clarification on Mayor Marciano's motion was needed.

The board discussed the ranking of the projects once more.

Mr. Lee reviewed the City of Ocala projects again to ensure there would be no significant impacts to the City's projects with the proposed changes.

Mayor Marciano amended his motion to go with the proposed changes listed in red except taking number 1 and putting it into the number 16 slot which would be removed. Ms. Stone seconded, and the motion passed unanimously.

### **Item 5C. 2024 Regional Priority Projects**

Mr. Balmes presented and said in collaboration with the Central Florida MPO Alliance



(CFMPOA), the TPO annually developed a list of regionally significant transportation priority projects.

TPO staff presented in May and June a draft List of Regional Priority Projects to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) and both committees recommended approval.

A summary of the proposed 2024 List of Regional Priority Projects, and for reference, the approved 2023 Regional Priority projects were provided to the board.

Mr. Bethea made a motion to approve the 2024 Regional Priority Projects. Ms. Stone seconded, and the motion passed unanimously.

### **Item 6. Comments by FDOT**

Ms. Kia Powell gave the following updates:

- The Construction Report was provided in the committee packet and there was at the time 7 intermittent lane closures. She shared with the board that more detailed information could be found on [cflroads.com](http://cflroads.com).
- Update on C.R. 484 and I-75 Interchange Roadway Improvements – drainage and widening work was ongoing and the contractor was milling and paving the remaining lanes along northbound and southbound I-75. Median crossovers are being widened and resurfaced. Ramp closures at C.R. 484 are expected in June for resurfacing.
- Update on the S.R. 464 Resurfacing from U.S. 301 to U.S. 27 – Contractor performing mostly daytime activities related to ditch grading, sidewalk, and drainage.
- The development of the 2055 Florida Transportation Plan (FTP) update had begun. The 2055 FTP update would develop statewide goals and regional objectives, empowering communities to adopt unique local strategies that align with the FTP. The plan would be developed through Steering Committee guidance, Focus Group support, and comprehensive community engagement (both public and partner engagement). The Five Focus Groups would provide an opportunity for more targeted discussions and would report input and feedback to the Steering Committee as the development process evolves. Community Engagement activities would be structured to provide feedback to both the Steering Committee and Focus Groups at key decision points. Multiple opportunities exist for collaboration, including statewide events, MPO technical and citizen advisory committee collaboration, regional workshops, and partner coordination.
- There would be a Public Hearing for I-75 Improvements from South of S.R. 44 to S.R. 200 on June 26, 2024 from 5:30 – 7:30pm at the Wildwood Community Center.

Mr. Inskeep inquired about updates on the Toll Road Extension.

Mr. McCammon stated that the most recent update was that the Toll Road Extension was on hold while efforts were focused on I-75, and to the best of his knowledge, it was not under consideration at that time.

### **Item 7. Comments by TPO Staff**

Mr. Balmes shared with the board the following comments:

- The 2050 LRTP Public Survey was open through July 8 and at the time the TPO had received around 300 responses.
- There would be a 2050 LRTP Community Workshop and the TPO were looking at a date of either Sept 18 or 19. Confirmation of the date and location would be sent within two weeks.
- Member Appropriation Projects – The number of vetoes by Governor DeSantis had reduced the impact on the FDOT Work Program for FY 25 from \$250 million to \$112 million, according to Mark Reichert of MPOAC.
- Safety – The TPO collaborated with Bobbi from the Marion County Public Relations Office on a series of educational videos, 45 seconds to 1 minute long, covering various topics such as leadership, elected leaders, first responders (OPD, Sheriff, Schools), and victims, with a focus on the emotional element and partnership effort.
- Tri-MPO Meeting on June 20 – Lake-Sumter and at Hernando Citrus – topics on LRTP coordination, finance/budgeting, LOPP process, best practices. Next meeting in fall in Lake-Sumter.
- Central Fl MPO Alliance/Suncoast Meeting in Bartow on June 14. Well attended by 10 MPO's, staff, elected officials, FDOT 3 districts. Safety Focus, MFF Focus, Major Project Updates.
- There would be an FDOT Stop on Red event on August 8. Further details would be provided.

### **Item 8. Comments by TPO Board Members**

Ms. Stone complimented Mayor Marciano's video on drunk driving and applauded all partners for their efforts in improving safety.

Mayor Marciano noted that there had been a couple of crashes with lives lost due to impaired driving. The video was a response to those incidents, and the Ocala Police Department had re-implemented the traffic unit to address some of the concerns on the roadways.

Mr. McClain mentioned that there were 69 days left in the 100 deadliest days for teen drivers and encouraged everyone to continue having safety conversations with teens.

### **Item 9. Public Comment**

*There was no public comment.*

### **Item 10. Adjournment**

TPO Board Meeting Minutes – June 25, 2024

Approved –

Chairwoman Dreyer reminded the board that there would be no meeting in July and that the board would resume meeting on August 27, 2024. She then adjourned the meeting at 4:41 p.m.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



**TO: Board Members**

**FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner**

**RE: DBE Plan Update**

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**Summary**

The TPO has updated the Disadvantaged Business Enterprise (DBE) plan to align with FDOT's revised three-year DBE goal for federally assisted contracts from 10.65% to 10.54% (Fiscal Years 2024 to 2026). Also updated was the monitoring system through the Equal Opportunity Compliance (EOC) and the record keeping reporting system the Grant Application Process (GAP), along with the links needed to access this information, the DBE home page, and any further explanation.

**Attachment(s)**

- DBE Program Plan (changes highlighted)

**Action Requested**

Approval of the updated Plan.

If you have any questions, please contact me at: [liz.mitchell@marionfl.org](mailto:liz.mitchell@marionfl.org) or (352) 438-2634.

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# RESOLUTION

## RESOLUTION OF THE OCALA MARION TRANSPORTATION PLANNING ORGANIZATION (TPO) UPDATING AND APPROVING THE DISADVANTAGED BUSINESS ENTERPRISE PROGRAM.

**WHEREAS**, the Ocala Marion Transportation Planning Organization (TPO) has been designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for Marion County; and

**WHEREAS**, the TPO has developed a program to assure that Disadvantaged Business Enterprises (hereinafter called "DBE"), shall have the maximum practicable opportunity to participate in the performance of contracts financed in whole or in part with funds derived from the U.S. Department of Transportation for the TPO; and

**WHEREAS**, Florida Statutes 49 CFR Part 26 requires as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive DBE process that results in plans and programs taking all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner; and

**WHEREAS**, engaging the public in the decision-making process is important to the success of all of the TPO's transportation planning programs and activities; and

**WHEREAS**, the purpose of public engagement is to provide goals and guidelines to ensure that public participation and access to information regarding transportation decision making is facilitated and tracked for the general public and disadvantaged or traditionally underserved populations; and

**WHEREAS**, the Disadvantaged Business Enterprise Program has been amended to include clear objectives, and specific strategies to comply with new federal and state guidelines; and

**NOW, THEREFORE BE IT RESOLVED** that the Ocala Marion Transportation Planning Organization Disadvantaged Business Enterprise Program for the Marion County area is adopted and approved.

Passed and adopted this 29<sup>th</sup> day of November, 2022. Updated on this 27<sup>th</sup> day of August, 2024.

Ocala Marion Transportation Planning Organization

Kristen Dreyer, Councilmember and TPO Board Chair

ATTEST:

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

# POLICY STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) has established a Disadvantaged Business Enterprise (DBE) program in accordance with rules and regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. As a condition of receiving federal financial assistance from DOT, the TPO has signed an assurance that it will comply with 49 CFR Part 26. As a recipient of federal aid funding through the Florida Department of Transportation (FDOT), the TPO must comply with FDOT's DBE Program Plan. The DBE Program Plan may be found at: <https://www.fdot.gov/equalopportunity/dbe-plan>.

It is the policy of the TPO to ensure that DBE's, as defined in 49 CFR part 26, have an equal opportunity to receive and participate in DOT-assisted contracts without discrimination. It is also the TPO's policy:

1. To ensure nondiscrimination in the award and administration of DOT-assisted contracts.
2. To create a level playing field on which DBE's can compete fairly for DOT-assisted contracts.
3. To ensure that the DBE program is narrowly tailored in accordance with applicable law.
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBE's.
5. To help remove barriers to the participation of DBE's in DOT-assisted contracts.
6. To promote the use of DBE's in all types of federally-assisted contracts and procurement activities.
7. To assist the development of firms that can compete successfully in the marketplace outside the DBE program.
8. To provide appropriate flexibility in establishing and providing opportunities for DBE's.

The TPO, and its consultants, shall take all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner.

The TPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income or familial status in the award and performance of its contracts. The TPO does not tolerate discrimination in any of its programs, services, or activities. This is in accordance with applicable federal regulations and statutory references contained in the Disadvantaged Business Enterprise Program, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

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Kristen Dreyer,  
TPO Board Chair

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Date

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Robert Balmes  
TPO Director

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Date

## OVERVIEW

What is a Disadvantaged Business Enterprise (DBE)? A DBE is a for-profit small business that is at least 51% owned, controlled and managed by individuals who are socially and economically disadvantaged such as women, minorities or any other group classified as disadvantaged by the US Small Business Administration (SBA). For more information on DBE's go to the U.S. Department of Transportation's Office of Civil Rights website: <https://www.civilrights.dot.gov/disadvantaged-business-enterprise/do-you-qualify-dbe>.

In 1983, Congress enacted the first DBE statutory provision. This provision required that at least 10% of the funds authorized for the highway and transit financial assistance programs be expended with DBE's. Several years later Congress re-authorized and amended the statutory DBE program to include women to the groups presumed to be disadvantaged along with minorities and other changes.

There are three major Department of Transportation (DOT) administrations involved in the DBE program, the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), and the Federal Transit Administration (FTA). The DOT DBE program is carried out by the state and local transportation agencies under the rules and guidelines in the Code of Federal Regulations, (49 CFR Part 26). A link to the 49 CFR Part 26 Code of Federal Regulations is provided in [Appendix 6](#) of this Program.

The DBE program was established to ensure that firms owned by minorities, women and other socially and economically disadvantaged persons have an equal opportunity to participate in U.S.DOT-assisted projects. The goal of the program is to level the playing field on which DBE's may compete for contracts and subcontracts in the transportation industry. As a sub-recipient of FHWA and FTA funding through the Florida Department of Transportation (FDOT), the Ocala Marion TPO operates under FDOT's DBE approved program plan.

## GENERAL REQUIREMENTS

### Objective

Objectives are found in the policy statement on the first page of this Program.

### DBE Participation Goal

FDOT sets an overall goal for federally assisted contracts on a triennial basis. The TPO's current DBE annual participation goal is 10.54% of federal funds available for contracting to be expended with DBE's. [Appendix 5](#) of this Program contains a link to the methodology FDOT utilizes in determining the DBE goal.



## Applicability

The Ocala Marion Transportation Planning Organization (hereinafter “TPO”) is the recipient of federal-aid highway funds authorized under Titles I and V of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Pub. L. 102-240, 105 Stat. 1914, Titles I, III, and V of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21, Pub. L. 10-178, 112 Stat. 107 and Transportation Equity Act (SAFETEA-LU, Pub. L. 109-59, August 10, 2005), The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21, Pub. L. 112-141, July 6, 2012) and Fixing America’s Surface Transportation Act (FAST, Pub. L. 114-94, Dec. 4, 2015).

## Non-discrimination

The TPO will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, national origin, age, disability, religion, income or familial status.

The TPO will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, national origin, age, disability, religion, income or familial status.

## Record Keeping Requirements

In order to monitor and evaluate the progress of the TPO and its third party contractors towards meeting the participation goals of the DBE Program, TPO shall develop and maintain a record keeping system as follows:

TPO will monitor and report DBE participation to FDOT on a monthly basis through FDOT’s Equal Opportunity Compliance (EOC) program and grant management system called the Grant Application Process or “GAP”. These tools will reflect payments made to DBE’s on DOT-assisted contracts. A copy of the link to the DBE home page, EOC and GAP reporting systems can be found in [Appendix 5](#) of this Program.

## DBE Checklists

The TPO will also adhere to the checklist provided by FDOT in reference to contracting and administration. [Appendix 3](#) of this Program contains the FDOT checklist used for all TPO contracting, including request for proposals (RFP’s) pre-award and post-award execution of contracts.

## Contract Goals

In accordance with 49 CFR Part 26.21, and the FDOT DBE Program Plan, DBE participation on FHWA-assisted contracts must be achieved through race-neutral methods. 'Race neutral' means that the TPO can likely achieve the overall DBE goal of **10.54%** through ordinary procurement methods. Therefore, no specific DBE contract goal may be applied to this project. Nevertheless, the TPO is committed to supporting the identification and use of DBEs and other small businesses and encourages all reasonable efforts to do so. Furthermore, the TPO recommends the use of certified DBE's listed in the Florida Unified Certification Program (UCP) DBE Directory, who by reason of their certification are ready, willing, and able to provide and assist with the services identified in the scope of work. Assistance with locating DBEs and other special services are available at no cost through FDOT's Equal Opportunity Office DBE Supportive Services suppliers.

## DBE Directory

The TPO references certified DBE's listed in the Florida Unified Certification Program (UCP) Directory.

The Directory is available at:

<https://fdotxwp02.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/Home.aspx>.

## Federal Financial Assistance Assurance

The TPO has signed the following assurances, applicable to all DOT-assisted contracts (FHWA or FTA) and their administration.

Assurance:

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

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

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

This language will appear in all contracts and requests for qualifications/proposals.

## Contract Assurance

The TPO will provide the following statement in every DOT assisted contract and subcontract:

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, national origin, sex, age, disability, income, religion, or familial status in the performance of this contract or in the administration of its DBE Program or requirements of 49 CFR 26.13(b). The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Implementation of this program is a legal obligation and failure by the contractor to carry out these requirements shall be treated as a violation of this agreement. This violation may result in the termination of this contract or such other remedy as deemed necessary, which may include, but not limited to:

- Withholding monthly progress payments
- Assessing sanctions
- Liquidated damages and/or
- Disqualifying the contractor from future bidding as a non-responsible

A copy of the assurances is provided in [Appendix 4](#) of this Program.

## **ADMINISTRATIVE REQUIREMENTS**

### Program Updates

The TPO will provide FDOT with updates representing significant changes in the program.

### Policy Statement

The Policy Statement is elaborated on the first page of this Program or it can be found in [Appendix 1](#) of this Program.

### Liaison Officer

The TPO has appointed a DBE Liaison Officer (herein after called “DBELO”) to develop and maintain this DBE Program in accordance with the requirements of Rule Chapter 14-78, F.A.C.

The delegated DBE Liaison Officer is:

Robert Balmes  
TPO Director  
2710 E. Silver Springs Blvd.  
Ocala, Florida 34470  
352-438-2631

The DBELO is responsible for implementing all aspects of the DBE program and ensuring that the TPO complies with all provisions of 49 CFR Part 26. The DBELO has access to Services, Grants and Contracts concerning DBE program matters. An organizational chart displaying the DBELO's position in the organization is found in [Appendix 2](#) to this rogram.

The DBELO is responsible for developing, implementing and monitoring the DBE program, in coordination with the Florida Department of Transportation DBE Program Management. The DBELO may assign additional staff to assist in the administration of the program, if necessary. The duties and responsibilities are as follows:

- Develops, gathers and reports statistical data, policies, procedures and other information.
- Ensures that bid notices and requests for proposals are available to DBE's in a timely manner.
- Advises the TPO Board on DBE matters and achievement.
- Identifies contracts and procurements so that DBE goals are included in solicitations.
- Provides outreach to DBE's and community organizations to advise them of opportunities.
- Analyzes the TPO's progress toward attainment and identifies ways to improve progress.

## **PUBLIC PARTICIPATION**

This DBE Program will be posted on the TPO website, and social media platforms such as, Twitter, LinkedIn, and Facebook. The Policy Statement will be posted on the bulletin board in the TPO lobby. It will also be provided to the Marion County Procurement and Purchasing Department for dissemination to businesses wishing to bid on DOT-assisted contracts with the TPO.

# APPENDIX 1:

## DBE POLICY STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) has established a Disadvantaged Business Enterprise (DBE) program in accordance with rules and regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. As a condition of receiving federal financial assistance from DOT, the TPO has signed an assurance that it will comply with 49 CFR Part 26. As a recipient of federal aid funding through the Florida Department of Transportation (FDOT), the TPO must comply with FDOT's DBE Program Plan. The FDOT DBE Program Plan may be found at: <https://www.fdot.gov/equalopportunity/dbe-plan>.

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4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBE's.
5. To help remove barriers to the participation of DBE's in DOT-assisted contracts.
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The TPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income or familial status in the award and performance of its contracts. The TPO does not tolerate discrimination in any of its programs, services, or activities. This is in accordance with applicable federal regulations and statutory references contained in the Disadvantaged Business Enterprise Program, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

\_\_\_\_\_  
Kristen Dreyer,  
TPO Board Chair

\_\_\_\_\_  
Date

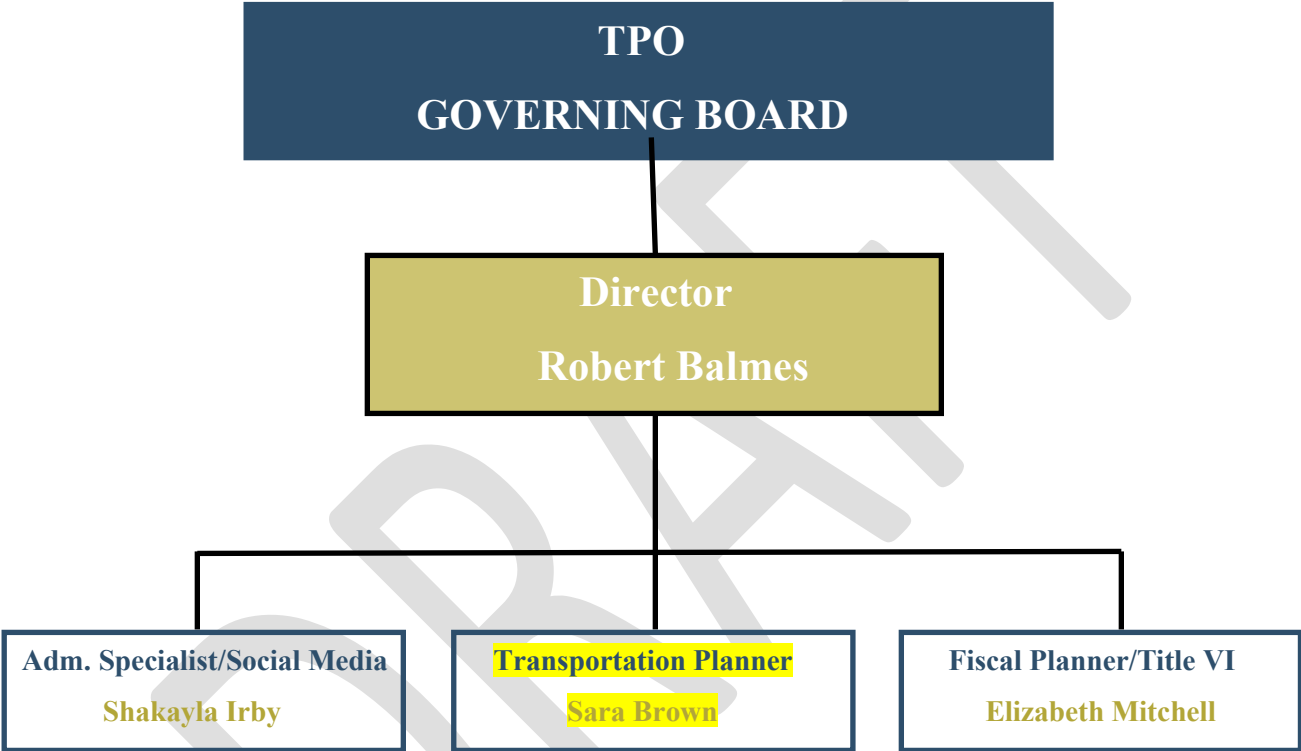
\_\_\_\_\_  
Robert Balmes  
TPO Director

\_\_\_\_\_  
Date

# APPENDIX 2:

## ORGANIZATIONAL CHART

Ocala Marion Transportation Planning Organization (TPO)



# APPENDIX 3:

## CONTRACT CHECKLIST

Inserted

DRAFT

## APPENDIX 4:

### ASSURANCES

The TPO has signed the following assurances, applicable to all DOT-assisted contracts (FHWA or FTA) and their administration.

#### Assurance:

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

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

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

This language will appear in all contracts and requests for qualifications/proposals.

#### Contract Assurance:

The TPO will provide the following statement in every DOT assisted contract and subcontract:

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income, or familial status in the performance of this contract or in the administration of its DBE Program or requirements of 49 CFR 26.13(b). The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Implementation of this program is a legal obligation and failure by the contractor to carry out these requirements shall be treated as a violation of this agreement. This violation may result in the termination of this contract or such other remedy as deemed necessary, which may include, but not limited to:

- Withholding monthly progress payments
- Assessing sanctions
- Liquidated damages and/or
- Disqualifying the contractor from future bidding as a non-responsible



## **APPENDIX 5:**

### DISADVANTAGE BUSINESS ENTERPRISE (DBE) REPORTING

For the Disadvantage Business Enterprise Home Page go to:

<https://www.transportation.gov/civil-rights/disadvantaged-business-enterprise>

For the Equal Opportunity Compliance System (EOC) go to:

<https://www.fdot.gov/equalopportunity/eoc.shtm>

For the record keeping reporting system called the Grant Application Process or “GAP” go to:

<https://secure.blackcatgrants.com/Login.aspx?site=flgap>

The methodology for determining the DBE goal is:

<https://www.fdot.gov/equalopportunity/dbegoal>

# APPENDIX 6:

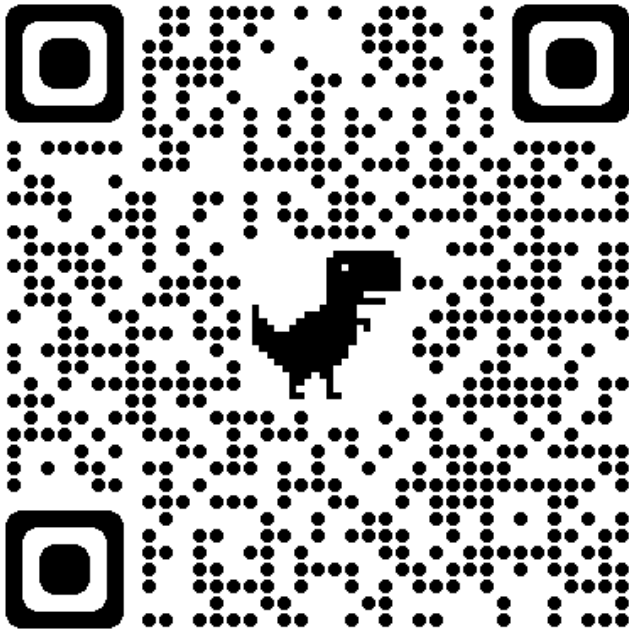
## STATUTE (49 CFR Part 26)

Electronic Code of Federal Regulations for Title 49 CFR part 26 can be found at the following web address:

[https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfr26\\_main\\_02.tpl](https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfr26_main_02.tpl)

or

Scan the below code with your phone and it will take you directly to the website:



For FDOT DBE Program Plan go to:

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/equalopportunity/dbeprogram/dbeprogram-plan0208008ad2b948889d591795932ab4a6.pdf?sfvrsn=c7b148a4\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/equalopportunity/dbeprogram/dbeprogram-plan0208008ad2b948889d591795932ab4a6.pdf?sfvrsn=c7b148a4_0)



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: FDOT/Metropolitan Planning Organization Grant Agreement Amendment**

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**Summary**

On July 23, 2024, Florida Department of Transportation (FDOT) requested an amendment to the current FDOT/Metropolitan Planning Organization Grant Agreement based on a revised funding increase of \$7,781.00 from the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Consolidated Planning Grant (CPG).

Pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR) 450 and Section 339.175, Florida Statutes (F.S.), FDOT and the Ocala/Marion TPO entered into a two-year grant agreement on May 29, 2024 for cooperatively carrying out the FHWA and FTA components of the Metropolitan Planning Process.

As a condition of the Agreement, financial assistance is passed through the FDOT to the TPO in the form of the CPG. All work funded from the CPG must be identified in the TPO's Unified Planning Work Program (UPWP). The Grant Agreement timeframe is from July 1, 2024 to June 30, 2026 (Fiscal Years 2025, 2026).

Attached to this memo are the Executed and Amended agreements. The Amended Agreement was submitted to the Marion County Office of Attorney for review. Pending Board Approval and Chair signature, the Amended Agreement will be transmitted to FDOT for signature.

**Attachment(s)**

- FDOT/Metropolitan Planning Organization Agreement Amendment
- FDOT/Metropolitan Planning Organization Executed Agreement

**Action Requested**

Approval of FDOT/Metropolitan Planning Organization Grant Agreement Amendment.

If you have any questions, please contact me at: 352-438-2631.

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

**AMENDMENT TO THE  
FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

Financial Project No.: <u>439331-5-14-01</u> (item-segment-phase-sequence)	Fund: <u>PL</u> Function: <u>615</u> Federal Award Project No.: <u>0314-</u> <u>062-M</u> MPO SAM No.: <u>KHD3TN15Y333</u>	FLAIR Approp.: <u>088854</u> FLAIR Obj.: <u>780000</u> Org. Code: <u>55052000532</u> Vendor No.: <u>F596000735013</u>
Contract No.: <u>G2W15</u>		
CFDA Number & Title: <u>20.205 Highway Planning</u>		

THIS AMENDMENT TO THE FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Amendment) is made and entered into on this [enter date] day of [enter month] [enter year], by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 719 S Woodland Blvd., DeLand FL 32720 and the Ocala-Marion Transportation Planning Organization (MPO), whose address is 2710 East Silver Springs Blvd., Ocala FL 34470, and whose System for Award Management (SAM) Number is: KHD3TN15Y333 (collectively the "parties").

**RECITALS**

WHEREAS, the Department and the MPO on May 29, 2024 entered into an FDOT/Metropolitan Planning Organization Agreement (Agreement), whereby the Department passed through Federal funds to the MPO to assist the MPO in performing transportation planning activities set forth in its Unified Planning Work Program (UPWP).

WHEREAS, the Parties have agreed to modify the Agreement on the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the mutual covenants in this Amendment, the Agreement is amended as follows:

1. Paragraph 5 of the Agreement is amended to reflect:

**Project Cost:** The total budgetary ceiling for the Project is \$1,811,374.00. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit "A". The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT
439331-5-14-01	\$1,811,374.00

Exhibit A (Scope of Work) of the Agreement is amended as follows: Add \$7,781.00 PL funds in FY 25. This amendment is more fully described in the attached UPWP Revision Form # 1.

Except as modified, amended, or changed by this Amendment, all of the terms and conditions of the Agreement and any amendments thereto shall remain in full force and effect.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

Florida Department of Transportation

Ocala-Marion Transportation Planning Organization

MPO Name

Kristen Dreyer

C Jack Adkins

Signatory (Printed or Typed)

Department of Transportation

Signature

Signature

Chair

Transportation Development Director

Title

Title

*for:* Thomas Schwartz  
Legal Review  
MPO  
County Attorney

Legal Review  
Department of Transportation

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

Financial Project No.: <u>439331-5-14-01</u> _____ (item segment phase sequence)  Contract No.: <u>G2W15</u> _____  CFDA Number & Title: <u>20.205 Highway Planning</u>	Fund: <u>PL</u> _____ Function: <u>615</u> _____ Federal Award Identification No. (FAIN): <u>0314-062-M</u> _____ MPO SAM No.: <u>KHD3TN15Y333</u> _____	FLAIR Approp.: _____ <u>088854</u> _____ FLAIR Obj.: <u>780000</u> _____  Org. Code: _____ <u>55052000532</u> _____ Vendor No.: _____ <u>F596000735013</u> _____
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THIS FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Agreement) is made and entered into on 05/29/2024 | 11:42 AM EDT, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 719 South Woodland Boulevard, Deland, FL 32720 and the Ocala-Marion Transportation Planning Organization (MPO), whose address is 2710 East Silver Springs Boulevard, Ocala, FL 34470, and whose System for Award Management (SAM) Number is: KHD3TN15Y333 (collectively the “parties”).

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

1. **Authority:** The MPO and the Department have authority to enter into this Agreement pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR or C.F.R.) §450 and Section 339.175, Florida Statutes (F.S.), which, require the Department and the MPO to clearly identify the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process and accomplish the transportation planning requirements of state and federal law.
2. **Purpose of the Agreement:** The purpose of this Agreement is to pass financial assistance through the Department in the form of FHWA funds to the MPO for the completion of transportation related planning activities set forth in the Unified Planning Work Program (UPWP) of the MPO (Project), state the terms and conditions upon which FHWA funds will be provided, and set forth the manner in which work tasks and subtasks within the UPWP will be undertaken and completed. The Project is more fully described in the UPWP, which is attached and incorporated into this Agreement as Exhibit “A”.
3. **Consolidated Planning Grant (CPG):** The Department is electing to participate in the Consolidated Planning Grant (CPG) program starting with the State fiscal year (FY) 22/23 – 23/24 two-year UPWP cycle. The Department is selecting FHWA to serve as the CPG lead grant agency in accordance with FTA Circular 8100.D. Under the CPG, the FTA and FHWA annually deliver lump sum appropriations to the Department to allocate to MPOs for the metropolitan planning activities. The federal funds are delivered to the Department in the form of FTA 5305(d) and FHWA planning (PL). The Department will utilize the CPG to combine the FTA 5305(d) and FHWA PL MPO allocations into a single grant that is administered by FHWA. The Department calculates annual MPO funding allocations using the approved FTA 5305(d) and FHWA allocation formulas.
4. **Scope of Work:** The UPWP, Exhibit “A”, constitutes the Scope of Work for this Agreement.
5. **Project Cost:** The total budgetary ceiling for the Project is \$1,803,593.00. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit “A”. The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

The Department’s performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

439331-5-14-01	\$1,803,593.00

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

- 6. Non-federal Share:** PL & Surface Transportation Block Grant (STBG) Funds (FHWA Section 112): The Department uses the U.S. Department of Transportation sliding scale federal/non-federal match ratio for metropolitan planning funds. This ratio is 81.93 percent federal and 18.07 percent non-federal. It is the policy of the Department to fulfill the non-federal share or “soft match” with toll credits as authorized by Title 23 U.S.C. § 120 conditional on funding availability. The MPO must identify and describe the soft match in its 2-year UPWP introduction and show the total amount of toll credits used to match the FHWA funds in the UPWP Summary Budget Tables.
- 7. Term of Agreement:** This Agreement shall have a term of two (2) years. This Agreement shall begin on the later of July 1, 2024 or the date the Agreement is fully executed, whichever is later, and expire on June 30, 2026. If the Agreement is fully executed after July 1, 2024, then the term of the Agreement shall be less than two (2) years and the Agreement shall expire on June 30, 2026. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed after the expiration date of this Agreement will not be reimbursed by the Department.
- 8. Renewals and Extensions:** This Agreement shall not be renewed or extended.
- 9. Amendments:** Amendments may be made during the term of this Agreement. Any Amendment must be in writing and signed by both parties with the same formalities as the original Agreement.
- A. Amendments and Modifications to the UPWP:** Revisions to the UPWP require an Amendment or Modification. Revisions may be budgetary and/or programmatic; and may be major or minor in scale. Minor UPWP revisions are processed by the MPO as a Modification, whereas more significant or major UPWP revisions are processed by the MPO as an Amendment. A significant change is defined as a change to the UPWP that alters the original intent of the Project or the intended Project outcome. MPO’s shall process UPWP Modifications or Amendments as needed.

The following section further clarifies the actions necessitating UPWP Amendments and Modifications, which are thereby defined as significant changes.

**i. Amendments to the UPWP**

UPWP Amendments are required for the following actions per 2 CFR 200.308 and 49 CFR 18.30:

- a. Any revision resulting in the need to increase the UPWP budget ceiling by adding new funding or reducing overall approved funding;
- b. Adding new or deleting tasks/subtasks;
- c. Change in the scope or objective of the program/task even if there is no associated budget revision (this also applies to when a task scope changes);
- d. A transfer between tasks/sub-tasks that exceeds a combined amount equal or greater than \$100,000 OR 10% of the total budget, whichever is more restrictive;
- e. Reducing the budget of a task/sub-task more than 50 percent, or to the point a task/sub-task could not be accomplished as it was originally approved;
- f. Change in key person\*;
- g. Extending the period of performance past the approved work program period (i.e., no-cost time extension);
- h. Sub awarding, transferring, or contracting out any of the activities in the UPWP;
- i. The disengagement from a project for more than 3 months, or a 25 percent reduction in time devoted to the project by the approved project director or principal investigator,
- j. The inclusion of costs that require prior approval (e.g. capital and equipment purchases \$5,000 and above per unit cost).

**ii. Modifications to the UPWP**

UPWP changes that do not fall into the above categories may be processed as a Modification.

\* A key person is specified in the application or federal award. For the UPWP, the key person is the MPO’s staff director.



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- iii. If the MPO makes a modification to the UPWP budget, then the MPO shall immediately send any such modifications to the Department. Amendments to the UPWP must be approved by FHWA. Proposed amendments to the UPWP shall be filed with the Department. Within a reasonable amount of time, the Department shall review and transmit the proposed UPWP amendment and supporting documents to the FHWA with a recommendation for approval or denial. Transmittal of the proposed UPWP amendment and supporting documents to FHWA may be delayed by the Department due to the MPO failing to include all documentation required for the UPWP Amendment. The Department shall immediately forward to the MPO all correspondence that the Department receives from FHWA regarding the proposed UPWP amendment. If FHWA approves the amendment to the UPWP then this Agreement and supporting documentation must be amended immediately following such approval.

**10. General Requirements:**

- A. The MPO shall complete the Project with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, the Interlocal Agreement establishing the MPO, and all applicable laws.
- B. Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by the Division Administrator of FHWA. If FHWA or the Department determines that any amount claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the MPO in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists, Federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in Project costs in part or in total. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- C. The MPO's financial management system must comply with the requirements set forth in 2 CFR §200.302, specifically:
  - i. Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
  - ii. Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in §§200.327 Financial reporting and 200.328 Monitoring and reporting program performance.
  - iii. Records that identify adequately the source and application of funds for federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.
  - iv. Effective control over, and accountability for, all funds, property, and other assets.
  - v. Comparison of expenditures with budget amounts for each Federal award.
  - vi. Written procedures to implement the requirements of §200.305 Payment.
  - vii. Written procedures for determining the allowability of costs in accordance with Subpart E—Cost Principles of this part and the terms and conditions of the Federal award.

**11. Compensation and Payment:**

- A. The Department shall reimburse the MPO for costs incurred to perform services satisfactorily during a monthly or quarterly period in accordance with Scope of Work, Exhibit "A". Reimbursement is limited to the maximum amount authorized by the Department. The MPO shall submit a request for reimbursement to the Department on a quarterly or monthly basis. Requests for reimbursement by the MPO shall include an invoice, an itemized expenditure report, and progress report for the period of services being billed that are acceptable to the Department. The MPO shall use the format for the invoice, itemized expenditure report and progress report that is approved by the Department. The MPO shall provide any other data required

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by FHWA or the Department to justify and support the payment requested.

- B.** Pursuant to Section 287.058, Florida Statutes, the MPO shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described in Exhibit “A”.
- C.** Invoices shall be submitted by the MPO in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in Exhibit “A”. Deliverables must be received and accepted in writing by the Department’s Grant Manager prior to payments.
- D.** The Department will honor requests for reimbursement to the MPO for eligible costs in the amount of FHWA funds approved for reimbursement in the UPWP and made available by FHWA. The Department may suspend or terminate payment for that portion of the Project which FHWA, or the Department acting in lieu of FHWA, may designate as ineligible for federal-aid. Regarding eligible costs, whichever requirement is stricter between federal and State of Florida requirements shall control. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- E.** Supporting documentation must establish that the deliverables were received and accepted in writing by the MPO and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in the UPWP, Exhibit “A”, was met. All costs charged to the Project, including any approved services contributed by the MPO or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges. See Exhibit “D” for Contract Payment Requirements.
- F.** Bills for travel expenses specifically authorized in this Agreement shall be documented on the Department’s Contractor Travel Form No. 300-000-06 or on a form that was previously submitted to the Department’s Comptroller and approved by the Department of Financial Services. Bills for travel expenses specifically authorized in this Agreement will be paid in accordance with Section 112.061 Florida Statutes.
- G.** Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes. If the Department determines that the performance of the MPO fails to meet minimum performance levels, the Department shall notify the MPO of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The MPO shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the MPO will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the MPO shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the MPO resolves the deficiency. If the deficiency is subsequently resolved, the MPO may bill the Department for the retained amount during the next billing period. If the MPO is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement’s term.
- H.** An invoice submitted to the Department involving the expenditure of metropolitan planning funds (“PL funds”) is required by Federal law to be reviewed by the Department and issued a payment by the Department of Financial Services within 15 business days of receipt by the Department for review. If the invoice is not complete or lacks information necessary for processing, it will be returned to the MPO, and the 15-business day timeframe for processing will start over upon receipt of the resubmitted invoice by the Department. If there is a case of a bona fide dispute, the invoice recorded in the financial system of the Department shall contain a statement of the dispute and authorize payment only in the amount not disputed. If an item is disputed and is not paid, a separate invoice could be submitted requesting reimbursement, or the disputed item/amount could be included/added to a subsequent invoice.
- I.** Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon

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**FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

request. Records of costs incurred include the MPO's general accounting records and the Project records, together with supporting documents and records, of the consultant and all subconsultants performing work on the Project, and all other records of the Consultants and subconsultants considered necessary by the Department for a proper audit of costs.

- J. The MPO must timely submit invoices and documents necessary for the close out of the Project. Within 90 days of the expiration or termination of the grant of FHWA funds for the UPWP, the MPO shall submit the final invoice and all financial, performance, and related reports consistent with 2 CFR §200.
- K. The Department's performance and obligation to pay under this Agreement is also contingent upon FHWA making funds available and approving the expenditure of such funds.
- L. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."

- M. **Disallowed Costs:** In determining the amount of the payment, the Department will exclude all Project costs incurred by the MPO prior to the effective date of this Agreement, costs incurred by the MPO which are not provided for in the latest approved budget for the Project, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department. It is agreed by the MPO that where official audits by the federal agencies or monitoring by the Department discloses that the MPO has been reimbursed by the Department for ineligible work, under applicable federal and state regulations, that the value of such ineligible items may be deducted by the Department from subsequent reimbursement requests following determination of ineligibility. Upon receipt of a notice of ineligible items the MPO may present evidence supporting the propriety of the questioned reimbursements. Such evidence will be evaluated by the Department, and the MPO will be given final notification of the amounts, if any, to be deducted from subsequent reimbursement requests.

In addition, the MPO agrees to promptly reimburse the Department for any and all amounts for which the Department has made payment to the MPO if such amounts become ineligible, disqualified, or disallowed for federal reimbursement due to any act, error, omission, or negligence of the MPO. This includes omission or deficient documentation of costs and charges, untimely, incomplete, or insufficient submittals, or any other reason declared by the applicable Federal Agency.

Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.

- N. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the MPO owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.
- O. **Indirect Costs:** A state or federally approved indirect cost rate may be applied to the Agreement. If the MPO does not have a federally approved indirect cost rate, a rate up to the de minimis indirect cost rate of

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**FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

10% of modified total direct costs may be applied. The MPO may opt to request no indirect cost rate, even if it has a federally approved indirect cost rate.

**12. Procurement and Contracts of the MPO:**

- A. The procurement, use, and disposition of real property, equipment and supplies shall be consistent with the approved UPWP and in accordance with the requirements of 2 CFR §200.
- B. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with the MPO, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the MPO's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 C.F.R. 172, and 23 U.S.C. 112. At the discretion of the Department, the MPO will involve the Department, to an extent to be determined by the Department, in the consultant selection process for all projects funded under this Agreement. In all cases, the MPO shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.
- C. The MPO shall comply with, and require its consultants and contractors to comply with applicable federal law pertaining to the use of federal-aid funds.

**13. Audit Reports:** The administration of resources awarded through the Department to the MPO by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or limit the authority of any State agency inspector general, the State of Florida Auditor General or any other State official. The MPO shall comply with all audit and audit reporting requirements as specified below.

- A. In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the MPO agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.
- B. The MPO, a non-Federal entity as defined by 2 CFR Part 200, Subpart F – Audit Requirements, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:
  - i. In the event the MPO expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the MPO must have a Federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. **Exhibit "B", Federal Financial Assistance (Single Audit Act)**, to this Agreement provides the required Federal award identification information needed by the MPO to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal year, the MPO must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.
  - ii. In connection with the audit requirements, the MPO shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.
  - iii. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the MPO is exempt from Federal audit requirements for

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that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) no later than nine months after the end of the MPO's audit period for each applicable audit year. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the MPO's resources obtained from other than Federal entities).

- iv. The MPO must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.
- v. Within six months of acceptance of the audit report by the FAC, the Department will review the MPO's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the MPO fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
  1. Temporarily withhold cash payments pending correction of the deficiency by the MPO or more severe enforcement action by the Department;
  2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
  3. Wholly or partly suspend or terminate the Federal award;
  4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
  5. Withhold further Federal awards for the Project or program;
  6. Take other remedies that may be legally available.
- vi. As a condition of receiving this Federal award, the MPO shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the MPO's records including financial statements, the independent auditor's working papers and Project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.
- vii. The Department's contact information for requirements under this part is as follows:

Office of Comptroller  
605 Suwannee Street, MS 24  
Tallahassee, Florida 32399-0450  
[FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us)

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- C. The MPO shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, the CFO or State of Florida Auditor General access to such records upon request. The MPO shall ensure that the audit working papers are made available to the Department, or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

- 14. Termination or Suspension:** The Department may, by written notice to the MPO, suspend any or all of the MPO's obligations under this Agreement for the MPO's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department will provide written notice outlining the particulars of suspension.

The Department may terminate this Agreement at any time before the date of completion if the MPO is dissolved or if federal funds cease to be available. In addition, the Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.

Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.

The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

The Department reserves the right to unilaterally cancel this Agreement for refusal by the MPO or any consultant, sub-consultant or materials vendor to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received in conjunction with this Agreement unless the records are confidential or exempt.

The conflict and dispute resolution process set forth in Section 16 of this Agreement shall not delay or stop the Parties' rights to terminate the Agreement.

- 15. Remedies:** Violation or breach of Agreement terms by the MPO shall be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

- 16. Conflict and Dispute Resolution Process:** This section shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. If possible, the parties shall attempt to resolve any dispute or conflict within thirty (30) days of a determination of a dispute or conflict. This section shall not delay or stop the Parties' rights to terminate the Agreement. In addition, notwithstanding that a conflict or dispute may be pending resolution, this section shall not delay or stop the Department from performing the following actions pursuant to its rights under this Agreement: deny payments; disallow costs; deduct the value of ineligible work from subsequent reimbursement requests, or; offset pursuant to Section 11.N of this Agreement.

- A. **Initial Resolution:** The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials: for the Department - the Intermodal Systems Development Manager; and for the MPO - the Staff Director.

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- B. Resolution by Senior Agency Official:** If the conflict remains unresolved, the conflict shall be resolved by the following officials: for the Department - the District Secretary; and for the Ocala-Marion Transportation Planning Organization - the Chairperson of the MPO.
- C. Resolution of Conflict by the Agency Secretary:** If the conflict is not resolved through conflict resolution pursuant to the provisions, "Initial Resolution" and "Resolution by Senior Agency Official" above, the conflict shall be resolved by the Secretary for the Department of Transportation or their delegate. If the MPO does not agree with the resolution provided by the Secretary for the Department of Transportation, the parties may pursue any other remedies set forth in this Agreement or provided by law.

**17. Disadvantaged Business Enterprise (DBE) Policy and Obligation:** It is the policy of the Department that DBE's, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement.

The MPO and its contractors and consultants agree to ensure that DBE's have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBE's have the opportunity to compete for and perform contracts. The MPO and its contractors, consultants, subcontractors and subconsultants shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

**18. Compliance with Federal Conditions and Laws:**

- A.** The MPO shall comply and require its consultants and subconsultants to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project. Execution of this Agreement constitutes a certification that the MPO is in compliance with, and will require its consultants and subconsultants to comply with, all requirements imposed by applicable federal, state, and local laws and regulations.
- B.** The MPO shall comply with the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," in 49 C.F.R. Part 29, and 2 C.F.R. Part 200 when applicable and include applicable required provisions in all contracts and subcontracts entered into pursuant to this Agreement.
- C. Title VI Assurances:** The MPO will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation issued thereunder, and the assurance by the MPO pursuant thereto, including but not limited to the requirements set forth in Exhibit "C", Title VI Assurances. The MPO shall include the attached Exhibit "C", Title VI Assurances, in all contracts with consultants and contractors performing work on the Project that ensure compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Part 21, and related statutes and regulations.
- D. Restrictions on Lobbying** The MPO agrees that to no federally-appropriated funds have been paid, or will be paid by or on behalf of the MPO, to any person for influencing or attempting to influence any 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 the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the MPO 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 Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The MPO shall require that the language of this paragraph be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this Agreement may be expended for lobbying the Legislature, the judicial branch or a state agency.
- E.** The MPO must comply with FHWA's Conflicts of Interest requirements set forth in 23 CFR §1.33.

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**19. Restrictions, Prohibitions, Controls, and Labor Provisions:** During the performance of this Agreement, the MPO agrees as follows, and shall require the following provisions to be included in each contract and subcontract entered into pursuant to this Agreement:

- A.** A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- B.** In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.
- C.** An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the MPO.
- D.** Neither the MPO nor any of its contractors and consultants or their subcontractors and subconsultants shall enter into any contract, subcontract or arrangement in connection with the Project or any property included or planned to be included in the Project in which any member, officer or employee of the MPO or the entities that are part of the MPO during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the MPO, the MPO, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the MPO or the locality relating to such contract, subcontract or arrangement. The MPO shall insert in all contracts entered into in connection with the Project or any property included or planned to be included in any Project, and shall require its contractors and consultants to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the MPO or of the locality during his or her tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the MPO and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

- E.** No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

**20. Miscellaneous Provisions:**

**A. Public Records:**

- i.** The MPO shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the MPO in conjunction with this Agreement, unless such documents are exempt from public access or are confidential pursuant to state and federal law. Failure by the MPO to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the Department.
- ii.** In addition, the MPO shall comply with the requirements of section 119.0701, Florida Statutes.



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- B. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the provisions of this Agreement.
- C. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.
- D. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.
- E. By execution of the Agreement, the MPO represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.
- F. Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the MPO to the end that the MPO may proceed as soon as possible with the Project.
- G. The MPO shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the MPO and FHWA requires reimbursement of the funds, the MPO will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.
- H. The MPO:
  - i. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by MPO during the term of the contract; and
  - ii. shall expressly require any contractor, consultant, subcontractors and subconsultants performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor or subconsultant during the contract term.
- I. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.
- J. The parties agree to comply with s.20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with s.20.055(5), Florida Statutes.
- K. This Agreement and any claims arising out of this Agreement shall be governed by the laws of the United States and the State of Florida.

**21. Exhibits:** The following Exhibits are attached and incorporated into this Agreement:

- A. Exhibit "A", UPWP
- B. Exhibit "B", Federal Financial Assistance (Single Audit Act)
- C. Exhibit "C", Title VI Assurances
- D. Exhibit "D", Contract Payment Requirements

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IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

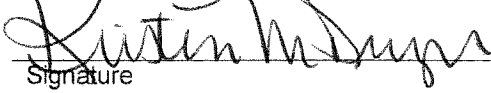
Florida Department of Transportation

Ocala-Marion Transportation Planning Organization  
MPO Name

Signatory (Printed or Typed)

C. Jack Adkins

Department of Transportation



*C. Jack Adkins*

Signature

Signature

Chair  
Title

Director of Transportation Development  
Title

*for: Thomas Schwartz*  
*for County Attorney*  
Legal Review  
MPO

DocuSigned by:

**Daniel McDermott**

Legal Review  
Department of Transportation  
Daniel L. McDermott

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**EXHIBIT “B”**

**FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)**

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:**

**CFDA No.:** [20.205](#)  
**CFDA Title:** HIGHWAY PLANNING AND CONSTRUCTION  
Federal-Aid Highway Program, Federal Lands Highway Program  
**\*Award Amount:** \$1,803,593.00  
**Awarding Agency:** Florida Department of Transportation  
**Indirect Cost Rate:** See UPWP  
**\*\*Award is for R&D:** No

\*The federal award amount may change with supplemental agreements

\*\*Research and Development as defined at §200.87, 2 CFR Part 200

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING AUDIT REQUIREMENTS:**

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards

[www.ecfr.gov](http://www.ecfr.gov)

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE FOLLOWING:**

Title 23 – Highways, United States Code

<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code

<http://uscode.house.gov/browse.xhtml>

MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century, P.L. 112-141

[www.dot.gov/map21](http://www.dot.gov/map21)

Federal Highway Administration – Florida Division

[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)

[www.fsrs.gov](http://www.fsrs.gov)

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**TITLE VI ASSURANCES**

During the performance of this Agreement, the MPO, for itself, its assignees and successors in interest (hereinafter collectively 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 contract.
- (2.) Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the basis of race, color, national origin, or sex in the selection and retention of sub-contractors, 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 Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract, including procurements of materials or leases of equipment, each potential sub-contractor 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, or sex.
- (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* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and 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*, or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or 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, or 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.
- (6.) Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub-contract, 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 sub-contract or procurement as the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor 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

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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).

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**CONTRACT PAYMENT REQUIREMENTS**  
**Florida Department of Financial Services, Reference Guide for State Expenditures**  
**Cost Reimbursement Contracts**

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

**Salaries:** Timesheets that support the hours worked on the Project or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

**Fringe benefits:** Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

**Travel:** Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

**Other direct costs:** Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

**Indirect costs:** If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.

**Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.**

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address <https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf>.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Fiscal Years (FY) 2025 to 2026 Unified Planning Work Program (UPWP) Amendment #1**

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**Summary**

As presented in Agenda Item 4D, the Florida Department of Transportation (FDOT) requested an amendment to the current two-year FDOT/Metropolitan Planning Organization Grant Agreement. The amendment includes an addition of \$7,781.00 in funding from the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Consolidated Planning Grant (CPG) for Fiscal Year (FY) 2025.

The FY 2025 to 2026 UPWP must be also amended to include the revised funding. The additional funding is proposed to be added to Task 1 Administration, Salaries and Benefits. Attached to this memo are the proposed changes to Task 1 and Budget Summary tables in the UPWP, along with the proposed amended UPWP document.

Additionally, Task 6 Public Involvement has been updated to reflect TPO staff support and involvement with the Safety Matters education and awareness video series being managed and produced by the Marion County Public Information Office.

**Attachment(s)**

- Summary of FY 2025 to FY 2026 UPWP proposed changes
- Amended FY 25 to 26 UPWP

**Action Requested**

Staff requests approval of UPWP amendment #1 to include additional CPG funds allocated to Task 1 Administration for Fiscal Year 2025, and update to Task 6 Public Involvement.

If you have any questions or concerns, please contact me at: 352-438-2631.

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

\*Consultant support (security contractor, local law enforcement as needed)

# Auditor to perform audit of federal funds expended if the TPO meets audit and reporting requirements of the Single Audit Act 2 CFR 200.501, Florida Statute 215.97 (\$750,000 or more federal funds in a fiscal year)

**Responsible Agency**

Ocala Marion TPO

**Responsible Staff**

Ocala Marion TPO, Consultants

**Budget Summary**

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

**CURRENT - Table 1A: Task 1 Administration, FY 2024/2025**

Task 1 Administration, FY 2024/2025			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
Budget Category			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 248,117	\$ -	\$ 248,117
Total:	\$ 248,117	\$ -	\$ 248,117
<b>B. Consultant</b>			
Security Services for Meetings	\$ 1,000	\$ -	\$ 1,000
Total:	\$ 1,000	\$ -	\$ 1,000
<b>C. Travel</b>			
Travel Expenses	\$ 10,250	\$ 985	\$ 11,235
Training and Education	\$ 6,100	\$ 400	\$ 6,500
Total:	\$ 16,350	\$ 1,385	\$ 17,735
<b>D. Direct Expenses</b>			
Advertising/Public Notices	\$ 1,200	\$ 1,200	\$ 2,400
Computer Equipment	\$ 7,500	\$ -	\$ 7,500
Copier Rental	\$ 3,600	\$ -	\$ 3,600
Insurance	\$ 3,500	\$ -	\$ 3,500
Meeting Room Rental	\$ 2,000	\$ -	\$ 2,000
Office Supplies	\$ 5,160	\$ 100	\$ 5,260
Postage	\$ 100	\$ 25	\$ 125
Printing and Binding	\$ 750	\$ -	\$ 750
Software Licenses and Subscriptions	\$ 15,500	\$ -	\$ 15,500
Total:	\$ 39,310	\$ 1,325	\$ 40,635
<b>E. Indirect Expenses</b>			
Marion County Cost Allocation	\$ 56,945	\$ 1,761	\$ 58,706
<b>Task Total:</b>	<b>\$ 361,722</b>	<b>\$ 4,471</b>	<b>\$ 366,193</b>

Task 1 includes \$10,000 of de-obligated FHWA PL funding. Available after October 1, 2024 with FHWA approval



## FINANCIAL SUMMARY TABLES

**Table 10A: Funding Sources Summary, FY 2024/2025**

Funding Sources, FY 2024/2025					
Funding Source Source Level Contract Number UPWP Task	Federal FHWA PL G2W15	^State Soft Match (18.07%)	State CTD	Local	Total (minus soft match)
1. Administration	\$ 361,722	\$ 65,363	\$ 4,471	\$ -	\$ 366,193
2. Data Collection	\$ 22,162	\$ 4,005	\$ -	\$ -	\$ 22,162
3. Long-Range Planning	\$ 404,487	\$ 73,091	\$ -	\$ -	\$ 404,487
4. Short-Range Planning	\$ 39,379	\$ 7,116	\$ -	\$ -	\$ 39,379
5. Public Transportation	\$ 54,099	\$ 9,776	\$ 26,264	\$ -	\$ 80,363
6. Public Involvement	\$ 34,133	\$ 6,168	\$ -	\$ -	\$ 34,133
7. Special Projects	\$ 199,868	\$ 36,116	\$ -	\$ -	\$ 199,868
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800
<b>#TOTAL:</b>	<b>\$ 1,120,850</b>	<b>\$ 202,539</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 1,153,385</b>

**Table 10B: Agency Participation Summary, FY 2024/2025**

Agency Participation, FY 2024/2025							
UPWP Task	FHWA	FDOT (Soft Match)	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant
1. Administration	\$ 361,722	\$ 65,363	\$ 4,471	\$ -	\$ 366,193	\$ -	\$ 1,000
2. Data Collection	\$ 22,162	\$ 4,005	\$ -	\$ -	\$ 22,162	\$ -	\$ -
3. Long-Range Planning	\$ 404,487	\$ 73,091	\$ -	\$ -	\$ 404,487	\$ -	\$ 330,000
4. Short-Range Planning	\$ 39,379	\$ 7,116	\$ -	\$ -	\$ 39,379	\$ -	\$ -
5. Public Transportation	\$ 54,099	\$ 9,776	\$ 26,264	\$ -	\$ 80,363	\$ -	\$ 49,500
6. Public Involvement	\$ 34,133	\$ 6,168	\$ -	\$ -	\$ 34,133	\$ -	\$ 4,040
7. Special Projects	\$ 199,868	\$ 36,116	\$ -	\$ -	\$ 199,868	\$ -	\$ 146,000
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ -	\$ -
<b>TOTAL:</b>	<b>\$ 1,120,850</b>	<b>\$ 202,539</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 1,153,385</b>	<b>\$ 5,000</b>	<b>\$ 530,540</b>

\*Orange formatting indicates outgoing funds

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

#FHWA-PL De-Obligation funding of \$445,000 included in summary tables. Funding available after October 1, 2024 upon FHWA approval

## TASK 6: PUBLIC INVOLVEMENT - CURRENT

---

### **Purpose**

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

### **Previous Work Completed**

The completed public transportation planning activities of the TPO in FY 2022/23 and FY 2023/24.

- 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.
- Provided public notices for all meetings and workshops within seven (7) days to meet state Sunshine Law and PPP directives.
- Developed or updated information fact sheets and postcards for public education and awareness.
- Maintained Limited English Proficiency "I Speak Cards", and made available Public Comment cards for use in all TPO meetings.
- Maintained non-discrimination statements in English on all public meeting notices and agendas.
- Maintained non-discrimination statement in English and Spanish on the website.
- Maintained the TPO's Facebook and Twitter social media platforms.
- Regular Facebook and Twitter postings for meeting notices, community events, transportation information and publications.
- Maintained social media archive services.
- Title VI Plan update completed in January 2023.
- Public Participation Plan (PPP) update completed in March 2024.
- Maintained and updated TPO List of Acronyms publication.
- Hosted Mobility Week events in 2022 and 2023.
- Hosted a TPO-Community Traffic Safety Team Safety Summit in November 2023.
- Participated in community events, local government meetings and activities.
- Documented and responded to all public inquiries and requests for information.
- Developed a new Annual Report document template in 2022.
- Developed Annual Reports for 2022 and 2023.
- Maintained 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 2024/25 and FY 2025/26, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
*Enhance awareness and understanding of the TPO and the 3C planning process	Fact sheets, infographics, postcards, documents	Ongoing
Regular updates and maintenance to website	Up to date website	Ongoing
*Development of TPO website procurement, selection and contracting process	New TPO website and contract	January 2026
Develop Annual Report to highlight major activities, accomplishments	2024, 2025 Annual Reports	January 2025, 2026
Conduct social media outreach to gain input and feedback on planning activities	Routine postings on Facebook and Twitter	Weekly
Advertise all TPO meetings with 7-day notice to meet state Sunshine Law	Meeting notifications	Monthly, As required
Updates to Public Participation Plan (PPP)	Revised, Updated 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
Social media archive subscription renewals and ongoing file maintenance	Social Media archives subscription service	April 2025, 2026
Attend Title VI, ADA, DBE, Limited English Proficiency 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 partner	2024, 2025
Updates to the Safety Action Plan regarding activities and information	Safety Action Plan webpage updates	Ongoing
Participate in transportation related community events and activities	Community events, meetings, workshops	Ongoing

\*Consultant support (As identified in a Contract, Scope of Work)

## Responsible Agency

Ocala Marion TPO

## Responsible Staff

Ocala Marion TPO, Consultants

\*Consultant support (security contractor, local law enforcement as needed)

# Auditor to perform audit of federal funds expended if the TPO meets audit and reporting requirements of the Single Audit Act 2 CFR 200.501, Florida Statute 215.97 (\$750,000 or more federal funds in a fiscal year)

**Responsible Agency**

Ocala Marion TPO

**Responsible Staff**

Ocala Marion TPO, Consultants

**Budget Summary**

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

**AMENDED- Table 1A: Task 1 Administration, FY 2024/2025**

Task 1 Administration, FY 2024/2025			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
Budget Category			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 255,898	\$ -	\$ 248,117
Total:	\$ 255,898	\$ -	\$ 248,117
<b>B. Consultant</b>			
Security Services for Meetings	\$ 1,000	\$ -	\$ 1,000
Total:	\$ 1,000	\$ -	\$ 1,000
<b>C. Travel</b>			
Travel Expenses	\$ 10,250	\$ 985	\$ 11,235
Training and Education	\$ 6,100	\$ 400	\$ 6,500
Total:	\$ 16,350	\$ 1,385	\$ 17,735
<b>D. Direct Expenses</b>			
Advertising/Public Notices	\$ 1,200	\$ 1,200	\$ 2,400
Computer Equipment	\$ 7,500	\$ -	\$ 7,500
Copier Rental	\$ 3,600	\$ -	\$ 3,600
Insurance	\$ 3,500	\$ -	\$ 3,500
Meeting Room Rental	\$ 2,000	\$ -	\$ 2,000
Office Supplies	\$ 5,160	\$ 100	\$ 5,260
Postage	\$ 100	\$ 25	\$ 125
Printing and Binding	\$ 750	\$ -	\$ 750
Software Licenses and Subscriptions	\$ 15,500	\$ -	\$ 15,500
Total:	\$ 39,310	\$ 1,325	\$ 40,635
<b>E. Indirect Expenses</b>			
Marion County Cost Allocation	\$ 56,945	\$ 1,761	\$ 58,706
<b>Task Total:</b>	<b>\$ 369,503</b>	<b>\$ 4,471</b>	<b>\$ 366,193</b>

Task 1 includes \$10,000 of de-obligated FHWA PL funding. Available after October 1, 2024 with FHWA approval

## FINANCIAL SUMMARY TABLES

**Table 10A: Funding Sources Summary, FY 2024/2025**

Funding Sources, FY 2024/2025					
Funding Source Source Level Contract Number UPWP Task	Federal FHWA PL	^State Soft Match (18.07%)	State CTD xxxxx	Local	Total (minus soft match)
1. Administration	\$ 369,503	\$ 66,769	\$ 4,471	\$ -	\$ 373,974
2. Data Collection	\$ 22,162	\$ 4,005	\$ -	\$ -	\$ 22,162
3. Long-Range Planning	\$ 404,487	\$ 73,091	\$ -	\$ -	\$ 404,487
4. Short-Range Planning	\$ 39,379	\$ 7,116	\$ -	\$ -	\$ 39,379
5. Public Transportation	\$ 54,099	\$ 9,776	\$ 26,264	\$ -	\$ 80,363
6. Public Involvement	\$ 34,133	\$ 6,168	\$ -	\$ -	\$ 34,133
7. Special Projects	\$ 199,868	\$ 36,116	\$ -	\$ -	\$ 199,868
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800
<b>#TOTAL:</b>	<b>\$ 1,128,631</b>	<b>\$ 203,945</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 1,161,166</b>

**Table 10B: Agency Participation Summary, FY 2024/2025**

Agency Participation, FY 2024/2025							
UPWP Task	FHWA	FDOT (Soft Match)	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant
1. Administration	\$ 369,503	\$ 66,769	\$ 4,471	\$ -	\$ 373,974	\$ -	\$ 1,000
2. Data Collection	\$ 22,162	\$ 4,005	\$ -	\$ -	\$ 22,162	\$ -	\$ -
3. Long-Range Planning	\$ 404,487	\$ 73,091	\$ -	\$ -	\$ 404,487	\$ -	\$ 330,000
4. Short-Range Planning	\$ 39,379	\$ 7,116	\$ -	\$ -	\$ 39,379	\$ -	\$ -
5. Public Transportation	\$ 54,099	\$ 9,776	\$ 26,264	\$ -	\$ 80,363	\$ -	\$ 49,500
6. Public Involvement	\$ 34,133	\$ 6,168	\$ -	\$ -	\$ 34,133	\$ -	\$ 4,040
7. Special Projects	\$ 199,868	\$ 36,116	\$ -	\$ -	\$ 199,868	\$ -	\$ 146,000
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ -	\$ -
<b>TOTAL:</b>	<b>\$ 1,128,631</b>	<b>\$ 203,945</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 1,161,166</b>	<b>\$ 5,000</b>	<b>\$ 530,540</b>

\*Orange formatting indicates outgoing funds

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

#FHWA-PL De-Obligation funding of \$445,000 included in summary tables. Funding available after October 1, 2024.

## TASK 6: PUBLIC INVOLVEMENT - AMENDED TASK ACTIVITY

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### **Purpose**

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

### **Previous Work Completed**

The completed public transportation planning activities of the TPO in FY 2022/23 and FY 2023/24.

- 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.
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- Regular Facebook and Twitter postings for meeting notices, community events, transportation information and publications.
- Maintained social media archive services.
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- Hosted a TPO-Community Traffic Safety Team Safety Summit in November 2023.
- Participated in community events, local government meetings and activities.
- Documented and responded to all public inquiries and requests for information.
- Developed a new Annual Report document template in 2022.
- Developed Annual Reports for 2022 and 2023.
- Maintained 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 2024/25 and FY 2025/26, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
*Enhance awareness and understanding of the TPO and the 3C planning process	Fact sheets, infographics, postcards, documents	Ongoing
Regular updates and maintenance to website	Up to date website	Ongoing
*Development of TPO website procurement, selection and contracting process	New TPO website and contract	January 2026
Develop Annual Report to highlight major activities, accomplishments	2024, 2025 Annual Reports	January 2025, 2026
Conduct social media outreach to gain input and feedback on planning activities	Routine postings on Facebook and Twitter	Weekly
Advertise all TPO meetings with 7-day notice to meet state Sunshine Law	Meeting notifications	Monthly, As required
Updates to Public Participation Plan (PPP)	Revised, Updated 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
Social media archive subscription renewals and ongoing file maintenance	Social Media archives subscription service	April 2025, 2026
Attend Title VI, ADA, DBE, Limited English Proficiency 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 partner	2024, 2025
Updates to the Safety Action Plan regarding activities and information	Safety Action Plan webpage updates	Ongoing
Participate in transportation related community events and activities	Community events, meetings, workshops	Ongoing
Participate and offer technical support and information to the Marion County Safety Matters education and awareness video series	Technical support, data, information, ongoing participation	2024, 2025

\*Consultant support (As identified in a Contract, Scope of Work)



Website: [Ocalamariontpo.org](http://Ocalamariontpo.org)

# Unified Planning Work Program

**Fiscal Years 2024/2025 and 2025/2026**  
(July 1, 2024 to June 30, 2026)

## **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.

**Board Adoption April 23, 2024**

**Amendment #1: August 27, 2024**

This document was prepared with financial assistance from the Federal Highway Administration and Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.  
Federal Aid Project (FAP) Number: 0314-062-M; FDOT Financial Project Number (FPN): 439331-5-14-01

Catalog of Federal Domestic Assistance (CFDA) 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**



# Ocala Marion Transportation Planning Organization (TPO)

## Governing Board Members

Councilmember Kristen Dreyer, City of Ocala District 4, Chair  
Commissioner Carl Zalak, III, Marion County District 4, Vice-Chair

Councilmember Ire Bethea, Sr., City of Ocala District 2  
Commissioner Kathy Bryant, Marion County District 2  
Commissioner Craig Curry, Marion County District 1  
Commissioner Ray Dwyer, City of Belleview Seat 2  
Councilmember James Hilty, City of Ocala District 5  
Vice-Mayor Tim Inskeep, City of Dunnellon Seat 3  
Councilmember Barry Mansfield, City of Ocala District 1  
Mayor Ben Marciano, City of Ocala  
Commissioner Matt McClain, Marion County District 3  
Commissioner Michelle Stone, Marion County District 5  
John E. Tyler, P.E., FDOT District Five Secretary, Non-Voting



[Ocalamariontpo.org](http://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.

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO) ENDORSING THE AMENDED UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS 2024/25 to 2025/26.

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 develop a Unified Planning Work Program; and

WHEREAS, a Unified Planning Work Program is defined as one to two-year transportation planning work program which identifies the planning budget and the planning activities to be undertaken by the TPO; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2024/25 to 2025/26 two-year Unified Planning Work Program has been prepared to be consistent with Chapter 3 of the Florida Department of Transportation MPO Program Management Handbook.

WHEREAS, the 2024/25 to 2025/26 Unified Planning Work Program was approved by the Ocala/Marion County Transportation Planning Organization on April 23, 2024; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2024/25 to 2025/26 Unified Planning Work Program has been amended to include increased funding and corresponding changes to an activity in Task 1, and a new activity in Task 6.

NOW THEREFORE BE IT RESOLVED, the Ocala/Marion County Transportation Planning Organization approves the amended Unified Planning Work Program for 2024/25 to 2025/26 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 27th day of August 2024.

By: \_\_\_\_\_  
Kristen Dreyer, Chair

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

Resolution  
No. 24-4

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING  
ORGANIZATION (TPO) ENDORSING THE UNIFIED PLANNING WORK PROGRAM  
FOR FISCAL YEARS 2024/25 to 2025/26.

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 develop a Unified Planning Work Program; and

WHEREAS, a Unified Planning Work Program is defined as one to two-year transportation planning work program which identifies the planning budget and the planning activities to be undertaken by the TPO; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2024/25 to 2025/26 two-year Unified Planning Work Program has been prepared to be consistent with Chapter 3 of the Florida Department of Transportation MPO Program Management Handbook.

WHEREAS, the 2024/25 to 2025/26 Unified Planning Work Program was approved by the Ocala/Marion County Transportation Planning Organization on April 23, 2024; and

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the Unified Planning Work Program for 2024/25 to 2025/26 and authorizes the TPO Director to execute all applications, invoices, revisions, amendments, unencumbrances and de-obligations that may be necessary during the duration of the UPWP.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 23rd day of April 2024.

By:

  
Kristen Dreuer, 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 2025-2026**

Adopted 4/23/2024

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: Kia Powell

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MPO Liaison District Five  
Title and District

DocuSigned by:

*Kia Powell*

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5/23/2024

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## INTRODUCTION

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The Unified Planning Work Program (UPWP) outlines the Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) activities for a two-year period from July 1, 2024 to June 30, 2026 (fiscal years 2024/2025, 2025/2026). The 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). The UPWP is approved by FHWA and FTA.

## FUNDING SOURCES

The UPWP provides a description and estimated budget for nine specific planning tasks. Planning tasks programmed in the UPWP reflect the services anticipated to meet local priorities and 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 two funding sources: FHWA and FTA Planning (PL-CGP funds), and the CTD Transportation Disadvantaged. Local funding is provided to activities that are non-reimbursable through the two grants.

The TPO and FDOT participate in the Consolidated Planning Grant (CPG) program. 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 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) 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 38 to 41.

\*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 be consistent with local plans and priorities.

## **PARTICIPATION PROCESS**

The review of the UPWP is accomplished through meetings of the TPO Board (draft and adoption), and Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) (draft). The TPO strives to engage citizens and stakeholders to provide feedback 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 engage the public through posting on its website and social media platforms, and sending e-blast and press release notifications. 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 (PPP) on the TPO 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 and partner agencies.

## **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 unincorporated 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 TPO Board approved the entirety of Marion County in 1992 as the Metropolitan Planning Area (MPA) displayed in **Figure 1** on the next page. The UPWP incorporates all federal, state, regional and local activities to be performed in the census-designated Urban Areas and all of Marion County.

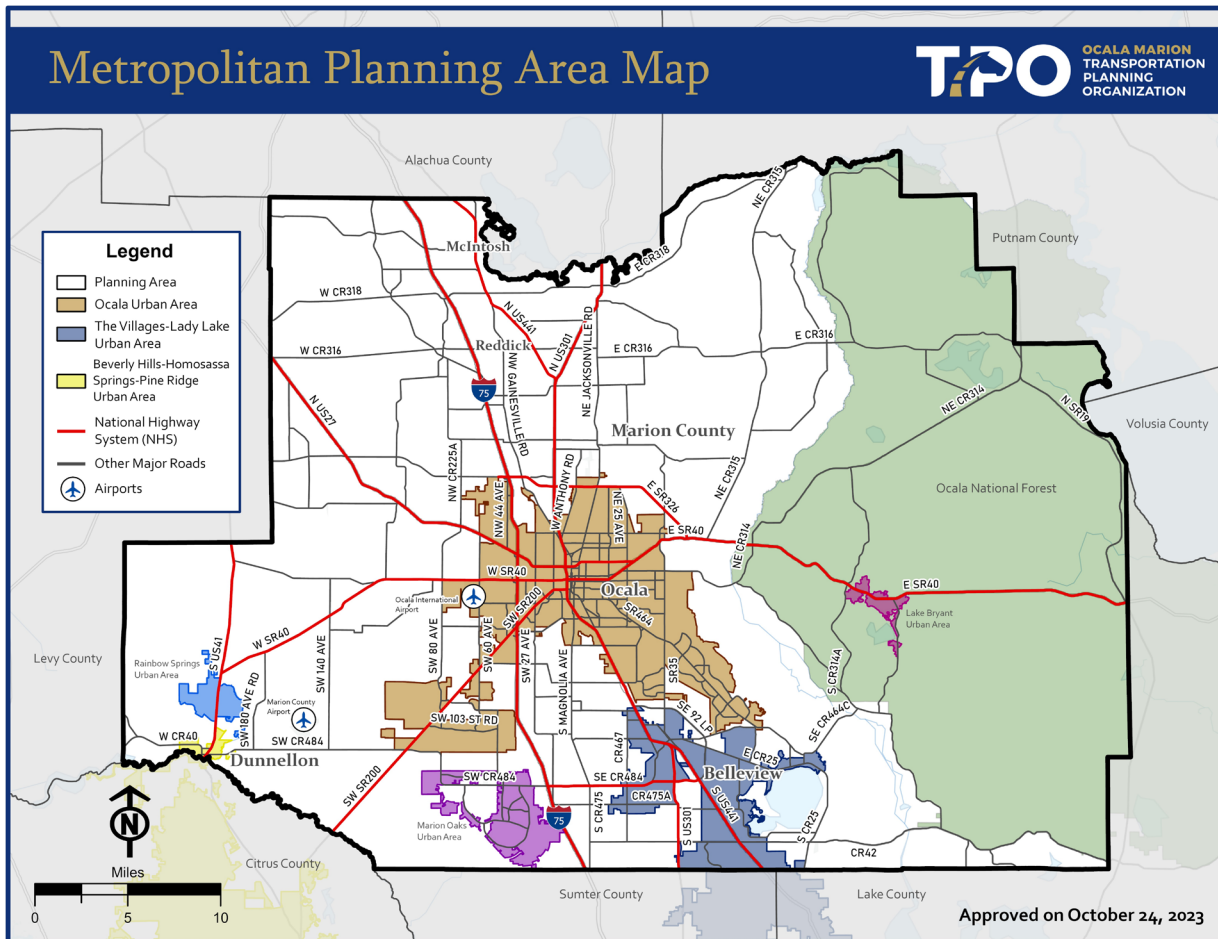
## **ORGANIZATION STRUCTURE**

**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 provides 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, adopted in May 2004 and amended 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.

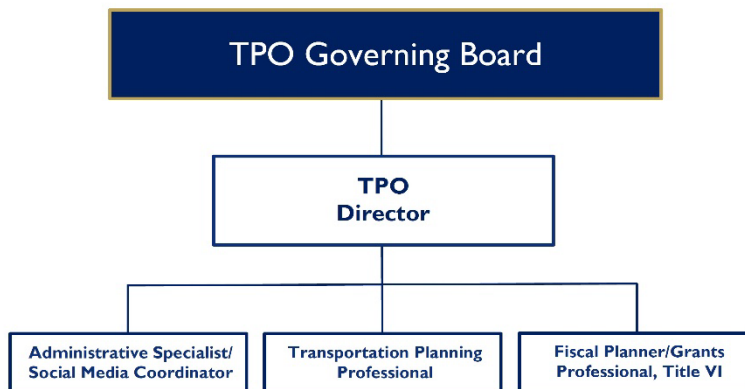
**Citizens Advisory Committee (CAC):** Comprised of citizens from all areas of Marion County and its municipalities. Its primary function is to advise the TPO Board on local transportation issues based on the input of citizens in the area they represent.

**Technical Advisory Committee (TAC):** Comprised of planners, engineers, and other local and state professionals that review TPO 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 Transportation Planning professional. **Figure 2** displays the current staff organization chart of the TPO.



Figure 2: TPO Staff Organization Chart



## AGREEMENTS

The TPO executes agreements to support and facilitate the transportation planning process. An **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 Urban Areas and MPA as shown in Figure 1. Additional **Joint Participation Agreements (JPA)** have been executed for maintaining continued federal and state match funding. The **Metropolitan Planning Organization Agreement** was last approved in May 2022 and will be revised in 2024 as part of the budgetary process with FDOT for CPG funding. In December 2020, a revised **Joint Intergovernmental Coordination and Review (ICAR) and Public Transportation Agreement** was approved 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 five-year **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 TPO as the **Designated Official Planning Agency (DOPA)** for transportation disadvantaged planning in Marion County. 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 the **Central Florida Metropolitan Planning Organization Alliance (CFMPOA)** and party to an **Interlocal Agreement** with 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.

TPO agreements, bylaws for boards and committees, and the Continuity of Operations Plan (COOP) are located on the TPO website (<https://ocalamariontpo.org>).

## PLANNING EMPHASIS AREAS

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The transportation planning activities of the UPWP are aligned with the ‘3C’ process and follow specific organizational, federal and state emphasis areas. This section summarizes how the UPWP tasks in fiscal years (FY) 2024/25 and 2025/26 are guided by 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, authorizing funding for highway programs over fiscal years 2022 through 2026. The IIJA includes over a dozen new highway programs involving both formula and discretionary federal funds. The IIJA also carried forward the required planning factors modified in the 2015 Fixing America’s Surface Transportation Act (Fast Act), which increased them from eight to ten. The ten planning factors (next page) shall be considered by the TPO as part of the development of transportation plans and programs. 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 federally funded tasks.

**Figure 3: Ten Federal 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

**Federal Planning Emphasis Areas (PEA)**

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

### **Eight Federal Planning Emphasis Areas (PEA):**

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

### **Florida Planning Emphasis Areas**

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

**Figure 4: Florida Planning Emphasis Areas and UPWP Tasks**

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

**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

## PLANNING PRIORITIES

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The following summarizes the major planning priorities of the TPO during the FY 2024/25 and FY 2025/26 two-year period. Some activities are identified as ongoing or as needed based on changes to federal and state requirements and organizational priorities.

### **2045 Long Range Transportation Plan (LRTP)**

The TPO will actively manage the 2045 LRTP and process amendments or modifications, as needed, to ensure projects are included in the Needs and/or Cost Feasible Elements.

### **2050 Long Range Transportation Plan (LRTP)**

The TPO began development of the 2050 LRTP in FY 2024. The 2050 LRTP is required to be adopted by the TPO Board by November 24, 2025. Activities in this UPWP include completion of the LRTP as identified specifically in a consultant contract, scope of work, TPO staff project management plan and the public/partner agency participation process.

### **Transportation Improvement Program (TIP)**

The TPO will actively manage the FY 2025 to 2029 TIP, including amendments and modifications. The Roll Forward Amendment will be approved by the TPO Board in September or October 2024 and 2025. TPO staff will develop the FY 2026 to 2030 TIP, scheduled for adoption by June 2025. The following fiscal year will involve development of the FY 2027 to 2031 TIP, scheduled for adoption by June 2026.

### **Transportation Disadvantaged Local Coordinating Board (TDLCB)**

The TPO serves the transportation disadvantaged community of 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 an annual update and five-year major update to the Transportation Disadvantaged Service Plan (TDSP), annual CTC Evaluations, new CTC selection process, quarterly TDLCB meetings and annual workshops. Work completed for the major TDSP update will be tied to a Scope of Work, Consultant supplemental support and a public outreach/partner participation process.

### **Active Transportation Plan**

In coordination with the 2050 LRTP, the TPO will develop an Active Transportation Plan for bicycle, pedestrian, trail, complete streets and equestrian users in the TPO Planning Area. This project includes an assessment of the economic, recreational, health and community impacts of active transportation in Marion County. Work completed will be tied to a scope of work, consultant supplemental support and a public outreach/partner participation process.

### **Congestion Management Plan (CMP), State of System Report**

The TPO plans to update the CMP State of the System Report every two to three years. During this UPWP, the TPO will complete one update. Work completed will be tied to a scope of work, consultant support and a partner agency participation process.

### **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 adopted the Commitment to Zero Safety Action Plan. As part of planning 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; updating the Commitment to Zero online dashboard, annual report and project list; improving education and awareness; reviewing the High Injury Network (HIN); and implementation strategies in the Action Plan.

### **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.

### **Transportation Studies**

The TPO may lead and manage professional planning activities, as needed, such as the completion of trail studies, congestion management studies, complete streets or safety studies, and transit studies. The UPWP will be amended as specific studies are formalized and funding is available.

### **Unified Planning Work Program**

The TPO will actively manage the 2024/2025 to 2025/2026 UPWP, including amendments and modifications. The development of the next UPWP for fiscal years 2026/2027 to 2027/2028 will be undertaken from January to April 2026.

During the two-year UPWP period, the TPO will also review and update, as needed, the following planning program documents.

- Commitment to Zero Safety Action Plan and Project List
- Disadvantaged Business Enterprise (DBE) Program
- Public Participation Plan (PPP)
- Title VI Non-Discrimination Plan



## TASKS AND BUDGET

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The planning activities of the UPWP are organized into nine specific tasks. Each task provides an overview of the work completed in the previous UPWP, activities planned for the two-year period, funding sources and budget. Summary budget tables are provided on pages 38 to 41.

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

**Task 2: Data Collection and Analysis:** 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 planning area.

**Task 3: Long Range Planning:** Includes work related to the maintenance and development of the 2045 and 2050 Long-Range Transportation Plans (LRTP), congestion management process and transportation performance-based planning.

**Task 4: Short Range Planning:** Includes development of the annual Transportation Improvement Program (TIP) and List of Priority Projects (LOPP) development process.

**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 and solicit public participation in the '3C' transportation planning process.

**Task 7: Special Projects:** Identifies short-term projects, plans and/or planning studies undertaken and managed 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 coordination.

**Task 9: Local Fund:** Identifies expenditures that are non-reimbursable from state and federal grant sources, provided by local governments.

**Budget categories** for the UPWP are as follows:

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

### State Soft Match

Section 120 of Title 23, USC, permits FDOT to use toll revenue expenditures as a credit (non-cash) toward the non-federal matching share of authorized MPO programs. This credit, referred to as a soft-match, is listed as FDOT state funds in the agency participation tables on pages 38 to 41. The total soft match provided by FDOT is 18.07% of the CPG grant. The soft-match replaces the required local cash-match to the CPG funding allocated to the TPO.

### FHWA Approval

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

### Indirect Rate – Cost Allocation Plan

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

## FUNDING SUMMARY

The following chart summarizes the total funding by source for the FY 2024/2025 and FY 2025/2026 UPWP. The CPG is reflected as FHWA PL in each of the UPWP task tables in both fiscal years for reporting purposes. However, as noted, the CPG contains FHWA and FTA planning funds. The total for FY 2024/2025 includes de-obligated CPG funding from the prior UPWP (\$445,000). This funding is available after October 1, 2024.

Funding Source	Fiscal Year 2024/2025	Fiscal Year 2025/2026
Consolidated Planning Grant (CPG)	\$1,128,631	\$682,743
CTD (Transportation Disadvantaged)	\$30,735	\$30,735
Local Funding	\$1,800	\$1,800
<b>Total:</b>	<b>\$1,161,166</b>	<b>\$715,278</b>

## TASK 1: ADMINISTRATION

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### **Purpose**

Conduct all administrative related 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 2022/23 and FY 2023/24.

- Administration of all TPO meetings, workshops, agendas and public notices.
- Documentation of all TPO meetings, including minutes, recordings and files.
- Completion of financial and invoicing tasks for the PL-CPG and 5305d grant reimbursement process through FDOT.
- 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, committees, TPO Board and the CFMPOA.
- Coordination and meetings with MPO/TPO, local, state and federal partners.
- Completion of FY 2022/23 to 2023/24 UPWP and amendments or modifications.
- Completion of updates to the bylaws for the TPO Board, CAC and TAC.
- Completion of the annual Joint Certification with FDOT in 2023 and 2024.
- Updated the TPO Disadvantaged Business Enterprise (DBE) Program in 2022.
- Completed the TPO Continuity of Operations Plan (COOP) in 2022.
- Coordination with FDOT and local governments on Census activities.
- Adoption of 2023 Apportionment Plan.
- Monitored DBE participation and report payments for work completed.
- Staff and TPO Board travel to meetings, trainings, conferences and workshops.
- Review of federal and state legislation involving 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 agency Marion County budget process conducted through the Marion County Clerk of the Court and Comptroller.
- Staff management, timesheets, interviews and personnel changes.
- Staff Services Agreement with Marion County review.
- Ongoing communication with TPO Board members regarding budget status.
- Completed a TPO Board 101 Workshop, including presentation materials.
- 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.

## Required Activities

The Task 1 activities planned for FY 2024/25 and FY 2025/26, 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, grant and budget management, maintenance of electronic files and records	Budgets for UPWP	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 24/25 to FY 25/26 UPWP	FY 25-26 updated UPWP	As needed
Complete FY 26/27 to FY 27/28 UPWP	FY 27-28 new UPWP	May 2026
Prepare financial budgets for host agency	Clerk of Court Budgets	May 2025, 2026
TPO Board budget updates	Budget Summary Reports	Quarterly
Participate in annual Joint FDOT/TPO Certification process	Certification Reports, Certification Statements	March/April 2025, 2026
Participation in MPOAC and CFMPOA, regional and statewide partner meetings, trainings	Meetings, trainings,	Quarterly, Ongoing
Coordination with MPOAC, CFMPOA on regional planning and project prioritization	State planning and coordination	Ongoing
Coordinate and attend meetings with federal, state, regional and local partners	Meeting participation	Ongoing
Maintain and update TPO agreements, board and committee bylaws	Revised agreements, bylaws	As needed
Update Continuity of Operations Plan (COOP) and Process Documentation	COOP document, Process documentation	Ongoing, As needed
Monitor legislative activities at the federal, state, local levels affecting transportation	Summary reports, documentation	Ongoing
Manage consultant support services and contracts, scopes and task work orders	Consultant contract(s), task work orders	Ongoing, As needed
Office supplies, computer equipment	Supplies and Equipment	As needed
Software license renewals or purchases (ArcGIS, Pagefreezer, Microsoft Office, Teams, BIS/DCR, Kronos, Clockify, Adobe Pro, Adobe Cloud); News subscriptions	Software Licenses, 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)	Monthly
*Conduct Single Audit for Federal Funds	Professional Audit	As Needed

\*Consultant support (security contractor, local law enforcement as needed)

# Auditor to perform audit of federal funds expended if the TPO meets audit and reporting requirements of the Single Audit Act 2 CFR 200.501, Florida Statute 215.97 (\$750,000 or more federal funds in a fiscal year)

**Responsible Agency**

Ocala Marion TPO

**Responsible Staff**

Ocala Marion TPO, Consultants

**Budget Summary**

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

**Table 1A: Task 1 Administration, FY 2024/2025**

Task 1 Administration, FY 2024/2025			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
Budget Category			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 255,898	\$ -	\$ 248,117
Total:	\$ 255,898	\$ -	\$ 248,117
<b>B. Consultant</b>			
Security Services for Meetings	\$ 1,000	\$ -	\$ 1,000
Total:	\$ 1,000	\$ -	\$ 1,000
<b>C. Travel</b>			
Travel Expenses	\$ 10,250	\$ 985	\$ 11,235
Training and Education	\$ 6,100	\$ 400	\$ 6,500
Total:	\$ 16,350	\$ 1,385	\$ 17,735
<b>D. Direct Expenses</b>			
Advertising/Public Notices	\$ 1,200	\$ 1,200	\$ 2,400
Computer Equipment	\$ 7,500	\$ -	\$ 7,500
Copier Rental	\$ 3,600	\$ -	\$ 3,600
Insurance	\$ 3,500	\$ -	\$ 3,500
Meeting Room Rental	\$ 2,000	\$ -	\$ 2,000
Office Supplies	\$ 5,160	\$ 100	\$ 5,260
Postage	\$ 100	\$ 25	\$ 125
Printing and Binding	\$ 750	\$ -	\$ 750
Software Licenses and Subscriptions	\$ 15,500	\$ -	\$ 15,500
Total:	\$ 39,310	\$ 1,325	\$ 40,635
<b>E. Indirect Expenses</b>			
Marion County Cost Allocation	\$ 56,945	\$ 1,761	\$ 58,706
<b>Task Total:</b>	<b>\$ 369,503</b>	<b>\$ 4,471</b>	<b>\$ 366,193</b>

Task 1 includes \$10,000 of de-obligated FHWA PL funding. Available after October 1, 2024 with FHWA approval

**Table 1B: Task 1 Administration, FY 2025/2026**

<b>Task 1 Administration, FY 2025/2026</b>				
<b>Budget Category</b>	<b>Funding Source</b> Contract	<b>FHWA PL G2W15</b>	<b>CTD</b>	<b>Total</b>
<b>A. Personnel</b>				
Salaries and Benefits		\$ 271,013	\$ -	\$ 271,013
	<b>Total:</b>	\$ 271,013	\$ -	\$ 271,013
<b>B. Consultant</b>				
Security Services for Meetings		\$ 500	\$ -	\$ 500
Professional Audit		\$ 1,000	\$ -	\$ 1,000
	<b>Total:</b>	\$ 1,500	\$ -	\$ 1,500
<b>C. Travel</b>				
Travel Expenses		\$ 11,300	\$ 985	\$ 12,285
Training and Education		\$ 6,200	\$ 400	\$ 6,600
	<b>Total:</b>	\$ 17,500	\$ 1,385	\$ 18,885
<b>D. Direct Expenses</b>				
Advertising/Public Notices		\$ 1,200	\$ 1,200	\$ 2,400
Computer Equipment		\$ 7,500	\$ -	\$ 7,500
Copier Rental		\$ 3,800	\$ -	\$ 3,800
Insurance		\$ 3,800	\$ -	\$ 3,800
Meeting Room Rental		\$ 2,000	\$ -	\$ 2,000
Office Supplies		\$ 5,350	\$ 100	\$ 5,450
Postage		\$ 100	\$ 25	\$ 125
Printing and Binding		\$ 750	\$ -	\$ 750
Software Licenses and Subscriptions		\$ 16,500	\$ -	\$ 16,500
	<b>Total:</b>	\$ 41,000	\$ 1,325	\$ 42,325
<b>E. Indirect Expenses</b>				
Marion County Cost Allocation		\$ 58,395	\$ 1,805	\$ 60,200
	<b>Task Total:</b>	\$ 389,408	\$ 4,515	\$ 393,923

## TASK 2: DATA COLLECTION

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### Purpose

Conduct data collection and corresponding analysis activities from a number of sources including the City of Ocala, Belleview, Dunnellon, Marion County, FDOT, University of Florida, federal agencies, law enforcement, among others. This data is used in the development of geographic information systems (GIS) online applications and maps, the annual TPO Traffic Counts Report, Commitment to Zero Dashboard and Annual Report, support for the Congestion Management Plan (CMP), and other related tasks.

### Previous Work Completed

Summary of completed data collection activities in FY 2022/23 and FY 2023/24.

- Completion of 2022 and 2023 Traffic Counts Reports.
- Completion of online interactive and static maps and database updates for TPO website, including Traffic Counts, Transportation and Community Features, Transportation Improvement Program, Congestion Management Plan 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 and other sources.
- Participation in Marion County Community Traffic Safety Team (CTST).
- Data collection support of the Congestion Management Plan (CMP) and updates.
- Participation in the regional Transportation Systems Management and Operations (TSM&O) work group.

### Required Activities

The Task 2 activities planned for FY 2024/25 and FY 2025/26, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
Completion of annual Traffic Counts Reports	Summary Report and online maps.	June 2025, 2026
*Updates to interactive and static maps for TPO website (safety dashboard, traffic counts, multimodal transportation network features, congestion management, resiliency and others )	Online interactive maps on TPO website	Ongoing
Participation in Community Traffic Safety Team (CTST), Transportation Systems Management and Operations (TSM&O) and other groups	Meetings, workshops	Monthly, Ongoing

*Data collection and information to support update to the Congestion Management Plan (CMP) State of System Report	Congestion Management Plan (CMP) State of System update	June 2026
Central Florida Regional Planning Model (CFRPM) review, support and coordination	CFRPM participation	Ongoing, As needed
*Data collection to support updates on Commitment to Zero Dashboard and Summary Report	Updated Dashboard, Annual Summary Report	Annual 2025, 2026
General data collection, GIS and map development in support of transportation planning activities and projects	Databases, maps, documents	Ongoing, As needed

\*Consultant support (As identified in a Task Order, Scope of Work)

**Responsible Agency**

Ocala Marion TPO

**Responsible Staff**

Ocala Marion TPO, Consultants

**Budget Summary**

The estimated budgets for Task 2 are summarized in Tables 2A and 2B.

**Table 2A: Task 2 Budget, FY 2024/2025**

<b>Task 2 Data Collection, FY 2024/2025</b>				
<b>Budget Category</b>	<b>Funding Source</b> Contract	<b>FHWA PL G2W15</b>	<b>CTD</b>	<b>Total</b>
<b>A. Personnel</b>				
Salaries and Benefits		\$ 22,162	\$ -	\$ 22,162
	Total:	\$ 22,162	\$ -	\$ 22,162
<b>B. Consultant</b>				
Consultants		\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -
	<b>Task Total:</b>	<b>\$ 22,162</b>	<b>\$ -</b>	<b>\$ 22,162</b>



**Table 2B: Task 2 Budget, FY 2025/2026**

<b>Task 2 Data Collection, FY 2025/2026</b>				
<b>Budget Category</b>	<b>Funding Source Contract</b>	<b>FHWA PL G2W15</b>	<b>CTD</b>	<b>Total</b>
<b>A. Personnel</b>				
Salaries and Benefits		\$ 21,018	\$ -	\$ 21,018
	Total:	\$ 21,018	\$ -	\$ 21,018
<b>B. Consultant</b>				
Consultants		\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -
	<b>Task Total:</b>	<b>\$ 21,018</b>	<b>\$ -</b>	<b>\$ 21,018</b>

## TASK 3: LONG RANGE PLANNING

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### Purpose

Conduct activities that support the long-term implementation of TPO transportation programs, plans 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 2022/23 and FY 2023/24.

- Two amendments completed to the 2045 Long Range Transportation Plan (LRTP), including public hearings.
- Updates and adoption of federally required performance measures, including PM-1 Safety, PM-2 Bridge and Pavement, PM-3 System Performance and PTASP transit, and development of Greenhouse Gas (GHG) targets.
- Coordination with local and regional partners on planning initiatives, local and regional trails and other major projects.
- Coordination with local partners and FDOT District Five on Strategic Intermodal System (SIS) project planning and priorities.
- Completed an update to the Congestion Management Plan (CMP) State of System Report, including comprehensive database and online maps.
- Development of CMP online resource page on TPO website.
- Development of the Scope of Work for the 2050 LRTP.
- Conducted the procurement process for selection of a Consultant to support the 2050 LRTP development.
- Commencement of the 2050 LRTP, including project management plan, schedule, kick-off meeting, internal staff roles, and other initial phases, tasks of the project.

### Required Activities

The Task 3 activities planned for FY 2024/25 and FY 2025/26, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
Complete modifications or amendments to the 2045 Long Range Transportation Plan (LRTP)	Update/Amend the 2045 LRTP	Ongoing, As needed
*Development and completion of the 2050 multimodal LRTP, including project management, data collection and analysis, technical documents, maps, chapter elements, partner and public participation process, coordination, LRTP draft and final documents	Adopted 2050 LRTP Plan with all documentation, technical appendices, online maps, electronic files	December 2025

Data collection and analysis for all federally required performance measures, including PM-1, PM-2, PM-3, Greenhouse Gas (GHG) Emissions, PTASP	Updated information to support target setting	Annual, Biennial, As Needed 2025, 2026
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2025, 2026
Coordination on local, regional projects and transportation studies with partner agencies related to the LRTP, TIP and other planning documents	Meetings, technical support and review of documents	As Needed, Ongoing
*Completion of Congestion Management Plan (CMP) State of System Report	CMP State of System Report update	June 2026

\*Consultant support (As identified in a Contract, Task Order and Scope of Work)

**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 Budget, FY 2024/2025**

<b>Task 3 Long-Range Planning, FY 2024/2025</b>				
<b>Budget Category</b>	<b>Funding Source</b> Contract	<b>FHWA PL G2W15</b>	<b>CTD</b>	<b>Total</b>
<b>A. Personnel</b>				
Salaries and Benefits		\$ 74,487	\$ -	\$ 74,487
	Total:	\$ 74,487	\$ -	\$ 74,487
<b>B. Consultant</b>				
2050 Long Range Transportation Plan		\$ 330,000	\$ -	\$ 330,000
Consultants		\$ -	\$ -	\$ -
	Total:	\$ 330,000	\$ -	\$ 330,000
	<b>Task Total:</b>	<b>\$ 404,487</b>	<b>\$ -</b>	<b>\$ 404,487</b>

Task 3 includes \$238,000 of de-obligated FHWA PL funding. Available after October 1, 2024 with FHWA approval

**Table 3B: Task 3 Budget, FY 2025/2026**

<b>Task 3 Long-Range Planning, FY 2025/2026</b>				
<b>Budget Category</b>	<b>Funding Source</b> Contract	<b>FHWA PL G2W15</b>	<b>CTD</b>	<b>Total</b>
<b>A. Personnel</b>				
Salaries and Benefits		\$ 45,431	\$ -	\$ 45,431
	Total:	\$ 45,431	\$ -	\$ 45,431
<b>B. Consultant</b>				
2050 Long Range Transportation Plan		\$ 50,000	\$ -	\$ 50,000
CMP State of System Update		\$ 30,500	\$ -	\$ 30,500
	Total:	\$ 80,500	\$ -	\$ 80,500
	<b>Task Total:</b>	<b>\$ 125,931</b>	<b>\$ -</b>	<b>\$ 125,931</b>

## TASK 4: SHORT RANGE PLANNING

### Purpose

Conduct 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 to 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 2022/23 and FY 2023/24.

- Developed the annual TIP for both FY 2024 to 2028 and FY 2025 to 2029, including public and partner review/participation process.
- Development of a revised TIP document format to support public access.
- Development of updated and revised TIP interactive online maps.
- Processed TIP amendments and modifications, including the annual Roll Forward.
- Assisted local governments with submission of applications to FDOT for off-system projects through the LOPP process.
- Assisted state and local partners with applications for the SUN Trail grant program.
- Completion of the Annual LOPP process for FY 2029 and FY 2030 (2023, 2024).
- Published the annual listing of federally-funded obligated projects in the TIP for Federal Fiscal Years (FFY) 2022, 2023.

### Required Activities

The Task 4 activities planned for FY 2024/25 and FY 2025/26, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
*Prepare annual TIP, including the planning document, project database, online mapping, public and partner participation/review process	FY 2026 to 2030 TIP FY 2027 to 2031 TIP	June 2025 June 2026
Updates, modifications, amendments to TIP documents and online interactive maps	Updated TIP, online maps	June 2025, 2026, Ongoing
Annual Listing of Federally Obligated projects	Annual Obligation Report in TIP	June 2025 June 2026
Annual Roll Forward TIP Amendment	Roll Forward Amendment	September 2024, 2025
Completion and updates to annual List of Priority Projects (LOPP) process and project lists	LOPP Priority Lists	June 2025 June 2026
Assistance to local governments for LOPP project applications	LOPP Applications	June 2025 June 2026

\*Consultant support (As identified in a Task Order, Scope of Work)

**Responsible Agency**

Ocala Marion TPO

**Responsible Staff**

Ocala Marion TPO, Consultants

**Budget Summary**

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

**Table 4A: Task 4 Budget, FY 2024/2025**

Task 4 Short-Range Planning, FY 2024/2025			
Funding Source Contract	FHWA PL G2W15	CTD	Total
<b>Budget Category</b>			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 39,379	\$ -	\$ 39,379
Total:	\$ 39,379	\$ -	\$ 39,379
<b>B. Consultant</b>			
Consultants	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -
<b>Task Total:</b>	<b>\$ 39,379</b>	<b>\$ -</b>	<b>\$ 39,379</b>

Task 4 includes \$6,000 of de-obligated FHWA PL funding. Available after October 1, 2024 with FHWA approval

**Table 4B: Task 4 Budget, FY 2025/2026**

Task 4 Short-Range Planning, FY 2025/2026			
Funding Source Contract	FHWA PL G2W15	CTD	Total
<b>Budget Category</b>			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 35,697	\$ -	\$ 35,697
Total:	\$ 35,697	\$ -	\$ 35,697
<b>B. Consultant</b>			
Consultants	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -
<b>Task Total:</b>	<b>\$ 35,697</b>	<b>\$ -</b>	<b>\$ 35,697</b>

## TASK 5: PUBLIC TRANSPORTATION

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### **Purpose**

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 2022/23 and FY 2023/24.

- 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 CTC, Marion Transit (MT).
- Completed review and approval of the CTC Annual Operating Report (AOR).
- Reviewed CTC's Annual report.
- Completed two minor updates to the Transportation Disadvantaged Service Plan (TDSP) in 2023 and 2024.
- 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 and project management for the Marion Transit Service Area Study.
- Conducted a brainstorming workshop for the TDLCB in 2023.
- Coordination with SunTran on support services.
- Coordination with SunTran for UPWP tasks and updates.
- Participation with SunTran in the transit route realignments and public meetings.
- Provided support to FDOT for FTA grant application reviews.

### **Required Activities**

The Task 5 activities planned for FY 2024/25 and FY 2025/26, 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 annual evaluation process	Annual CTD Evaluation Report	March 2025, 2026
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, CTD and SunTran	Meetings	Ongoing, As needed
Staff training for Transportation Disadvantaged	CTD Annual Conference and workshops	2024, 2025
Updates, Amendments to TDLCB Bylaws and Grievance Procedures	Updated documents	Ongoing, As needed
Review and approval of CTC Annual Operating Report (AOR)	AOR Review	2024, 2025
Conduct TD annual Public workshop	Public workshop meeting	2024, 2025
*Five-year major update to the TDSP, including data collection and analysis, plan development, public and partner agency outreach and coordination	TDSP Major Update	October 2025
Coordination and support for minor update to the TDSP	Annual update to TDSP	June 2026
Prepare and review Actual Expenditure Report (AER)	Annual Expenditure Report (AER)	August 2024 August 2025
Development of CTC Request for Proposals (RFP), selection and contracting process	New CTC Five-year contract	June 2025
Meetings, coordination, support to FDOT, SunTran and other public transit providers	Meetings, support services	As needed
Coordinate with SunTran for the Public Transportation Agency Safety Plan (PTASP) and required safety performance targets	PTASP targets and reporting in 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

\*Consultant support (As identified in a Task Order, Scope of Work)

### Responsible Agency

Ocala Marion TPO



**Responsible Staff**

Ocala Marion TPO, Consultants

**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 Budget, FY 2024/2025**

<b>Task 5 Public Transportation, FY 2024/2025</b>			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
<b>Budget Category</b>			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 4,599	\$ 26,264	\$ 30,863
Total:	\$ 4,599	\$ 26,264	\$ 30,863
<b>B. Consultant</b>			
Transportation Disadvantaged Service Plan	\$ 49,500	\$ -	\$ 49,500
Total:	\$ 49,500	\$ -	\$ 49,500
<b>Task Total:</b>	<b>\$ 54,099</b>	<b>\$ 26,264</b>	<b>\$ 80,363</b>

Task 5 includes \$45,000 of de-obligated FHWA PL funding. Available after October 1, 2024 with FHWA approval

**Table 5B: Task 5 Budget, FY 2025/2026**

<b>Task 5 Public Transportation, FY 2025/2026</b>			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
<b>Budget Category</b>			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 4,808	\$ 26,220	\$ 31,028
Total:	\$ 4,808	\$ 26,220	\$ 31,028
<b>B. Consultant</b>			
Consultants	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -
<b>Task Total:</b>	<b>\$ 4,808</b>	<b>\$ 26,220</b>	<b>\$ 31,028</b>

## TASK 6: PUBLIC INVOLVEMENT

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### **Purpose**

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

### **Previous Work Completed**

The completed public transportation planning activities of the TPO in FY 2022/23 and FY 2023/24.

- 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.
- Provided public notices for all meetings and workshops within seven (7) days to meet state Sunshine Law and PPP directives.
- Developed or updated information fact sheets and postcards for public education and awareness.
- Maintained Limited English Proficiency "I Speak Cards", and made available Public Comment cards for use in all TPO meetings.
- Maintained non-discrimination statements in English on all public meeting notices and agendas.
- Maintained non-discrimination statement in English and Spanish on the website.
- Maintained the TPO's Facebook and Twitter social media platforms.
- Regular Facebook and Twitter postings for meeting notices, community events, transportation information and publications.
- Maintained social media archive services.
- Title VI Plan update completed in January 2023.
- Public Participation Plan (PPP) update completed in March 2024.
- Maintained and updated TPO List of Acronyms publication.
- Hosted Mobility Week events in 2022 and 2023.
- Hosted a TPO-Community Traffic Safety Team Safety Summit in November 2023.
- Participated in community events, local government meetings and activities.
- Documented and responded to all public inquiries and requests for information.
- Developed a new Annual Report document template in 2022.
- Developed Annual Reports for 2022 and 2023.
- Maintained 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 2024/25 and FY 2025/26, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
*Enhance awareness and understanding of the TPO and the 3C planning process	Fact sheets, infographics, postcards, documents	Ongoing
Regular updates and maintenance to website	Up to date website	Ongoing
*Development of TPO website procurement, selection and contracting process	New TPO website and contract	January 2026
Develop Annual Report to highlight major activities, accomplishments	2024, 2025 Annual Reports	January 2025, 2026
Conduct social media outreach to gain input and feedback on planning activities	Routine postings on Facebook and Twitter	Weekly
Advertise all TPO meetings with 7-day notice to meet state Sunshine Law	Meeting notifications	Monthly, As required
Updates to Public Participation Plan (PPP)	Revised, Updated 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
Social media archive subscription renewals and ongoing file maintenance	Social Media archives subscription service	April 2025, 2026
Attend Title VI, ADA, DBE, Limited English Proficiency 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 partner	2024, 2025
Updates to the Safety Action Plan regarding activities and information	Safety Action Plan webpage updates	Ongoing
Participate in transportation related community events and activities	Community events, meetings, workshops	Ongoing
Participate and offer technical support and information to the Marion County Safety Matters education and awareness video series	Technical support, data, information, ongoing participation	2024, 2025

\*Consultant support (As identified in a Contract, Scope of Work)

**Responsible Agency**

Ocala Marion TPO

**Responsible Staff**

Ocala Marion TPO, Consultants

**Budget Summary**

The estimated budget for Task 6 in FY 2024/25 and FY 2025/26 is summarized in Tables 6A and 6B.

**Table 6A: Task 6 Budget, FY 2024/2025**

<b>Task 6 Public Involvement, FY 2024/2025</b>			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
<b>Budget Category</b>			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 30,093	\$ -	\$ 30,093
Total:	\$ 30,093	\$ -	\$ 30,093
<b>B. Consultant</b>			
Consultants	\$ -	\$ -	\$ -
Website Maintenance and Hosting	\$ 4,040	\$ -	\$ 4,040
Total:	\$ 4,040	\$ -	\$ 4,040
<b>Task Total:</b>	<b>\$ 34,133</b>	<b>\$ -</b>	<b>\$ 34,133</b>

**Table 6B: Task 6 Budget, FY 2025/2026**

<b>Task 6 Public Involvement, FY 2025/2026</b>			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
<b>Budget Category</b>			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 31,390	\$ -	\$ 31,390
Total:	\$ 31,390	\$ -	\$ 31,390
<b>B. Consultant</b>			
New Website	\$ 40,000	\$ -	\$ 40,000
Website Maintenance and Hosting	\$ 4,040	\$ -	\$ 4,040
Total:	\$ 44,040	\$ -	\$ 44,040
<b>Task Total:</b>	<b>\$ 75,430</b>	<b>\$ -</b>	<b>\$ 75,430</b>

## TASK 7: SPECIAL PROJECTS

### Purpose

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

### Previous Work Completed

The completed special project planning activities of the TPO in FY 2022/23 and FY 2023/24.

- Completed the Marion Transit Service Area Study in June 2023.
- Completed the Commitment to Zero Online Dashboard and Annual Safety Report in August 2023.
- Completed the CMP State of the System Update in August 2023.
- Development of task work orders, scheduling and procurement process for Marion Transit Service Area Study, Commitment to Zero Dashboard and Annual Report and CMP State of System projects.

### Required Activities

The Task 7 activities planned for FY 2024/25 and FY 2025/26, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
*Completion of an Active Transportation Plan for non-motorized transportation, in support of bicyclists, pedestrians, trails, complete streets and equestrians. Project includes data collection and analysis, plan development, public/partner review process, and listing of project improvements. A study of the economic, community, health benefits of active transportation, and level of traffic stress will be included in the plan	Active Transportation Plan with economic, community, health benefits study, level of stress for cyclists and pedestrians	August 2025
*Implementation of Commitment to Zero safety activities, online interactive map dashboard, HIN and Action Plan updates, project list updates, education/awareness and strategy implementation, annual safety report	Commitment to Zero Online Dashboard, Annual Report, Action Plan Update, Education	August 2024, 2025
*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

\*Consultant support (As identified in a Task Order, Scope of Work)

**Responsible Agency**

Ocala Marion TPO

**Responsible Staff**

Ocala Marion TPO, Consultants

**Budget Summary**

The estimated budget for Task 7 in FY 2024/25 and FY 2025/26 is summarized in Tables 7A and 7B.

**Table 7A: Task 7 Budget, FY 2024/2025**

<b>Task 7 Special Projects, FY 2024/2025</b>			
<b>Funding Source</b>	<b>FHWA PL G2W15</b>	<b>CTD</b>	<b>Total</b>
<b>Contract</b>			
<b>Budget Category</b>			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 53,868	\$ -	\$ 53,868
Total:	\$ 53,868	\$ -	\$ 53,868
<b>B. Consultant</b>			
Active Transportation Plan	\$ 85,000	\$ -	\$ 85,000
Consultants	\$ 61,000	\$ -	\$ 61,000
Total:	\$ 146,000	\$ -	\$ 146,000
<b>Task Total:</b>	<b>\$ 199,868</b>	<b>\$ -</b>	<b>\$ 199,868</b>

Task 7 includes \$146,000 of de-obligated FHWA PL funding. Available after October 1, 2024 with FHWA approval. These funds meet the requirements for the 2.5% PL set aside for Complete Streets planning [§ 11206(b)]. The total amount of funds used for Complete Streets planning for FY 24/25 is \$132,868 of \$1,120,850 PL. 2.5% of the total PL allocation for FY 24/25 is \$28,021.

**Table 7B: Task 7 Budget, FY 2025/2026**

<b>Task 7 Special Projects, FY 2025/2026</b>			
<b>Funding Source</b>	<b>FHWA PL G2W15</b>	<b>CTD</b>	<b>Total</b>
<b>Contract</b>			
<b>Budget Category</b>			
<b>A. Personnel</b>			
Salaries and Benefits	\$ 20,451	\$ -	\$ 20,451
Total:	\$ 20,451	\$ -	\$ 20,451
<b>B. Consultant</b>			
Active Transportation Plan	\$ 5,000	\$ -	\$ 5,000
Consultants	\$ -	\$ -	\$ -
Total:	\$ 5,000	\$ -	\$ 5,000
<b>Task Total:</b>	<b>\$ 25,451</b>	<b>\$ -</b>	<b>\$ 25,451</b>

These funds meet the requirements for the 2.5% PL set aside for Complete Streets planning [§ 11206(b)]. The total amount of funds used for Complete Streets planning for FY 25/26 is \$17,100 of \$682,743 PL or 2.5%.

## TASK 8: REGIONAL ACTIVITIES

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### 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
Transfer to MetroPlan Orlando, financial support to administer CFMPO Alliance	Annual
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
Transfer to MetroPlan Orlando, financial support to administer CFMPO Alliance	July 2024 July 2025
CFMPOA Regional Priority Project List	July 2024 July 2025
CFMPOA Regional Indicators Report	April 2024 April 2025
CFMPOA continued coordination amongst regional MPO partners	Quarterly meetings/Ongoing
CFMPOA Regional LRTP Summary	April 2026

### 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 2024/25 and FY 2025/26 is summarized in Tables 8A and 8B on the next page.

**Table 8A: Task 8 Budget, FY 2024/25**

Task 8 Regional Activities		
Budget Detail for FY 25 (July 1, 2024 - June 30, 2025)		
Funding Source	FHWA (CPG)	Total
Contract Number	G2W15	
Source Level	Federal (81.93%)	
<b>Consultant</b>		
<b>Transfer to:</b> MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
<b>TOTAL</b>	\$ 5,000	\$ 5,000


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

 Orange formatting indicates outgoing funds.

**Table 8B: Task 8 Budget, FY 2025/26**

Task 8 Regional Activities		
Budget Detail for FY 26 (July 1, 2025 - June 30, 2026)		
Funding Source	FHWA (CPG)	Total
Contract Number	G2W15	
Source Level	Federal (81.93%)	
<b>Consultant</b>		
<b>Transfer to:</b> MetroPlan Orlando Annual Allocation for CFMPO Alliance*	\$ 5,000	\$ 5,000
<b>TOTAL</b>	\$ 5,000	\$ 5,000

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

 Orange formatting indicates outgoing funds.



## TASK 9: LOCAL FUND

### Purpose

Identifies activities and expenditures that are non-reimbursable from state and federal grant sources.

### Previous Work Completed

Sources of local funds provided by the host agency Marion County supported the following activities in FY 2022/23 and FY 2023/24:

- Staff professional membership dues.

### Required Activities

The activities planned for FY 2024/25 and FY 2026/26 that will be supported by local funding sources are as follows.

Activity	End Product(s)	Completion Date(s)
Staff professional membership dues	American Planning Association (APA), professional and grant memberships	Annual

### Responsible Agency

Ocala Marion TPO

### Responsible Staff

Ocala Marion TPO

### Budget Summary

The estimated budget for Task 9 in FY 2024/25 and FY 2025/26 is summarized in Tables 9A and 9B.

**Table 9A: Task 9 Budget, FY 2024/2025**

Task 9 Local Fund, FY 2024/2025		
Funding Source	Local	Total
<b>Budget Category</b>		
<b>D. Direct Expenses</b>		
Professional Membership Dues	\$ 1,800	\$ 1,800
Total:	\$ 1,800	\$ 1,800
<b>Task Total:</b>	<b>\$ 1,800</b>	<b>\$ 1,800</b>

**Table 9B: Task 9 Budget, FY 2025/2026**

<b>Task 9 Local Fund, FY 2025/2026</b>		
<b>Funding Source</b>	<b>Local</b>	<b>Total</b>
<b>Budget Category</b>		
<b>D. Direct Expenses</b>		
Professional Membership Dues	\$ 1,800	\$ 1,800
Total:	\$ 1,800	\$ 1,800
<b>Task Total:</b>	<b>\$ 1,800</b>	<b>\$ 1,800</b>

## FINANCIAL SUMMARY TABLES

**Table 10A: Funding Sources Summary, FY 2024/2025**

Funding Sources, FY 2024/2025					
Funding Source Source Level Contract Number UPWP Task	Federal FHWA PL	^State Soft Match (18.07%)	State CTD xxxxx	Local	Total (minus soft match)
1. Administration	\$ 369,503	\$ 66,769	\$ 4,471	\$ -	\$ 373,974
2. Data Collection	\$ 22,162	\$ 4,005	\$ -	\$ -	\$ 22,162
3. Long-Range Planning	\$ 404,487	\$ 73,091	\$ -	\$ -	\$ 404,487
4. Short-Range Planning	\$ 39,379	\$ 7,116	\$ -	\$ -	\$ 39,379
5. Public Transportation	\$ 54,099	\$ 9,776	\$ 26,264	\$ -	\$ 80,363
6. Public Involvement	\$ 34,133	\$ 6,168	\$ -	\$ -	\$ 34,133
7. Special Projects	\$ 199,868	\$ 36,116	\$ -	\$ -	\$ 199,868
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800
<b>TOTAL:</b>	<b>\$ 1,128,631</b>	<b>\$ 203,945</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 1,161,166</b>

**Table 10B: Agency Participation Summary, FY 2024/2025**

Agency Participation, FY 2024/2025							
UPWP Task	FHWA	FDOT (Soft Match)	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant
1. Administration	\$ 369,503	\$ 66,769	\$ 4,471	\$ -	\$ 373,974	\$ -	\$ 1,000
2. Data Collection	\$ 22,162	\$ 4,005	\$ -	\$ -	\$ 22,162	\$ -	\$ -
3. Long-Range Planning	\$ 404,487	\$ 73,091	\$ -	\$ -	\$ 404,487	\$ -	\$ 330,000
4. Short-Range Planning	\$ 39,379	\$ 7,116	\$ -	\$ -	\$ 39,379	\$ -	\$ -
5. Public Transportation	\$ 54,099	\$ 9,776	\$ 26,264	\$ -	\$ 80,363	\$ -	\$ 49,500
6. Public Involvement	\$ 34,133	\$ 6,168	\$ -	\$ -	\$ 34,133	\$ -	\$ 4,040
7. Special Projects	\$ 199,868	\$ 36,116	\$ -	\$ -	\$ 199,868	\$ -	\$ 146,000
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ -	\$ -
<b>TOTAL:</b>	<b>\$ 1,128,631</b>	<b>\$ 203,945</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 1,161,166</b>	<b>\$ 5,000</b>	<b>\$ 530,540</b>

\*Orange formatting indicates outgoing funds

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

#FHWA-PL De-Obligation funding of \$445,000 included in summary tables. Funding available after October 1, 2024.

**Table 11A: Funding Sources Summary, FY 2025/2026**

Funding Sources, FY 2025/2026					
Funding Source Source Level Contract Number <b>UPWP Task</b>	Federal FHWA PL G2W15	^State Soft Match (18.07%)	State CTD	Local	Total (minus soft match)
1. Administration	\$ 389,408	\$ 70,366	\$ 4,515	\$ -	\$ 393,923
2. Data Collection	\$ 21,018	\$ 3,798	\$ -	\$ -	\$ 21,018
3. Long-Range Planning	\$ 125,931	\$ 22,756	\$ -	\$ -	\$ 125,931
4. Short-Range Planning	\$ 35,697	\$ 6,450	\$ -	\$ -	\$ 35,697
5. Public Transportation	\$ 4,808	\$ 869	\$ 26,220	\$ -	\$ 31,028
6. Public Involvement	\$ 75,430	\$ 13,630	\$ -	\$ -	\$ 75,430
7. Special Projects	\$ 25,451	\$ 4,599	\$ -	\$ -	\$ 25,451
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800
<b>TOTAL:</b>	<b>\$ 682,743</b>	<b>\$ 123,372</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 715,278</b>

**Table 11B: Agency Participation Summary, FY 2025/2026**

Agency Participation, FY 2025/2026							
UPWP Task	FHWA	FDOT (Soft Match)	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant
1. Administration	\$ 389,408	\$ 70,366	\$ 4,515	\$ -	\$ 393,923	\$ -	\$ 1,500
2. Data Collection	\$ 21,018	\$ 3,798	\$ -	\$ -	\$ 21,018	\$ -	\$ -
3. Long-Range Planning	\$ 125,931	\$ 22,756	\$ -	\$ -	\$ 125,931	\$ -	\$ 80,500
4. Short-Range Planning	\$ 35,697	\$ 6,450	\$ -	\$ -	\$ 35,697	\$ -	\$ -
5. Public Transportation	\$ 4,808	\$ 869	\$ 26,220	\$ -	\$ 31,028	\$ -	\$ -
6. Public Involvement	\$ 75,430	\$ 13,630	\$ -	\$ -	\$ 75,430	\$ -	\$ 44,040
7. Special Projects	\$ 25,451	\$ 4,599	\$ -	\$ -	\$ 25,451	\$ -	\$ 5,000
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ -	\$ -
<b>TOTAL:</b>	<b>\$ 682,743</b>	<b>\$ 123,372</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 715,278</b>	<b>\$ 5,000</b>	<b>\$ 131,040</b>

\*Orange formatting indicates outgoing funds

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

**Table 12: Budget Summary by Category and Funding Source, FY 2024/2025**

<b>Summary by Category and Funding Source, FY 2024/2025</b>				
<b>Budget Category</b>	<b>Funding Sources</b>			
	<b>FHWA (CPG)</b>	<b>CTD</b>	<b>Local</b>	<b>Total</b>
<b>A. Personnel</b>				
Salaries and Fringe Benefits	\$ 480,486	\$ 26,264	\$ -	\$ 506,750
Total:	\$ 480,486	\$ 26,264	\$ -	\$ 506,750
<b>B. Consultant Services</b>				
Consultants	\$ 200,540	\$ -	\$ -	\$ 200,540
2050 Long Range Transportation Plan	\$ 330,000	\$ -	\$ -	\$ 330,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ 5,000
Total:	\$ 535,540	\$ -	\$ -	\$ 535,540
<b>C. Travel</b>				
Travel and Training	\$ 16,350	\$ 1,385	\$ -	\$ 17,735
Total:	\$ 16,350	\$ 1,385	\$ -	\$ 17,735
<b>D. Direct Expenses</b>				
Advertising	\$ 1,200	\$ 1,200	\$ -	\$ 2,400
Computer Equipment	\$ 7,500	\$ -	\$ -	\$ 7,500
Copier/Printer Rental	\$ 3,600	\$ -	\$ -	\$ 3,600
Insurance	\$ 3,500	\$ -	\$ -	\$ 3,500
Meeting Room Rental	\$ 2,000	\$ -	\$ -	\$ 2,000
Office Supplies	\$ 5,160	\$ 100	\$ -	\$ 5,260
Postage	\$ 100	\$ 25	\$ -	\$ 125
Printing and Binding	\$ 750	\$ -	\$ -	\$ 750
Professional Membership Dues	\$ -	\$ -	\$ 1,800	\$ 1,800
Software Licenses, Subscriptions	\$ 15,500	\$ -	\$ -	\$ 15,500
Total:	\$ 39,310	\$ 1,325	\$ 1,800	\$ 42,435
<b>E. Indirect Expenses</b>				
Marion County Cost Allocation	\$ 56,945	\$ 1,761	\$ -	\$ 58,706
Total:	\$ 56,945	\$ 1,761	\$ -	\$ 58,706
<b>Grand Total:</b>				
	<b>\$ 1,128,631</b>	<b>\$ 30,735</b>	<b>\$ 1,800</b>	<b>\$ 1,161,166</b>

FHWA-PL De-Obligation funding of \$445,000 included in summary table. Funding available after October 1, 2024.

**Table 13: Budget Summary by Category and Funding Source, FY 2025/2026**

Summary by Category and Funding Source, FY 2025/2026				
Budget Category	Funding Sources			
	FHWA (CPG)	CTD	Local	Total
<b>A. Personnel</b>				
Salaries and Fringe Benefits	\$ 429,808	\$ 26,220	\$ -	\$ 456,028
Total:	\$ 429,808	\$ 26,220	\$ -	\$ 456,028
<b>B. Consultant Services</b>				
Consultants	\$ 81,040	\$ -	\$ -	\$ 81,040
2050 Long Range Transportation Plan	\$ 50,000	\$ -	\$ -	\$ 50,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ 5,000
Total:	\$ 136,040	\$ -	\$ -	\$ 136,040
<b>C. Travel</b>				
Travel and Training	\$ 17,500	\$ 1,385	\$ -	\$ 18,885
Total:	\$ 17,500	\$ 1,385	\$ -	\$ 18,885
<b>D. Direct Expenses</b>				
Advertising	\$ 1,200	\$ 1,200	\$ -	\$ 2,400
Computer Equipment	\$ 7,500	\$ -	\$ -	\$ 7,500
Copier/Printer Rental	\$ 3,800	\$ -	\$ -	\$ 3,800
Insurance	\$ 3,800	\$ -	\$ -	\$ 3,800
Meeting Room Rental	\$ 2,000	\$ -	\$ -	\$ 2,000
Office Supplies	\$ 5,350	\$ 100	\$ -	\$ 5,450
Postage	\$ 100	\$ 25	\$ -	\$ 125
Printing and Binding	\$ 750	\$ -	\$ -	\$ 750
Professional Membership Dues	\$ -	\$ -	\$ 1,800	\$ 1,800
Software Licenses, Subscriptions	\$ 16,500	\$ -	\$ -	\$ 16,500
Total:	\$ 41,000	\$ 1,325	\$ 1,800	\$ 44,125
<b>E. Indirect Expenses</b>				
Marion County Cost Allocation	\$ 58,395	\$ 1,805	\$ -	\$ 60,200
Total:	\$ 58,395	\$ 1,805	\$ -	\$ 60,200
<b>Grand Total:</b>				
	\$ 682,743	\$ 30,735	\$ 1,800	\$ 715,278

**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: Kristen Dreyer  
Title: TPO Chair

April 23, 2024  
Date



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

525-010-08  
POLICY PLANNING  
05/18

**LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS**

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

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

  
Name: Kristen Dreyer  
Title: TPO Chair

April 23, 2024  
Date

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

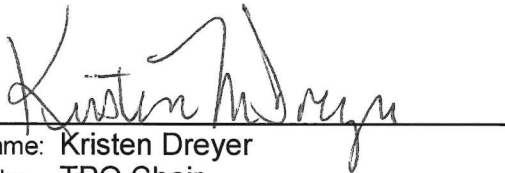
525-010-08  
POLICY PLANNING  
05/18

**DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

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

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

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



Name: Kristen Dreyer  
Title: TPO Chair

April 23, 2024  
Date

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

525-010-08  
POLICY PLANNING  
05/18

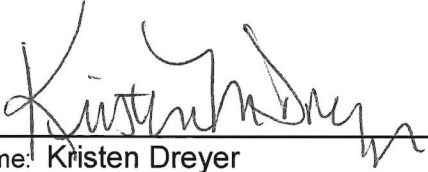
**TITLE VI/ NONDISCRIMINATION ASSURANCE**

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: Kristen Dreyer  
Title: TPO Chair

April 23, 2024  
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**

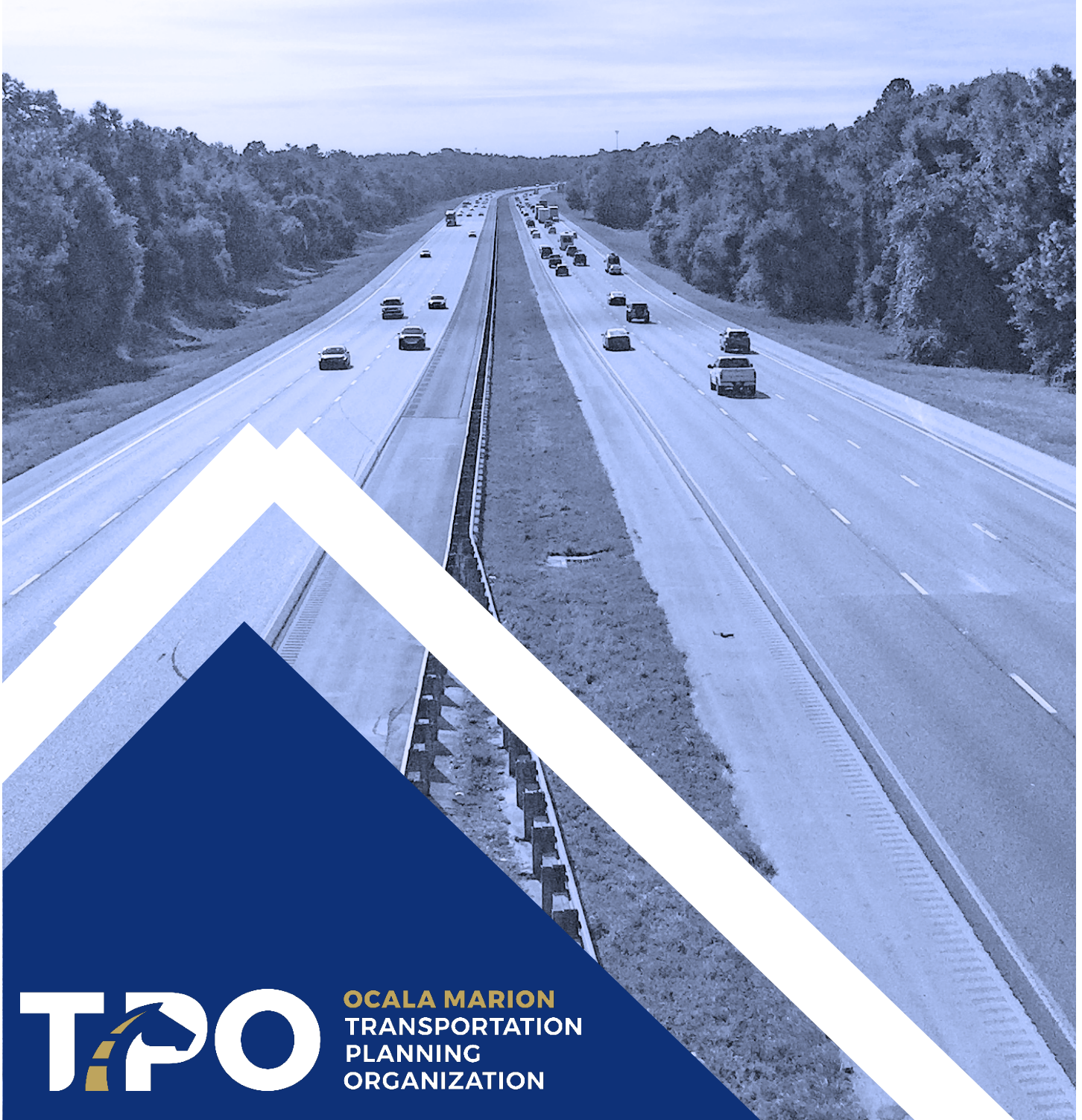
525-010-08  
POLICY PLANNING  
05/18

- (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

November 2023

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.
AADT	Average Annual Daily Traffic	Average daily traffic on a roadway segment for all days of the week during a period of one year expressed in vehicles per day.
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.
CIP	Capital Improvement Program	The CIP is a multi-year schedule of programmed capital improvement projects, including cost estimates and budgeted by year. CIP documents are typically updated annually by a local government.
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.
COOP	Continuity of Operations Plan	The COOP outlines guidance to TPO Staff and Board Members to ensure all federal and state required essential functions continue to be performed in the event of an extended interruption of services due to a declared emergency or disaster.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> ).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> ).
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> ).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions

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

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

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

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

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and other state and local professionals.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TDSP	Transportation Disadvantaged Service Plan	The TDSP is a tactical plan outlining the services provided to the transportation disadvantaged population served by the Community Transportation Coordinator (Marion Transit). The TDSP is update every year, and also undergoes a major update every five years by the TPO.
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	Urban 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: PLANNING EMPHASIS AREAS**





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

Office of the Administrator

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

Federal Transit  
Administration

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

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

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

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

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Acting Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

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

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

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

### **Equity and Justice<sup>40</sup> in Transportation Planning**

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

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

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

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

### **Complete Streets**

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

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

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

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

## **Public Involvement**

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

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

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

## **Federal Land Management Agency (FLMA) Coordination**

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

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

### **Planning and Environment Linkages (PEL)**

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

### **Data in Transportation Planning**

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

## Florida Planning Emphasis Areas 2021

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

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

### Safety

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

### Equity

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

### Resilience

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





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

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

## Emerging Mobility

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

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

### **Contact Information:**

**Abra Horne, FDOT, Metropolitan Planning Administrator**

**850-414-4901**

**[Abra.Horne@dot.state.fl.us](mailto:Abra.Horne@dot.state.fl.us)**



Florida Department of Transportation  
District Five

## Planning Activities

**FDOT Mission:** The Florida Department of Transportation's (FDOT's) continuing mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, as well as preserves the quality of our environment and communities.

To achieve FDOT's mission and remain one of the top DOTs in the country, FDOT Secretary Jared W. Perdue implemented the FDOT compass: *safety* remains our true north with communities at the center of the five pillars: Safety, Resilience, Supply Chain, Technology, and Work Force Development. These core areas should be at the forefront of everything we do as we continue to serve the residents and visitors of District Five.

**Communities:** Florida's communities remain at the center of what we do. We prioritize meaningful community engagement to collaboratively identify the solutions that best support the needs and visions of all who live, work, and visit within our area. We achieve this through:

- Community visioning teams
- Community coalitions
- Strategic Safety Plan workshops
- Open houses and virtual public meetings
- Incorporating all modes of transportation into planning activities
- Funding intermodal studies and projects that integrate both transportation and land use

**Safety:** Safety is embedded in everything that we do at FDOT. Our goal is zero fatalities and serious injuries on all roadways. We work internally and externally to continue fostering a safety culture through input on projects, collaboration, and educational outreach. Part of the Vulnerable Road User Safety Assessment involves identifying priority strategies. FDOT supports the ultimate vision of zero fatalities and zero serious injuries by implementing Target Zero initiatives, such as those listed below. FDOT continues to collaborate with our partners to incorporate safety into the planning activities. Examples include:

- Corridor studies, bicycle and pedestrian plans and projects
- Transit plans and projects along with operational improvements
- Intersection and rail safety
- A "Complete Streets" approach to corridor planning and design
- Establish target speeds for corridors and projects
- Develop and maintain District safety plans
- State Highway Safety Plan
- Safety emphasis areas:





Florida Department of Transportation  
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- Aggressive driving, aging road users and teen drivers
- Distracted driving
- Crash data:
  - Impaired driving and intersection crashes
  - Lane departure crashes and vulnerable road users
  - Speed Management
- Separated bicycle and pedestrian facilities:
  - Continued expansion of trail networks
  - Improvements in safe access to transit facilities

**Resilience:** We remain focused on strengthening the resilience of our transportation system and our communities.

- FDOT developed the Resilience Action Plan (RAP), that examines the State Highway System and its vulnerabilities to flooding, storm surge, and other outside forces. This identifies areas where Florida can prioritize investments in infrastructure to improve resilience of the transportation system.
- FDOT will expand the RAP to include the National Highway System and other hazards.
- District Five has expedited several projects to implement long term solutions for protecting our coastal roadways.

**Supply Chain:** Freight activity in Florida is stronger than ever with increased e-commerce activity, increased manufacturing, and a strong Florida economy.

- District Five is taking steps to reduce unnecessary delays experienced in our multi-modal transportation system.
- FDOT continues to look for strategic investments that keep Florida's supply chain resilient, adaptive, and collaborative.

**Technology:** Technology and innovation remain front and center for Central Florida. We continue to attract emerging technologies to SunTrax, the premier testing facility which has made Florida the place to be when it comes to implementation and deployment of cutting-edge technology. Florida was the first state to roll out the work zone lane closure notification system that provides real time data feed to 3rd party providers on lane closures for construction projects.

- FDOT continues to look at how to better accommodate electric and connected vehicles (CAV) using the current infrastructure.
- Continue to advance Transportation Systems Management and Operations (TSM&O) strategies to get the most efficient use out of existing infrastructure.
- Several private companies are conducting advanced air mobility pilots in Florida which has the potential to change the way first/last mile delivery works across the industry.



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**Workforce Development:** Without a diverse and robust workforce, we cannot hope to achieve half of what we envision for the future of Florida. Workforce development is a priority for all sectors of our economy.

- Construction jobs have increased in Florida. Florida is one of 11 states offering multiple federal training and development programs for the transportation construction workforce.
- A skilled workforce is needed to deliver an efficient and effective transportation infrastructure and that's why FDOT works with elementary, middle, high schools, and universities to attract more talent to the transportation construction industry.
- FDOT is continually focused on developing and retaining the best workforce in the country.
- The FDOT Intern Program offers students an exciting insider's view of the transportation industry and an opportunity to develop skills and techniques directly applicable to their professional development.
- TSM&O personnel in Central Florida can take advantage of District Five's Focused Learning Education and Experiences or FLEX virtual training environment for instructor led and self-paced e-learning.

**Additional Planning Activities:** Central Florida's Metropolitan Planning Organizations (MPOs), Transportation Planning Organizations (TPOs), FDOT, and District Five partnerships will play a key role in driving regional collaboration and solutions.

- MPO and TPO Program Management:
  - Administration and monitoring of MPO/TPO program and federal planning funds.
  - District Liaison support for MPO/TPOs and local governments
  - Technical assistance for development and maintenance of MPO/TPO plans and documents: Unified Planning Work Program (UPWP), Long range Transportation Plan (LRTP), Transportation Improvement Plan (TIP) and Local Agreements
  - Annual Joint MPO/TPO Certification
- Regional Planning
  - Support and participate in an advisory role to regional boards and committees such as the East Central Florida Regional Planning Council (ECFRPC)
  - Freight and goods movement including additional parking facilities for trucks along our interstate highway system
  - Continued expansion of multimodal facilities to accommodate population growth as well as the increasing diversity of transportation modalities.
  - Coordinating with other districts and across MPO/TPO boundaries for regional project priorities
- Environmental Management:



Florida Department of Transportation  
District Five

- Enhance Planning and Environmental Linkages (PEL)
- Efficient Transportation Decision Making (ETDM) process
- Planning consistency
- PD&E studies
- Modal Office – Transit:
  - Transit Development Plan (TDP)
  - Transit Asset Management
  - Transit Disadvantaged Service Plan (TDSP)
  - Programmatic audits and reviews
    - Transit vehicle inventory reviews
    - Fixed Guideway Oversight Program
  - Support to Transportation Disadvantaged Local Coordinating Boards
  - Transit audits and reviews and oversight
  - Fixed Guideway Oversight Program
  - Transportation Disadvantaged Local Coordinating Boards
- Growth Management
  - Review of Growth Management Documents (Comprehensive Plan Amendments, Developments of Regional Impacts and Proportionate Share Agreements).
  - Coordination of Road Jurisdiction Transfers (RJT's) for the district.
- Roadway Characteristics Inventory (RCI):
  - Documents the processes for establishing and managing the location of roadway assets and multimodal travel
  - Describes how RCI supports the business data requirements and users of the system
- Design Traffic Forecast
  - Develop and update traffic projections for state highway corridors and supporting regional roadways.
  - Traffic projections are necessary to support the road design for capacity and operational improvements and the pavement design for resurfacing.
- Federal Grant Coordination
  - Coordination of District Five Federal Grants applications
  - Coordination of Letters of Consistency
- Strategic Intermodal System
  - Management of the District's Strategic Intermodal System (SIS) Program; First Five, Second Five, the Cost Feasible Plan (CFP), and the Unfunded Needs list
  - Development of strategies and plans for implementing and maintaining SIS and SHS standards such as those for level of service, interchange spacing and access management.
  - Preparation of action plans, master plans, and others as identified.



Florida Department of Transportation  
District Five

FDOT District Five will continue to foster a collaborative approach with our partners to yield comprehensive and forward-thinking transportation planning. Through strategic analysis, stakeholder engagement, and a commitment to sustainable and resilient transportation solutions, we will lay the groundwork for impactful initiatives that will enhance the mobility, safety, and accessibility throughout the state of Florida and our district. We remain dedicated to fostering innovation, inclusivity, and resilience in our transportation endeavors, ensuring that all our communities continue to thrive and prosper. We stand ready to address the evolving challenges and opportunities facing our state and district, while striving to create a transportation network that serves the needs of all residents, businesses, and visitors alike.

**APPENDIX D: PUBLIC NOTICES AND PARTNER AGENCY COMMENTS**



**PRESS RELEASE**

**FOR IMMEDIATE RELEASE  
MARCH 14, 2024**

## **The Ocala Marion TPO Draft Fiscal Years 2025 to 2026 Unified Planning Work Program (UPWP) is available for public comment**

The TPO's Unified Planning Work Program (UPWP) is a federally required financial budget document that outlines all activities and expenditures anticipated to occur over a two-year period from July 1, 2024 to June 30, 2026. The draft UPWP is available for public review by accessing the TPO's website:

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

To comment on the UPWP, please use the TPO's website, or contact staff by phone or email. Comments are accepted from March 14 to April 12, 2024.

<https://ocalamariontpo.org/contact-us/>

[OcalaMarionTPO@marionfl.org](mailto:OcalaMarionTPO@marionfl.org)

Rob Balmes

Ocala Marion TPO Director

[rob.balmes@marionfl.org](mailto:rob.balmes@marionfl.org)

352-438-2631

# # #

*The Ocala Marion Transportation Planning Organization is a federally-mandated public agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County.*

# Draft Fiscal Years 2025 to 2026 Unified Planning Work Program (UPWP) is available for public comment. – Transportation Planning Organization



Website: [ocalamariontpo.org](http://ocalamariontpo.org)

## Unified Planning Work Program

Fiscal Years 2024/2025 and 2025/2026  
(July 1, 2024 to June 30, 2026)

### 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.

Pending Board Adoption on April 23, 2024

This document was prepared with financial assistance from the Federal Highway Administration and 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 (FPN): 439331-5

Catalog of Federal Domestic Assistance (CFDA) 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

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To comment on the UPWP, please use the TPO's website, or contact staff by phone or email. Comments are accepted from March 14 to April 12, 2024.

<https://ocalamariontpo.org/contact-us/>

Rob Balmes  
Ocala Marion TPO Director  
[rob.balmes@marionfl.org](mailto:rob.balmes@marionfl.org)  
352-438-2631



**TO: Kia Powell, FDOT Liaison**

**FROM: Rob Balmes, Director *R.B.***

**RE: Draft FY 2024/2025 to 2025/2026 UPWP for Review**

**DATE: March 14, 2024**

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The draft Ocala/Marion TPO Unified Planning Work Program (UPWP) for Fiscal Years 2025 and 2026 has been completed. The document was placed in the GAP Portal for review and comment.

The TPO's draft UPWP development process for this cycle is as follows:

- March 14 – Submission of draft UPWP to FDOT GAP Portal
- March 14 – Begin 30-day public review period of draft UPWP
- March 14 – Public advertisement notice on TPO website, social media post, and emails to partner agencies, including local government public information officers
- March 26 – Staff presentation of draft UPWP to TPO Board
- April 9 – Staff presentation of draft UPWP to TAC and CAC
- **April 12 – Deadline requested for comments from FDOT and local partners**
- April 16 – Final UPWP in TPO Board packet for April 23rd meeting
- April 23 – TPO Board final comments, public comments, and adoption
- May 1 – TPO submits adopted UPWP to FDOT GAP portal

The TPO looks forward to your review and comments. If you have any questions, please contact me at: 352-438-2631.





## UNIFIED PLANNING WORK PROGRAM (UPWP) REVIEW CHECKLIST

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MPO: **Ocala Marion**

UPWP Draft # or Date: **1**

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Review #: **1**

Date of Review: **3/25/2024**

Reviewed By: **KP**

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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 the approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

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

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

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### 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? **Not Applicable | If yes, page number: xx**

**No comment**

Page numbers correspond with page # of pdf file provided

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### Required Content

Does the UPWP have the following information?

- Introduction? **Yes | If yes, page number: 3**

## Unified Planning Work Program (UPWP)

### Review Checklist

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- Organization and Management? [Yes | If yes, page number: 6](#)
- UPWP Planning Task Pages? [Yes | If yes, page number: 18](#)
- Funding Source Budget Table and Summary Budget Table? [Yes | If yes, page number: 42](#)
- Definition of acronyms used in UPWP? [Yes | If yes, page number 53](#)
- District Planning Activities? [Yes | If yes, page number: 13](#)
- Indirect Rate Approval (if required)? [Yes | If yes, page number: 77](#)
  - Cost Allocation Plan and Certificate of Indirect Cost in an appendix? [Yes | If yes, page number: 77](#)
- the MPO must identify and include cost estimates for transportation planning, research, and technology transfer activities funded with other federal, state, 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)? [Yes | If yes, page number: 83](#)
  - 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: 46](#)
- FINAL UPWP:
  - The signed Resolution adopting the UPWP? [Not Applicable | If yes, page number: xx](#)
  - The signed Resolution adopting the Travel Policy if not using FDOT policy (if required)? [Not Applicable | If yes, page number: xx](#)
  - The signed Cost Analysis Certification Statement? [Not Applicable | If yes, page number: xx](#)
  - The signed FHWA Certifications and Assurances? [Not Applicable | If yes, page number: xx](#)
  - UPWP Comments? [Not Applicable | 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: 46](#)

Critical

Please add cost certification analysis to final document

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### 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: 9](#)
- Discussion of planning priorities, both MPO and local? [Yes | If yes, page number: 14](#)
- 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 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

## Unified Planning Work Program (UPWP)

### Review Checklist

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(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 the 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 (except 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 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: 5](#)
- Description of the public involvement process used to develop the MPO's UPWP? [Yes](#)  [No](#)  [Page number: 6](#)
- Description of how the MPO 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 [2021 Federal Planning Emphasis Areas](#)? [Select response | If yes, page number: xx](#)
- 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](#)

[Choose a category](#)

[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: 6](#)
- 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 or FDOT if transferring funds to accomplish Regional Activities? [Yes | If yes, page number: 8](#)
- Discussion and identification of operational procedures and bylaws including date executed:
  - Continuity of Operations (COOP): [Yes | If yes, page number: 8](#)
  - MPO Bylaws: [Yes | If yes, page number: 6](#)
- Does the MPO include the following SIGNED Certifications and Assurances section?
  - Disadvantaged Business Enterprise Utilization? [Yes | If yes, page number: 49](#)
  - Debarment and Suspension Certification? [Yes | If yes, page number: 47](#)
  - Lobbying Certification for Grants, Loans, and Cooperative Agreements? [Yes | If yes, page number: 48](#)
  - Title VI/Nondiscrimination Assurances? [Yes | If yes, page number: 50](#)

## Unified Planning Work Program (UPWP)

### Review Checklist

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- Appendices A and E? [Yes | If yes, page number: 51](#)
- Discussion of Indirect Rate Plan, and, in an appendix, inclusion of the signed Cost Allocation Plan and Certificate of Indirect Cost, if applicable. [Yes | If yes, page number: 8](#)

[Choose a category](#)

[Click here to enter comments](#)

---

### Work Elements/Tasks Sheets

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

- MPO Administration? [Yes | If yes, page number: 18](#)
- Transportation Improvement Program (TIP)? [Yes | If yes, page number: 28](#)
- Long Range Transportation Plan (LRTP)? [Yes | If yes, page number: 25](#)
- MPO Regional Activities Task (if required)? [Yes | If yes, page number: 38](#)

[Choose a category](#)

[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, and Required Activities? [Yes](#)
- Do the required activities list who will be completing the work? [Yes](#)
- Does each Task Sheet indicate who the responsible agency or agencies are? [Yes](#)
- Does each Task Sheet include end products/deliverables with a description of the scope and estimated completion date? [Yes](#)
- Does the supporting narrative for each task provide sufficient detail to determine the 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? [Select response | If yes, page number: xx](#)

[Editorial](#)

NOTE: memberships paid for using local funds

---

### Work Elements/Tasks Sheets Budget Tables

Did the MPO use the latest UPWP Budget Table template provided by the Central Office for task budget tables, which includes a location to show do-obligated funds? [No](#)

If the MPO did not use the latest UPWP Budget Table template, did the MPO show de-obligated funds by source somewhere else in the UPWP? [No](#)

Did the MPO prepare Task Summary Budget tables for Year 1 and Year 2 (either individually or combined)? [Yes | If yes, page number: 43](#)

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

- Personnel Services? [Yes | If yes, page number: 20](#)

## Unified Planning Work Program (UPWP)

### Review Checklist

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- Equipment? Equipment costing more than \$5,000 per item should be listed separately. [Select response | If yes, page number: xx](#)
- Travel? [Yes | If yes, page number: 20](#)
- Supplies? Supplies costing more than \$1,000 per item should be listed separately. [Select response | If yes, page number: xx](#)
- Direct Expenses? [Select response | If yes, page number: 20](#)
- Indirect Expenses (only required if MPO has an approved indirect rate)? [Yes | If yes, page number: 20](#)
- Are Atypical expenses (see [Guide for UPWP Development](#)) clearly described? [Select response | If yes, page number: xx](#)
- Is Annual Audit expense included, if required? [Yes | If yes, page number: 21](#)

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)? [Not Applicable](#)
- Indirect Expenses (only required if MPO has an approved indirect rate)? [Yes](#)
- Supplies (if needed)? [Yes](#)
- Equipment (if needed)? [Yes](#)

[No comment](#)

[Click here to enter comments](#)

---

**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 the Central Office, these tables are called MPO Regional Activities and All Regional Accounting. [Yes | If yes, page number: 39](#)

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

- Show ALL agencies (e.g., other MPOs, FDOT) included in the regional activities? [Yes | If yes, page number: 38](#)
- Show amounts to be transferred by the MPO to other agencies (if applicable)? [Yes | If yes, page number: 39](#)
- 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: 38](#)
- Do all participating MPOs use identical:
  - Descriptions of the activities to be completed [No | If yes, page number: Click or tap here to enter text.](#)
  - Task name, activity description(s), and budgeted funds [No | If yes, page number:](#)

**Critical**

Please revise task to reflect exact same language as other regional MPO partners

---

## Unified Planning Work Program (UPWP)

### Review Checklist

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#### Funding Source Budget Table

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

Yes

#### Total Year 1 contract amounts:

- DRAFT UPWP:
  - PL funds, which include Year 1 FTA 5305(d) and Year 1 PL funds (refer to Chris Bratton’s PL Spreadsheet **total should not include estimated amount to be de-obligated from the previous FY**)? [Yes](#) | If yes, page number: 42
  - STBG or other federal funds (Year 1 amount shown in FDOT Tentative Work Program)? [Yes](#)
  - Prior year active FTA contracts (PTGAs) with estimated amount? (contracts will be aligned in the fall once we have remaining balances at the end of the fiscal year.) [Select response](#)
- FINAL UPWP:
  - PL funds, which include Year 1 FTA 5305(d) and Year 1 PL funds (refer to Chris Bratton’s UPDATED PL Spreadsheet, which will include the MPO Board approved de-obligated amount)? [Select response](#)
  - STBG funds or other federal funds (Year 1 amount shown in FDOT Tentative Work Program) + MPO Board approved de-obligated funds (if applicable) [Select response](#)
  - Prior year active FTA contracts (PTGAs) with estimated amount? (contracts will be aligned in the fall once we have remaining balances at the end of the fiscal year.) [Select response](#)
- Does the Funding Source Budget Table include soft match amounts? [Select response](#)

[Choose a category](#)

[Click here to enter comments](#)

---

#### Total Year 2 contract amounts:

- DRAFT UPWP:
  - PL funds, which include Year 2 FTA 5305(d) and Year 2 PL funds (refer to Chris Bratton’s UPDATED PL Spreadsheet, which will include the MPO Board approved de-obligated amount)? [Yes](#) | If yes, page number: [Click or tap here to enter text.43](#)
  - STBG or other federal funds (Year 2 amount shown in FDOT Tentative Work Program)? [Select response](#)
- FINAL UPWP:
  - PL funds, which include Year 2 FTA 5305(d) and Year 2 PL funds (refer to Chris Bratton’s UPDATED PL Spreadsheet, which will include the MPO Board approved de-obligated amount)? [Select response](#)
  - STBG funds or other federal funds (Year 2 amount shown in FDOT Tentative Work Program) + MPO Board approved de-obligated funds (if applicable) [Select response](#)
- Does the Funding Source Budget Table include soft match amounts? [Select response](#)

[Editorial](#)

De-obligation not adopted at the time of submittal of draft UPWP

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

## Unified Planning Work Program (UPWP)

### Review Checklist

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- Do the FINAL UPWP PL amounts shown in Year 1 plus Year 2 match what is shown on the new FDOT/MPO Agreement? [Select response](#)
- Does Other FHWA funding (i.e., SU, CMAQ, etc.) amounts shown in Year 1 and Year 2 match what is shown on the new FDOT/MPO Agreement? [Select response](#)

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

---

#### Summary Budget Table

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

[Select response](#)

Do the **total Year 1 contract amounts** match what is shown on the Funding Source Budget Table? [Yes](#)

Do the **total Year 2 contract amounts** match what is shown on the Funding Source Budget Table? [Yes](#)

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

---

#### General UPWP Comments

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

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

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

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



**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: Draft UPWP FY 2024/2025 – 2025/2026

MPO: Ocala Marion

Date of Document:  
03/15/2024

Date Received  
03/15/2024

Date Reviewed  
04/15/2024

District: 5

Reviewed by: Jean Parlow

**COMMENTS**

	Comment Type	Comment Description
1	Critical	<b>Statutory Requirement:</b> Please ensure the UPWP includes information that demonstrates how the annual 2.5% set-aside of PL Funds for Complete Streets is met.
2	Critical	<b>Purchases:</b> Please note that any equipment purchases equal to or greater than \$5,000 (for a single unit) must have prior FHWA Approval, unless the UPWP contains sufficient detailed information to facilitate such approval during the document review process..
3	Critical	<b>Federal Aid Project (FAP) &amp; State Financial Management Numbers:</b> Please ensure the updated Federal Aid Project (FAP) number and the State Financial Management (FM) numbers are used for the final UPWP.
4	General Comment	<b>Continuity of Operations (COOP):</b> Please include activities under the appropriate task to review and update the MPO's COOP to consider pandemic scenarios. <b>As applicable</b> the MPO should review and consider what alternative operational and alternative public involvement outreach strategies may be required for these type of events (particularly if it is long term). This review may entail updating operational documents such as PPPs, bylaws, and others.
5	General Comment	<b>All Agreements or Certifications</b> including Debarment and Suspension, Contracts, Grants, and Cooperative Agreements, Title VI Nondiscrimination Policy Statement and Disadvantaged Business Enterprise (DBE) statements should be signed and dated and included in the final version of the UPWP document.



6	General Comment	<p><b>Regional Coordinated Efforts:</b> If the MPO will be contributing any federal funds to another MPO or entity for regional coordination work and end products (or the MPO is receiving federal funds from other MPOs or entities for the same or any purpose), those funds and activities must be reflected in all the participating MPOs' UPWPs consistently. Please coordinate with FDOT Liaison and FHWA Planner to ensure use of the proper format and documentation reflecting the funds, and the related activities. Please also provide FHWA with a copy of any Memorandum of Understanding (MOU) for such activities.</p>
7	General Comment	<p><b>UPWP Tasks:</b> Please ensure that Tasks include adequate level of detail including task description, work to be accomplished for each task, schedule showing anticipated completion dates, cost, and who will be doing the work (staff or consultant).</p> <p>It will continue to be the responsibility of the District and MPO to ensure that all activities undertaken in the UPWP tasks are eligible and allowable costs.</p>
8	General Comment	<p><b>If applicable</b>, please include in the appropriate Task an activity to capture the MPO's efforts to address <b>any</b> changes resulting from the release of the 2020 U.S. Census results</p>
9	Critical	<p>Please verify funding levels available to the MPO prior to the final UPWP submission if including funds de-obligated from the FY23-FY24 UPWP. If funding is overprogrammed, the UPWP will be approved only for the levels of funding available and verified from the Central Office.</p> <p>Also please ensure that the Final UPWP funding amounts reflect de-obligated funds from previous UPWP.</p>
10		

**APPENDIX E: COST ALLOCATION AND STAFF SERVICES AGREEMENT**

Marion County Board of County Commissioners  
 Detail of Cost Allocation  
 Rev- Fiscal Year 2024-25

BR407, 408, 409    BR407, 408, 409    **BR407, 408, 409**

Type of Central Service	TPO 2022-23	TPO 2023-24	TPO 2024-25
Independent Audit Fee	230	258	228
Clerk of the Circuit Court - Finance	6,098	7,032	6,834
Clerk of the Circuit Court - Internal Auditor	758	599	490
Clerk of the Circuit Court - Budget	10,271	9,941	9,343
BCC Records	712	849	1,023
Records Center	-	-	-
County Attorney	171	178	225
County Administration	4,766	5,541	7,229
Information Systems	15,121	11,291	10,941
Human Resources	3,032	1,875	2,484
Procurement	6,203	7,342	9,315
Human Resources - Clinic	-	-	104
Facilities Management	8,894	9,313	11,985
Public Safety Radio	-	-	-
MSTU / Assessments Office	-	-	-
Tax Collector (Assessment)	-	-	-
Property Appraiser (Assessment)	-	-	-
Total Costs Identified	<b>\$ 56,255</b>	<b>\$ 54,220</b>	<b>\$ 60,200.00</b>
Identified Costs not Allocated		-	-
<b>Actual Budgeted Allocation</b>	<b>\$ 56,255</b>	<b>\$ 54,220</b>	<b>\$ 60,200</b>

## STAFF SERVICES AGREEMENT

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

WITNESSETH:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. **Financial Administration**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARION COUNTY BOARD OF  
COUNTY COMMISSIONERS

By: Kathy Bryant  
Kathy Bryant, Chairman

OCALA / MARION COUNTY  
TRANSPORTATION PLANNING  
ORGANIZATION

By: Jeff Gold  
Jeff Gold, TPO Chair

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

ATTEST: John Beut  
TPO Director

Approved as to form and legality

Mathew G. Minter  
Mathew G. Minter, County Attorney

**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](http://www.GSA.gov/travel-resources).
- 2) No receipts for meals are required.



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

## **2.5 Lodging**

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

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

## **2.6 Miscellaneous Expenses**

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

## **2.7 Nonrefundable Travel Expenses in Connection with Canceled Travel**

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

## **2.8 Same Day Travel – Out of County**

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

## **2.9 Intra-County Travel**

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



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Citizen Advisory Committee (CAC) Application**

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**Summary**

Per the Bylaws of the Citizens Advisory Committee (CAC), all membership nominations require TPO Board review and approval. TPO staff recently received an application from James Belonger for CAC membership. Mr. Belonger is a retired resident of Marion County. He has expressed an interest in offering his ideas and perspectives to transportation needs in Marion County.

**Attachment(s)**

- Citizen Advisory Committee (CAC) Member Application

**Action Requested**

Based on a review of Mr. Belonger's application and follow up conversation, TPO staff recommends approval of his membership appointment to the CAC. Per CAC Bylaws, membership shall be for a two-year period with an opportunity for reappointment for additional terms.

If you have any questions, please contact me at: 352-438-2631.



## **CITIZEN'S ADVISORY COMMITTEE (CAC) APPLICATION**

The Federal Highway Act of 1962 established legislation that mandated any Urbanized Area (UA) with a population of 50,000 or more that expends United States Department of Transportation (USDOT) funding must implement a continuing, cooperative, and comprehensive planning process. Therefore, the TPO was established in 1981 after the United States Census Bureau determined that the urbanized population exceeded 50,000 people.

The Ocala Marion County Transportation Planning Organization (TPO) is the designated planning agency for the Ocala UA. The TPO includes the cities of Belleview, Dunnellon, and Ocala. In addition, the TPO planning boundaries includes all of Marion County. As a part of the required continuing, cooperative, and comprehensive planning process, the TPO must produce and implement plans such as the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). From an organizational standpoint the TPO is governed by the TPO Board which is comprised of local elected officials from Marion County and the cities of Belleview, Dunnellon, and Ocala.

Additionally, the TPO is comprised of two advisory committees, the Technical Advisory Committee (TAC) and the Citizen Advisory Committee (CAC). The TAC is made up of technical transportation experts from the local municipalities. The CAC is made up of local citizens that are residents of Marion County, as well as citizens that are actively involved within neighborhood associations, local conservation, cycling, trails, equine groups, among others. The Board, along with our essential committees and staff, make up the TPO.

The purpose of the CAC is to offer a citizen's perspective on transportation related documents, issues, and plans of the TPO. The citizen's perspective is crucial to the TPO's successful implementation of the local communities' goals and objectives. Members of the CAC commit to serving a two-year term and may serve additional terms. If you're interested in becoming a member of the CAC, please fill out the form on the following page and we will be sure to contact you. Also, if you have any additional questions or would like to know more about the TPO and the CAC, then don't hesitate to contact us at (352) 438-2630.



Name: James Belonger

Home Address: [Redacted]

Business Address:

Phone Number(s): 414 552 0977 (Home/Mobile/Business/Other)

Occupation: Retired

Brief Description of Education and Experience: Associate Degree in Materials Tech. Some civil engineering classes and two years as a surveyor in Milwaukee, WI

- 1. Are you a resident of Ocala/Marion County? If so, how long? Number of years: 1 1/2 [X] Yes [ ] No
2. Are you a registered voter? [X] Yes [ ] No
3. Do you hold a public office? [ ] Yes [X] No
4. At this present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? [ ] Yes [X] No
5. Are you familiar with the Transportation Planning Organization and its function? [X] Yes [ ] No
6. Are you familiar with the current transportation needs of Marion County? [ ] Yes [X] No

7. Why are you interested in serving on the CAC? The area is growing and present roads and transportation needs attention. I think I can add ideas to new projects

I hereby confirm that I have read and understand this application and that all information furnished by me is true and accurate. I understand that to be considered for this committee, I must be a resident of Marion County and cannot be an elected official and/or a technical person involved in transportation planning in Ocala/Marion County.

Please type in your name on the signature field to verify you acknowledge the information above. Signature: James Belonger Date: 8/14/24

Please complete this form and return the form to: Ocala/Marion TPO - 2710 E. Silver Springs Blvd - Ocala, Florida 34471 or Email to Rob.Balmes@marionfl.org



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: FDOT District Five Secretary Tyler Presentation**

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**Summary**

Florida Department of Transportation (FDOT) District Five Secretary, John Tyler, will deliver a presentation to the TPO Board at the June 25 meeting.

If you have any questions, please contact me at: 352-438-2631.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: FDOT District Five, Office of Safety Presentation**

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**Summary**

Florida Department of Transportation (FDOT) District Five Office of Safety Administrator, Loreen Bobo, will deliver a presentation to the TPO Board at the August 27 meeting on the Central Florida Safety Strategic Plan. Included with this memo is the presentation.

**Attachment(s)**

- FDOT District Five Office of Safety Presentation, Central Florida Safety Strategic Plan

If you have any questions, please contact me at: 352-438-2631.

# Central Florida safety strategic Plan

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Achieving **ZERO** serious injuries and fatalities  
**TOGETHER.**

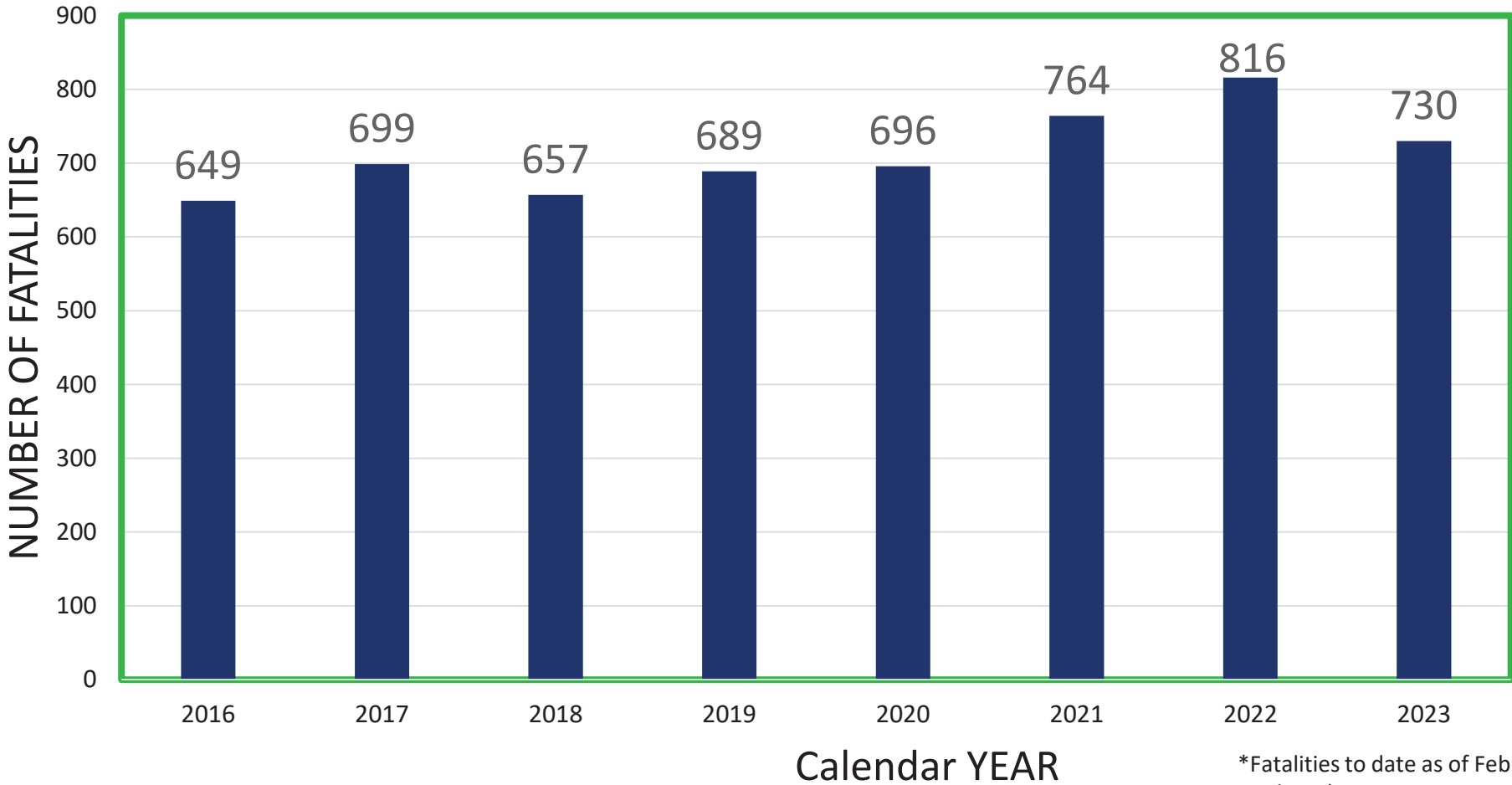




Why a safety  
strategic plan?

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# DISTRICT 5 FATALITIES



\*Fatalities to date as of February 29, 2024 (Source: Signal Four Analytics)

Achieving **ZERO** serious injuries and fatalities.  
**Together.**

If not us, **who?**  
if not now, **when?**

How was the Safety  
Strategic plan  
developed?

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# 9 Month process

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- **FDOT Workshop & Interviews - (Aug/Sept 2023)**
- **MPO/TPO Partner Workshops - (Jan/Feb 2024)**
- **Plan Development - (March/April 2024)**
- **Central Florida Safety Summit - (May 2024)**

# Hosted conversations and Workshops



- MPOs/TPOs
- Cities/Towns/Counties
- Law Enforcement
- Schools
- Advocacy groups

Achieving **ZERO** serious injuries and fatalities.  
Together.

# At each workshop

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Hosted facilitated break-out groups and culture-shaping conversations:

- Successes
- Challenges
- ACTION STEPS



*Where you look is where you go!*  
*- Jason Barger*



# Lady Lake





What is the Safety  
Strategic plan?

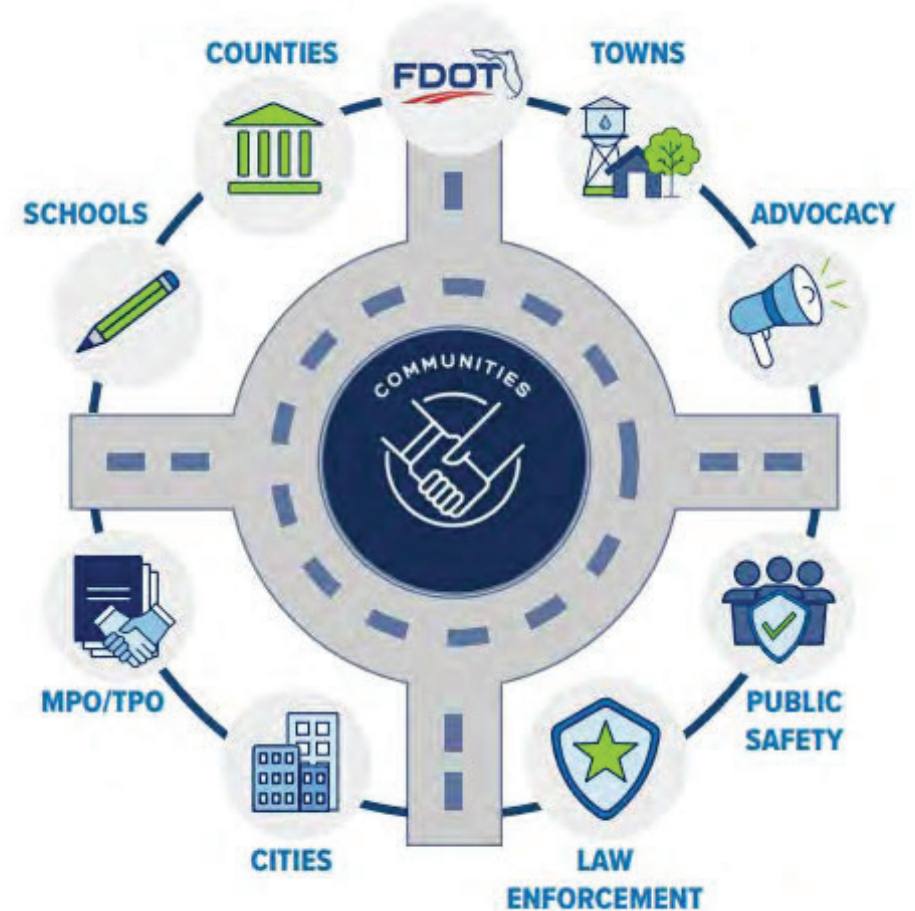
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- Plan that focuses on **safer street designs and changing behaviors** and prioritizes **getting to zero fatalities** and **serious injuries**
- Identifies **opportunities for collaboration** and enhancements in meeting Central Florida's goals of getting to zero
- Builds upon the **excellent Vision Zero work** being done by our **partners throughout District 5**
- Creates an **action-oriented 5-year plan** with **1-year, 3-year and 5-year action steps** to facilitate advancements in getting to zero

The plan is a **collaborative effort** of key partners in **Central Florida, like you!**

# Collaborative Effort & Shared Vision

- **State** and **Local** Communities
- **Transportation, Public Safety, Schools** working towards **same goals**
- **Focus on Targeted Infrastructure** and thinking **Beyond Infrastructure** to **change behaviors**
- **Best Practices** and **Breakthrough Ideas**



Achieving **ZERO** serious injuries and fatalities.  
Together.

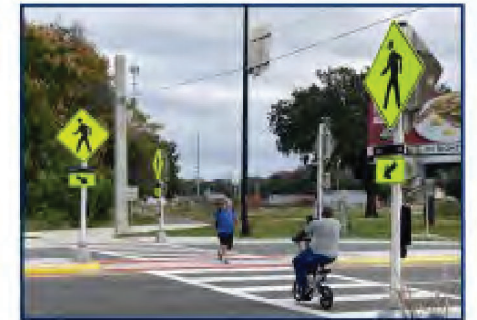
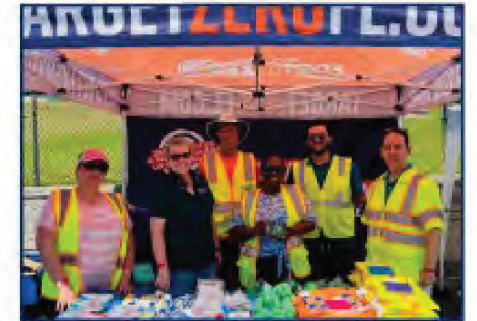
# Central Florida safety strategic plan

View the Plan Here



## CENTRAL FLORIDA SAFETY STRATEGIC PLAN

Achieving **ZERO** serious injuries and fatalities  
TOGETHER

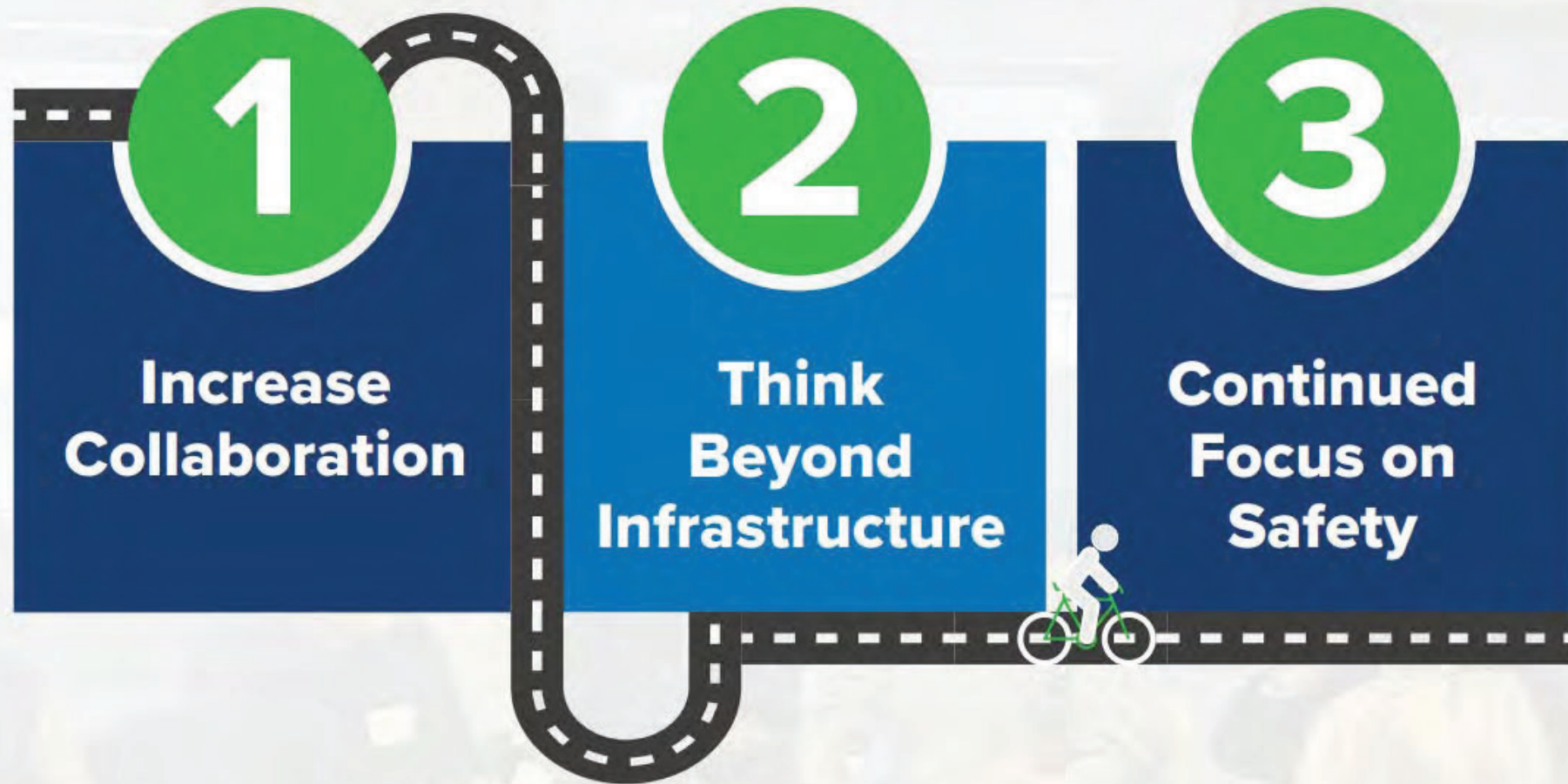


May 2024





# The **Action Steps** are organized by three (3) core themes:



Achieving **ZERO** serious injuries and fatalities.  
Together.

The Central Florida Safety Strategic Plan Steering Committee will help us monitor our annual progress and prioritize where we are headed.

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Each **January** we will assess  
our progress over the **previous**  
**12 months** towards achieving our  
**Action Steps.**

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Achieving **ZERO** serious injuries and fatalities.  
**Together.**

---

Each **January** we will assess the  
**next 12 months** of **Action Steps**,  
so the **Plan is always current.**

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Achieving **ZERO** serious injuries and fatalities.  
**Together.**



Each **Spring** we will host a

## Central Florida Safety Summit to:



Celebrate our  
Successes



Assess our  
Progress



Consider **Emerging**  
Challenges



Collaborate with  
our **Partners**

Each year we  
will host a  
**Central Florida  
Safety Summit**

Achieving **ZERO** serious injuries and fatalities.  
Together.

# Central Florida safety summit

Achieving **ZERO** serious injuries and fatalities  
**TOGETHER.**

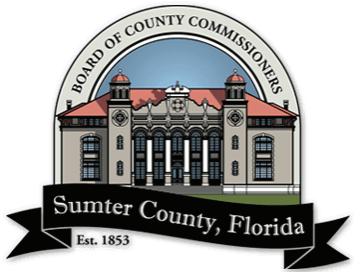
May 17, 2024



*in collaboration with*



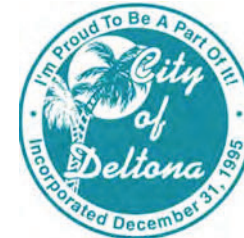
# Thank you – MPO/TPO's and Counties



Achieving **ZERO** serious injuries and fatalities.  
Together.



# Thank you – Cities and Towns



Achieving **ZERO** serious injuries and fatalities.

**Together.**

# Thank you – Law enforcement and public safety



Achieving **ZERO** serious injuries and fatalities.  
**Together.**

# Thank you – Advocacy groups and partners



Achieving **ZERO** serious injuries and fatalities.  
Together.



# Safety champions Panel

- **Craig Curry**  
Marion County Commissioner
- **Christine Moore**  
Orange County Commissioner
- **Chris Cloudman**  
Mayor of the City of DeLand
- **Don Willis**  
Council Member City of Cape Canaveral
- **Christopher Thibodeau**  
Lieutenant - Sumter County Sheriff's Office



Achieving **ZERO** serious injuries and fatalities.  
**Together.**

# Call to Action

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# How can you support the CFL Safety strategic Plan

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Your role within your agency/Community

your personal life

How else?

**Safety Second, *because it takes just a second to be safe***





**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: SunTran Annual Report**

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**Summary**

Tom Duncan, SunTran Transit Administrator, will provide an annual report presentation to the TPO Board and be available to answer any specific questions.

**Attachment(s)**

- SunTran 2023/2024 Annual Report Presentation

If you have any questions, please contact me at: 352-438-2631.



# SunTran 2023/2024 Annual Report

TAC/CAC Meetings (08/13/2024)

TPO Board Meeting (08/27/2024)



# Presentation Topics

SunTran TDP Goals and Implementation Plan

Downtown Circulator Project

FTA Low or No Emission and Grants for Buses and Facilities Competitive Programs FY 2023

SunTran Building Renovation

FTA 2023 Triennial Review Results

FY 2024 FDOT Triennial Review

Downtown Transfer Station New Restroom Facility & Ticketing Kiosk

Bus Stop Shelter Improvements

Operating Performance Update

# TDP Goals



## Environment and Equity

Enhance the integration of transit services to support environmental sustainability and address equity issues within the community.

## Accessibility

Expand transit services to maximize access to opportunities.

## Usability

Make the system more convenient and useful for residents and visitors.

## Efficiency

Maximize the productivity and financial efficiency of transit operations.

## Presence

Engage the community to improve service awareness and public support.

# TDP (2025 – 2034 Year Implementation Plan)



**Downtown Circulator**

**Downtown Restroom Facility  
& Ticketing Kiosk**

**Bus Stop Shelter  
Improvement**

**2025**

**Microtransit – Sunday A  
Microtransit Belleview**

**2027**

**Marion Oaks service**

**2028**

**2026**

**Blue-Green-Orange-Purple improvements**

**Microtransit – Sunday B**

**Microtransit – Sunday C**

**Bus Stop Shelter  
Improvement**

**2028**

**Red Route streamlining  
Silver Springs Shore  
Microtransit**



# TDP (2025 – 2034 Year Implementation Plan)



Silver Route Consolidate  
with Northwest  
Microtransit  
**2029**

Microtransit – SW SR 200  
Corridor  
**2031**

Yellow A Improvements  
**2033**

**2030**  
Blue-Green-Orange-Purple improvements

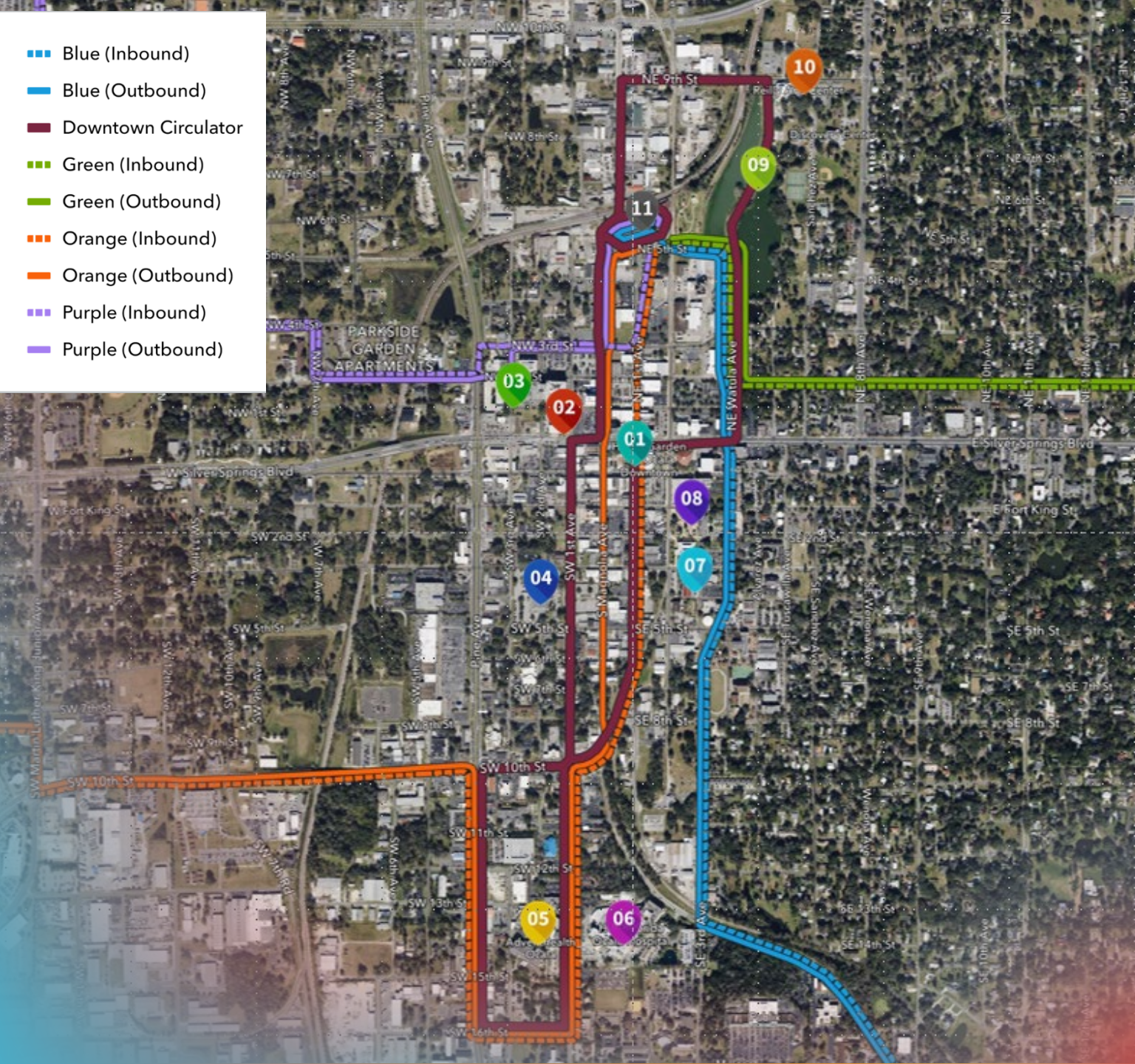
**2032**  
Yellow Route Consolidate



# Downtown Circulator Project



- Blue (Inbound)
- Blue (Outbound)
- Downtown Circulator
- Green (Inbound)
- Green (Outbound)
- Orange (Inbound)
- Orange (Outbound)
- Purple (Inbound)
- Purple (Outbound)



## Major Activity Centers served:

1. Downtown Square
2. Tourist Development Council
3. Marion County Courthouse
4. Post Office
5. Advent Health Ocala Hospital
6. Ocala Regional Medical Center
7. Downtown Market & Chamber & Economic Partnership
8. City Hall/Citizen's Circle
9. Tuscawilla Park
10. Reilly Arts Center
11. Downtown Transfer Station

- Electric trolley will be used (grant is pending)
- Free of fare charge
- Weekday Service (11 AM – 2 PM & 4 PM – 7 PM)
- Applied to FDOT FY 2026 Public Transit Service Development Program for operating assistance



# FTA Low or No Emissions & Buses and Facilities Programs

FTA's Competitive Funding Opportunities (5339 Grant)

FY 2023 Total  
Funding Amount:

- Low-No Program: \$1.22 billion
- Buses and Bus Facilities Program: \$473 million

FY 2023 Final  
Results\*:

- Total projects awarded: 130
- Projects Awarded Percentage: 27.3%

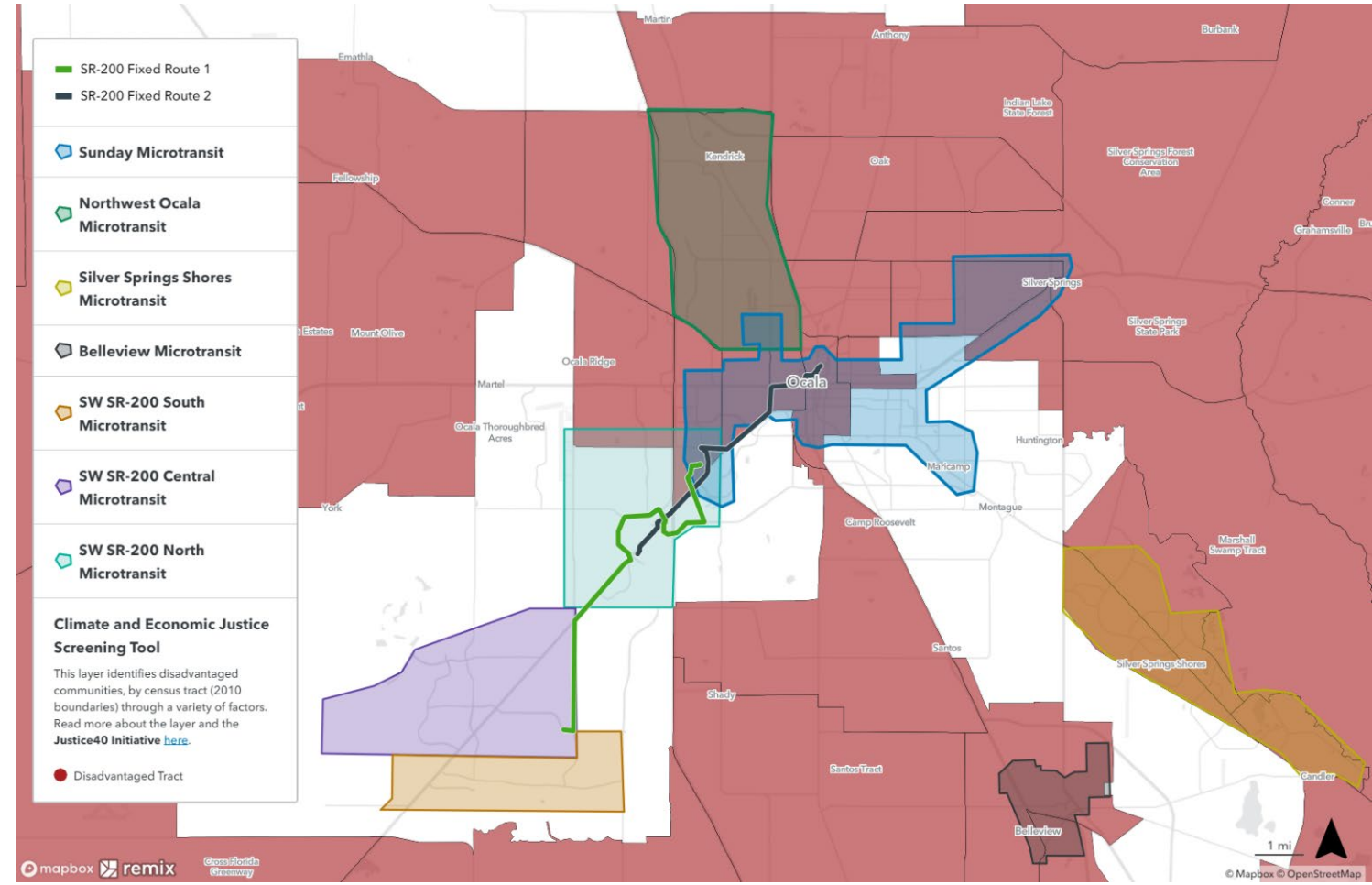
\* FTA received 475 eligible project proposals in 46 states/territories, requesting approximately \$8.7 billion.



## FTA Low or No Emissions & Buses and Facilities Programs

- SunTran's Proposal Included:
  - 26 battery electric small cutaway vans
  - 5 battery 35-foot BEBs (Battery Electric Buses)
  - Purchase and installation of supporting infrastructure and equipment
  - Expansion of the SunTran existing maintenance facility to support electric vehicle maintenance and operation
- Total Funding Request:
  - 16.2 Million (Full Scale)
  - 13.3 Million (Reduced Scale)
- **Grant Awarded: 06/26/2023 (Full Scale)**

# FTA Low or No Emissions & Buses and Facilities Programs





# What has been done?



- Initial consultation and evaluation of Mobility-on-Demand (MOD) microtransit planning software providers: Via Transportation, Ecolane, Sparelabs, and RideCo.
  - Background and history
  - Strengths and weaknesses
  - Alignment of the planning software with the needs of the City
  - List of references
  - Initial cost estimates
- Negotiation with Center for Transportation and the Environment (CTE) regarding service contract
- Preparation of grand funding disbursement
- Funding disbursement anticipation date: by the end of June 2024

TABLE 1—FY 2023 LOW OR NO EMISSION PROJECT SELECTIONS  
[Note: some projects have multiple project IDs]

State	Recipient	Project ID	Project description	Award
AL	Alabama Agricultural and Mechanical University	D0203-LWNO-001	Upgrade infrastructure and facilities to include solar power and purchase battery electric buses.	\$8,122,850
AR	City of Jonesboro, Arkansas	D0203-LWNO-002	Replace diesel buses with hybrid electric buses	1,010,372
AZ	City of Tucson, Sun Tran	D0203-LWNO-003	Replace diesel buses with CNG	21,490,560
AZ	Regional Public Transportation Authority	D0203-LWNO-004	Replace diesel and CNG buses with battery electric buses, and workforce training for new technologies.	13,295,699
CA	Alameda-Contra Costa Transit District	D0203-LWNO-011	Retrofit a Training and Education center to include a bus maintenance and a zero emission technologies learning space. Purchase fuel cell electric buses.	25,513,684
CA	City of Anaheim	D0203-LWNO-006	Purchase battery electric buses, install charging equipment, and construct Bus Rapid Transit stops.	3,609,800
CA	City of Santa Rosa	D0203-LWNO-007	Replace diesel buses with battery electric buses and install chargers.	9,899,120
CA	Golden Empire Transit	D0203-LWNO-010	Purchase CNG buses	5,750,351
CA	North County Transit District (NCTD)	D0203-LWNO-005	Purchase hydrogen fuel-cell electric buses (FCEB) and create an Advanced Transportation apprenticeship program in partnership with a local college.	29,330,243
CA	State of California on behalf of Glenn County Transportation Commission.	D0203-LWNO-008	Purchase hybrid electric buses	3,400,000
CA	State of California on behalf of Kern Regional Transit	D0203-LWNO-009	Purchase CNG buses	3,248,500
CO	City of Colorado Springs dba Mountain Metropolitan Transit.	D0203-LWNO-015	Replace diesel buses with hybrid electric buses	3,199,038
CO	Maui County	D0203-LWNO-013	Purchase CNG buses	1,162,000
CO	The Colorado Department of Transportation (CDOT) on behalf of Mountain Express Transit.	D0203-LWNO-014	Purchase propane vehicles and associated maintenance facility upgrades.	753,118
CO	The Colorado Department of Transportation (CDOT) on behalf of the Town of Winter Park.	D0203-LWNO-012	Purchase battery electric bus and a charger	1,145,951
CT	State of Connecticut Department of Transportation	D0203-LWNO-016	Purchase battery electric buses, related charging infrastructure and associated facilities and power upgrades.	26,437,120
DC	Washington Metropolitan Area Transit Authority	D0203-LWNO-017 D0203-LWNO-018	Purchase battery electric buses, convert an existing facility to a fully battery-electric bus facility and fund workforce development.	104,000,000
DE	City of Ocala	D0203-LWNO-020	Purchase battery electric buses and associated charging and facility upgrades, including expansion of existing maintenance facility.	16,166,822
GA	Georgia State University	D0203-LWNO-021	Purchase battery electric buses and associated infrastructure.	22,286,745
HI	Honolulu Department of Transportation Services	D0203-LWNO-022	Purchase battery electric buses and chargers	20,000,000
IA	City of Ames	D0203-LWNO-024	Purchase battery electric buses and chargers	2,359,072
IA	City of Ames	D0203-LWNO-023	Replace aged transit facility and replace diesel buses with battery electric buses.	23,260,546
IL	Illinois State Tollway Authority	D0203-LWNO-027	Purchase hybrid electric buses	6,835,394
IL	Illinois State Tollway Authority on behalf of 24	D0203-LWNO-025	Purchase battery electric vans and associated charging infrastructure for 24 subrecipients.	12,299,377
IL	Illinois State Tollway Authority	D0203-LWNO-025	Purchase hybrid electric buses	4,094,652
IL	Illinois State Tollway Authority	D0203-LWNO-028	Purchase hybrid electric buses	19,040,336
IN	Indianapolis Transit Authority	D0203-LWNO-029	Purchase battery electric buses	7,305,528
IN	Indianapolis Transit Authority	D0203-LWNO-030	Purchase battery electric buses and charging infrastructure; build out microgrid; re-tool the maintenance program and provide workforce development.	71,439,261
IN	Indianapolis Transit Authority	D0203-LWNO-033	Purchase hybrid electric buses and maintenance facility improvements.	2,212,747
IN	Lowell Regional Transit Authority	D0203-LWNO-032	Purchase hybrid electric buses	6,859,296
IN	Southeastern Regional Transit Authority	D0203-LWNO-034	Purchase hybrid electric buses	11,560,000
MA	The Brockton Area Transit Authority	D0203-LWNO-031	Purchase battery electric buses and related charging infrastructure.	10,694,736
MD	University of Maryland, College Park	D0203-LWNO-035	Purchase battery electric buses and related charging infrastructure.	39,863,156
MI	Interurban Transit Partnership	D0203-LWNO-036	Purchase CNG buses	6,197,180
MN	Metro Transit	D0203-LWNO-037	Purchase battery-electric buses to replace diesel buses, as well as chargers, maintenance equipment, and workforce development.	17,532,900
MN	Minnesota Department of Transportation on behalf of 2 rural transit agencies.	D0203-LWNO-038	Purchase propane buses and supporting fueling infrastructure.	1,456,970
MN	White Earth Reservation Business Committee	D0203-LWNO-039	Bus replacement with fareboxes	6,859,296
MS	City of Hattiesburg	D0203-LWNO-040	Replace diesel buses with battery electric buses and purchase associated charging infrastructure.	6,455,325
MS	Coast Transit Authority dba MS Coast Transportation Authority	D0203-LWNO-041	Purchase propane buses	1,760,000
MT	Missoula Urban Transportation District	D0203-LWNO-042	Replace the current operations facility with a new Maintenance Operations Administration Base.	39,142,124
NC	Cape Fear Public Transportation Authority	D0203-LWNO-045	Purchase CNG buses	2,860,250
NC	North Carolina Department of Transportation on behalf of ICTPA.	D0203-LWNO-044	Construction of an operations and maintenance facility for propane vehicles.	3,306,967
NC	Research Triangle Regional Public Transportation Authority.	D0203-LWNO-043	Purchase charging equipment and associated facility rehabilitation.	1,672,000

FL	City of Ocala	D2023-LWNO-020	Purchase battery electric buses and associated charging and facility upgrades, including expansion of existing maintenance facility.	16,166,822
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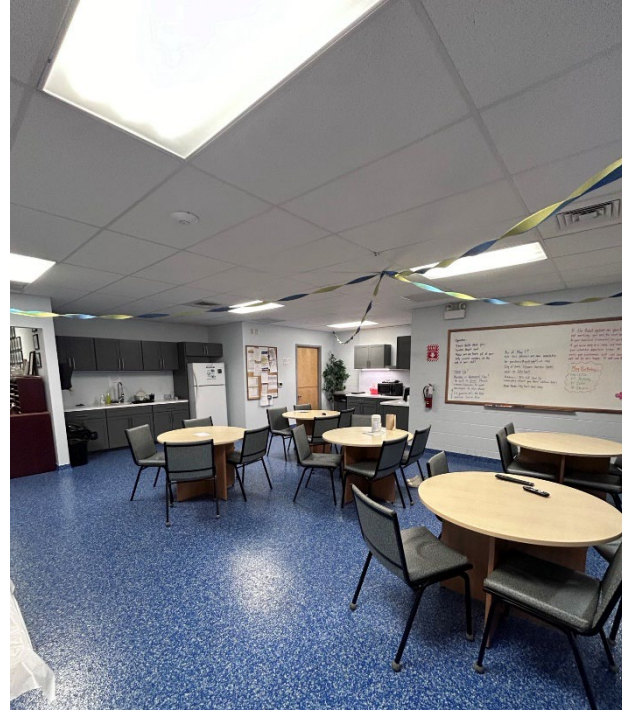


# Dedicated BEBs Maintenance Facility

- Two 40-foot Bus Service Bays
- State-of-the-Art Electric Bus Maintenance Infrastructure
  - Door/ceiling upgrade
  - Power infrastructure upgrade
  - Overhead lifting and fall protection equipment
  - Best charging practices and equipment
  - High-voltage PPEs







01.29.2021 10:08AM

# SunTran Building Renovation

- Major Project Timeline:
  - Project Start: 06/19/2023
  - Project End: 11/11/2023

# FTA Triennial Review Results -- 2023



- Examine recipient performance and adherence to current FTA requirements and Policies
- Final results of the review:
  - ❑ No deficiencies were found
  - ❑ Recommendations were provided:
    - i. Update the procurement policy to include missing federal clauses
    - ii. Attend procurement training classes (procurement department)
- Major remedies performed:
  - ❑ Procurement staff attended FTA Region IV training.
  - ❑ Revised the clauses and created Purchase Order templates for the various procurement types with the applicable clauses.
  - ❑ Procurement manual was revised.





# FDOT Triennial Review -- 2024



- Determine compliance with the provisions of FDOT's State Management Plan (SMP)

- Cover the following major topics:

- General Information
- Asset Inventories
- Financial Management Documentation
- Procurement Policies
- Employment Policies
- System Safety Program Plan (SSPP)
- Vehicle Maintenance Record



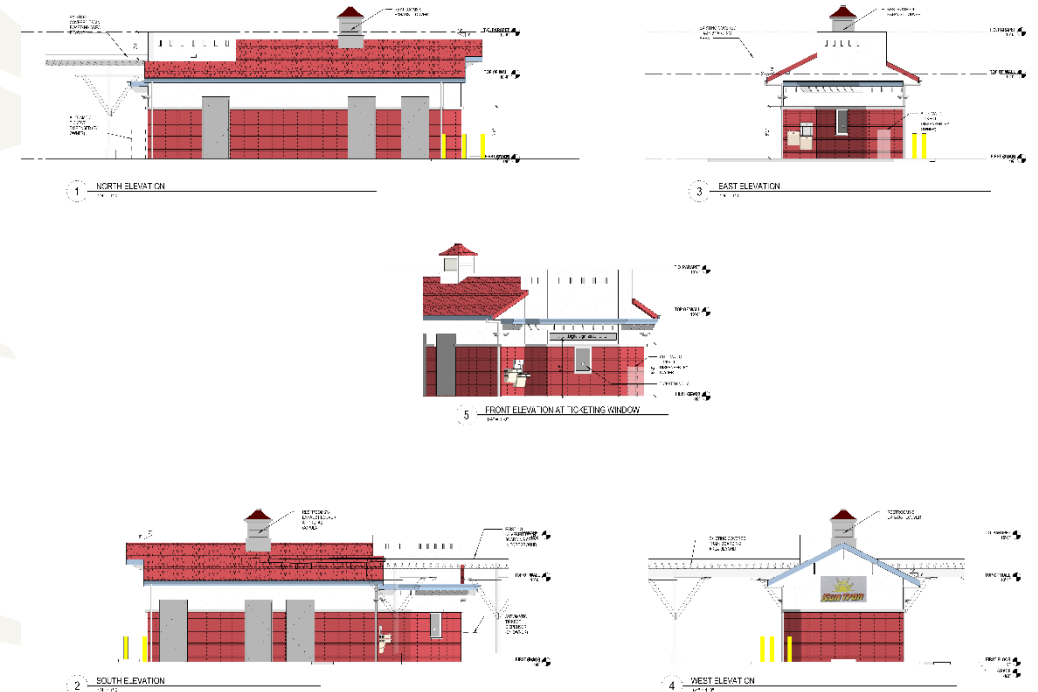
- Final Results:

- Deficiencies were found on Vehicle Maintenance & Safety and Security.
- Remedies were developed to address these deficiencies.
- Final remedies were submitted to FDOT by 07/19/2024.

# Downtown Transfer Station New Restrooms/Ticketing Kiosk

## Major project timeline/milestones:

- Recommended changes on layout of the plan
- Change of the project location due to potential conflict with the underground power lines
- Completion of 100% construction plan
- Submission of 100% construction plan to the City building department on 06/03/2024
- Grant funding for the construction of the restroom and ticketing kiosk is pending approval from FTA



# 23 Bus Stop Shelter Improvements

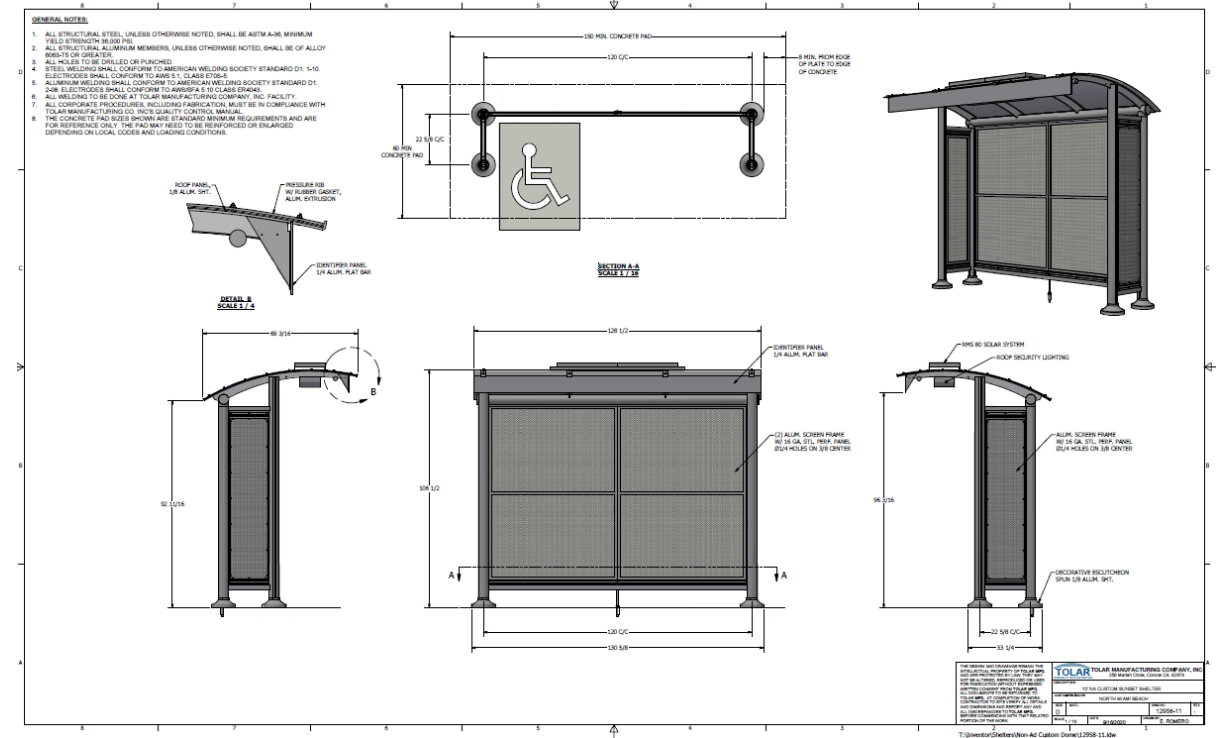


## Existing Project Status

- Site Plan completed for 23 bus stops
- Easement requests to project locations that need additional ROW are being processed
- Grant funding for the construction of the bus stop shelters is pending approval from FTA

## Next Steps

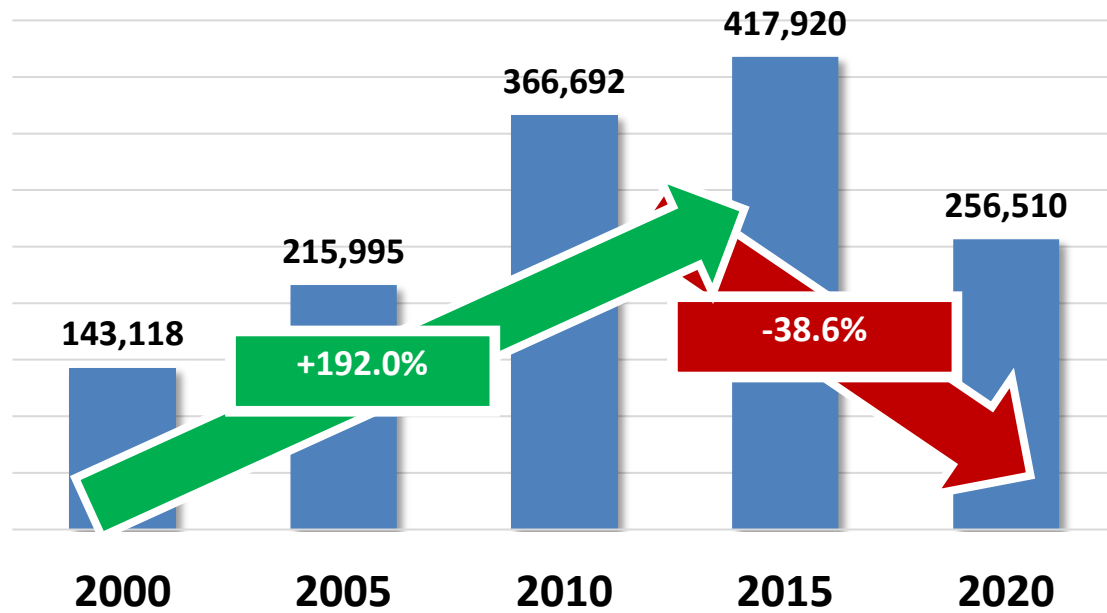
- Obtain building permit through city
- Find and select contractor
- Start construction in 2025.



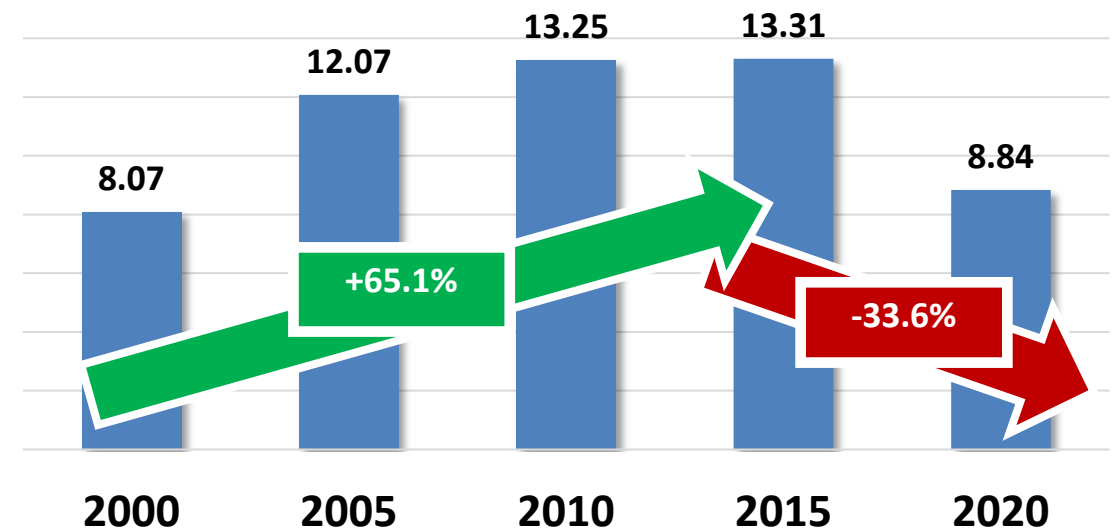
# Key Performance Indicators Update



### Ridership (FY)



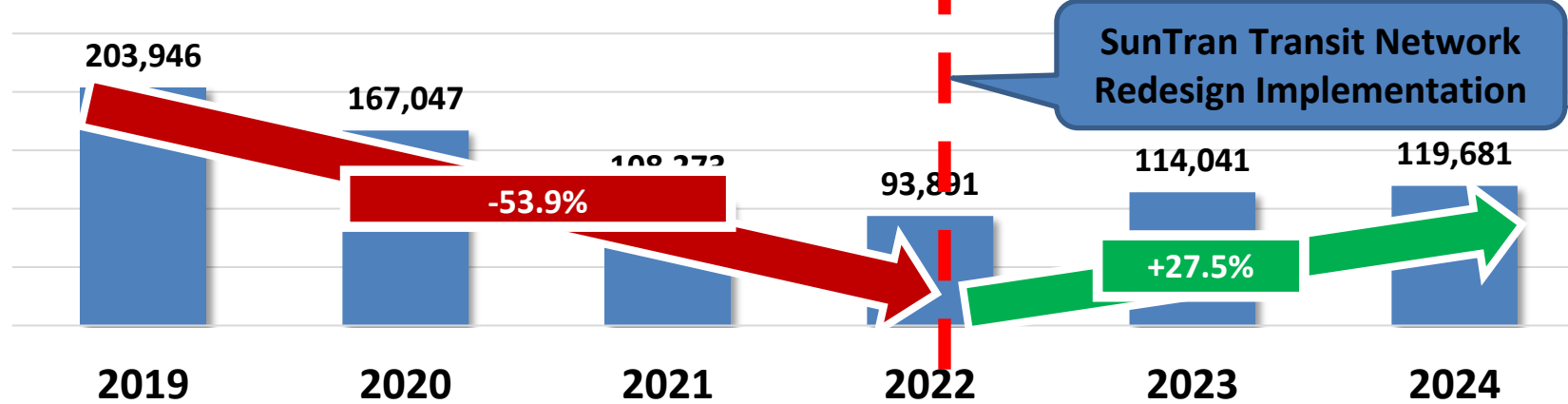
### Riders per Revenue Hour (FY)



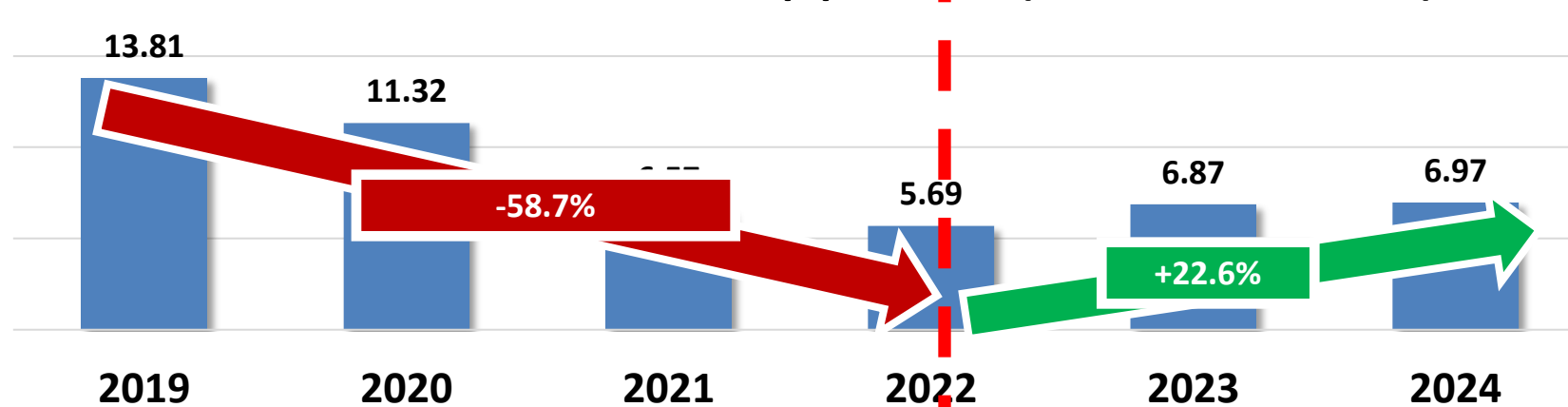
# Key Performance Indicators Update



### Oct – Mar Combined Ridership (FY 2019 – FY 2024 )



### Oct – Mar Combined Ridership per Hour (FY 2019 – FY 2024 )



# What is Next?



**APPROVAL OF THE  
CONSTRUCTION PLANS FOR  
THE DOWNTOWN TRANSFER  
STATION NEW  
RESTROOM/TICKETING KIOSK**



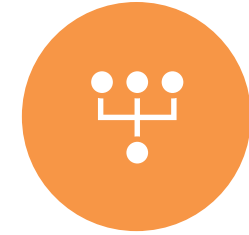
**COMPLETE THE EASEMENT  
REQUESTS FOR SELECT BUS  
STOP SHELTER SITES**



**START THE DOWNTOWN  
CIRCULATOR SERVICE IN 2025**



**START THE PROJECT  
IMPLEMENTATION FOR FY  
2023 LOW OR NO GRANT  
PROGRAM**



**FINALIZE THE FY 2023 5307  
CAPITAL AND OPERATING  
ASSISTANCE GRANT**



**FINALIZE THE SECTION 5307  
CONSOLIDATED CAPITAL  
GRANT  
FY 2019 – FY 2021**



**START CONSTRUCTION ON  
THE BUS SHELTERS IN 2025**



**START CONSTRUCTION ON  
THE KIOSK FACILITY IN 2024**

Thank You!







**TO: Board Members**

**FROM: Sara Brown, Transportation Planner**

**RE: 2024 Traffic Counts Report and the Commitment to Zero Dashboard Update and 2024 Annual Summary Report**

---

### **Summary**

In July 2024, the TPO published the 2024 Traffic Counts Report and Online Map. The report is a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala, and the Florida Department of Transportation (FDOT).

The 2024 Traffic Counts Report is attached with this memo, and may also be found on the TPO website: <https://ocalamariontpo.org/transportation-statistics/>

The Online Map may be found at:  
<https://www.arcgis.com/apps/dashboards/00c6a83faec1494e8dcf1991f3e0c4d3>

Earlier this month, as part of the Commitment to Zero Safety Action Plan, the TPO has updated the online, interactive dashboard and annual summary report. Both tasks are part of the TPO's commitment to maintain education and awareness for transportation safety in Marion County.

### **Commitment to Zero Dashboard Update**

The updated Commitment to Zero Dashboard can be viewed using this link:  
<https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a>

This Dashboard is meant to provide a public-friendly resource view of the most recent five years of crash data (2019-2023) for fatal and serious injury crashes. The Dashboard has a number of features, such as changing the map display to an aerial background; selecting crashes by year, severity, and crash type; viewing crash types, light condition, weather condition, and road condition; among others. The Dashboard will continue to be updated annually to include the most recent five-year period, along with any refinements and

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

improvements. Ongoing feedback will be most welcomed to ensure the Dashboard remains accessible and of value to the community.

### **Commitment to Zero Annual Report**

The Commitment to Zero 2024 Annual Safety Summary Report provides an in-depth summary of crash statistics over the most recent five-year period (2019-2023) in Marion County. The report includes key statistics like total crashes, crash types, crash severity by year, top frequently locations, and detailed information about the users.

The updated Commitment to Zero Annual Report and Executive Summary can be viewed using this link: <https://ocalamariontpo.org/transportation-statistics/>

### **Attachment(s)**

- 2024 Traffic Counts Report
- Commitment to Zero 2024 Annual Safety Summary Report
- Commitment to Zero 2024 Annual Safety Executive Summary

If you have any questions, please contact me at: 352-438-2632.



# 2024 Traffic Counts Report

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[www.ocalamariontpo.org](http://www.ocalamariontpo.org)

## Board Members

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**Kristen Dreyer**, Chair  
City of Ocala

**Carl Zalak, III**, Vice-Chair  
Marion County

**Ire Bethea, Sr.** - City of Ocala

**Kathy Bryant** - Marion County

**Craig Curry** - Marion County

**Ray Dwyer** - City of Belleview

**James Hilty** - City of Ocala

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**Barry Mansfield** - City of Ocala

**Mayor Ben Marciano** - City of Ocala

**Matt McClain** - Marion County

**Michelle Stone** - Marion County

**John Tyler, P.E.** - FDOT Secretary (Non-Voting)

*Cover Images: (Top) East Silver Springs Boulevard (SR 40), (Middle) SW 27<sup>th</sup> Avenue, (Bottom), SW 42<sup>nd</sup> Street*

## Agency Partners

---

**Marion County**  
**Tommy Tieche**  
Traffic Engineering

**City of Ocala**  
**Nick Blizzard**  
Traffic System Manager

**Mike Roberson**  
Signal Technician II

**Florida Department of Transportation (FDOT)**  
**Cheryl Burke**  
Data Collection Manager

## TPO Staff

---

**Rob Balmes, AICP CTP**  
Director

**Sara Brown**  
Transportation Planner

**Shakayla Irby**  
Administrative Specialist III/ Social Media Coordinator

**Liz Mitchell**  
Grants Coordinator/Fiscal Planner



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Count Station Types .....	5
Example Traffic Count Table .....	6
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(Top) CR 316 bridge over I-75, (Bottom) SE Maricamp Rd (SR 464) at SE 36<sup>th</sup> Ave

# INTRODUCTION

The Ocala Marion Transportation Planning Organization (TPO) has published the 2024 Traffic Counts Report to provide the public with a summary of traffic volumes on major roadways in Marion County. Traffic counts in this report were recorded over a five-year period from 2019 to 2023. Each count also indicates the agency that collected the count, the span of time over which the count was taken and the average annual percent change. Counts are listed in alphabetical order by roadway in the report tables.

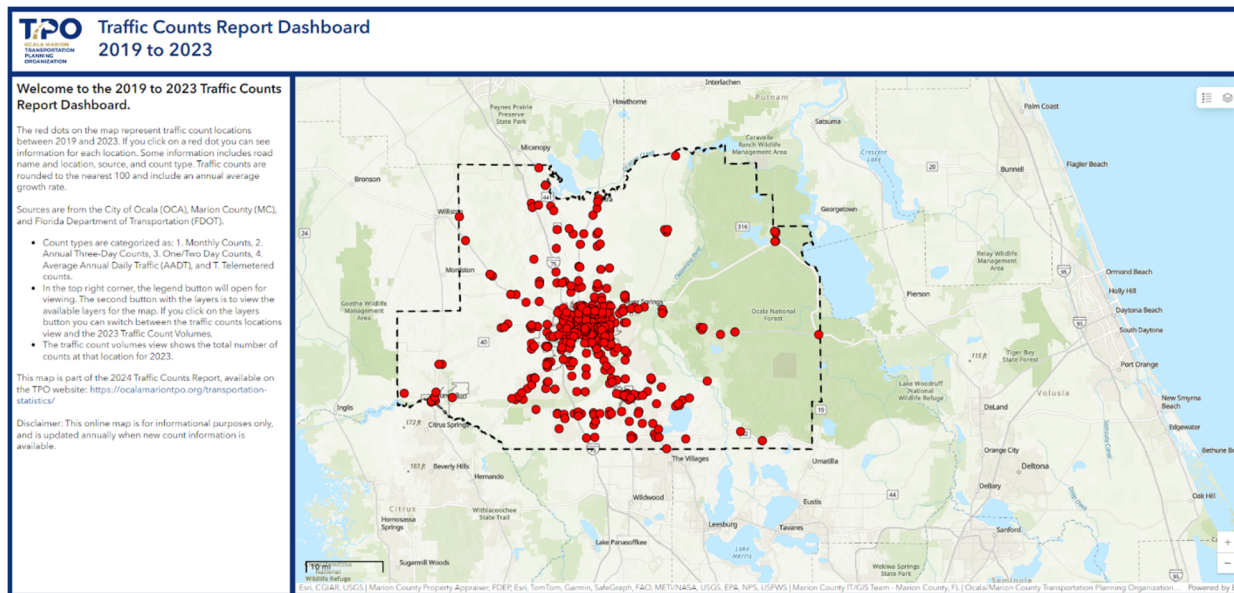
A traffic count indicates the number of vehicles that pass over a point on a particular section of road. Traffic counts taken at the same location over multiple years help provide a better understanding as to how the volume of traffic is changing along a particular roadway. This information may also help determine where future improvements to the transportation system are needed. Additionally, this data informs land-use development, transportation decision-making and the TPO's Congestion Management Process (CMP).

## [Traffic Counts Online Map](#)

The traffic counts may also be accessed online at the **TPO's Interactive Traffic Count Map**:

<https://marioncountyfl.maps.arcgis.com/apps/dashboards/00c6a83faec1494e8dcf1991f3e0c4d3>

The online interactive map provides the locations of all traffic counts in this report, including a five-year history and average annual percentage change.





## DATA SOURCES

The 2024 Traffic Count Report contains traffic counts for locations in the cities of Belleview, Dunnellon, Ocala, and the unincorporated areas of Marion County. All traffic counts have been collected by one of three sources: City of Ocala, Marion County, or the Florida Department of Transportation (FDOT). Counts collected by Marion County are raw count data. Counts by the City of Ocala are a combination of raw and adjusted counts. Data collected by FDOT are all adjusted using seasonal and axle factors, resulting in Annual Average Daily Traffic (AADT) volumes. Seasonal factors are used to adjust data so that counts taken at different times of the year can be compared accurately. Axle factors are used to adjust axle counts into vehicle counts. Please note that all traffic counts in this report were rounded to the nearest 100.

### Count Station Types

There are two main types of count station facilities that are used to record traffic volumes: 'Temporary' stations and 'Permanent' stations.

#### **Temporary Stations**

The majority of all count stations in Marion County are temporary count stations. These sites feature a portable count computer and pneumatic tubes that are taped across the roadway. When driven over, a burst of air pressure is sent through the tube to the counter. For each vehicle that passes over the tubes, the counter records the time of occurrence.



#### **Permanent Stations**

Permanent count stations are sites that feature infrastructure that has been installed into the roadway surface. 'Loops' replace the use of pneumatic tubes used in temporary stations. These subsurface loops are fixed and can be connected to a portable count computer or a permanent cabinet. These stations allow for basic counts, and the capability to determine vehicle class and speed.





## EXAMPLE TRAFFIC COUNT TABLE

	<span style="border: 1px solid black; border-radius: 50%; padding: 2px 5px;">1</span>	<span style="border: 1px solid black; border-radius: 50%; padding: 2px 5px;">2</span>						<span style="border: 1px solid black; border-radius: 50%; padding: 2px 5px;">3</span>	<span style="border: 1px solid black; border-radius: 50%; padding: 2px 5px;">4</span>
Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)	
Baseline Extension									
SE 110th St to US 441	MC	3	5,700	4,700	4,500	4,800	4,900	-3.5%	
CR 200A									
N of NE 35th Street	MC	3	8,800	8,300	8,600	9,400	9,500	2.2%	
N of NE 49th Street	MC	3	7,500	8,300	7,800	7,800	7,700	0.9%	

1. **Source:** Agency responsible for collecting the traffic count.

**FDOT** – Florida Department of Transportation

**MC** – Marion County

**OCA** – City of Ocala

2. **Count Type:** Span of time when the count was taken.

1 = **Monthly Count:** A series of 24-hour counts taken on a Tuesday, Wednesday or Thursday once per month for a year.

2 = **Annual Three-Day Count:** The average of three 24-hour counts.

3 = **One/Two-Day Count:** A single 24 to 48-hour count, taken Monday through Thursday.

4 = **Average Annual Daily Traffic (AADT):** FDOT AADT volumes published annually.

T = **Telemetered:** Permanent FDOT continuous traffic count location. There are currently five in Marion County.

3. **Traffic Count:** Numbers are rounded to the nearest 100.

**'NC'** is indicated when there is no traffic count available due to a reporting error, the count is being phased out, or there was construction or maintenance that interfered with the counting process.

4. **Average Annual Growth Rate (Percent):**

The growth rate is derived by calculating the sum of the average annual growth rates over the five-year period.

**'N/A'** is provided for count locations with limited historical counts to calculate an average annual growth rate over the five-year period.

## TRAFFIC COUNTS

This Report includes traffic counts from 2019 to 2023 on the following roadways located in the cities of Belleview, Dunnellon, Ocala and unincorporated areas of Marion County. The roadways are listed in alphabetical order.

- |  |  |   |   |  |
|--|--|---|---|--|
| <ul style="list-style-type: none"> <li>• Baseline Extension</li> <li>• CR 25</li> <li>• CR 25A</li> <li>• CR 40</li> <li>• CR 42</li> <li>• CR 200A</li> <li>• CR 225</li> <li>• CR 225A</li> <li>• CR 312</li> <li>• CR 314</li> <li>• CR 314A</li> <li>• CR 315</li> <li>• CR 316</li> <li>• CR 318</li> <li>• CR 328</li> <li>• CR 329</li> <li>• CR 464</li> <li>• CR 464A</li> <li>• CR 464B</li> <li>• CR 464C</li> <li>• CR 467 (SE 36th Avenue)</li> <li>• CR 475</li> </ul> | <ul style="list-style-type: none"> <li>• CR 475A</li> <li>• CR 475B</li> <li>• CR 484</li> <li>• CR/SR 35</li> <li>• CR/SR 326</li> <li>• Fort King Street</li> <li>• I-75</li> <li>• Magnolia Avenue</li> <li>• Marion Oaks Boulevard</li> <li>• Marion Oaks Course</li> <li>• Marion Oaks Drive</li> <li>• Marion Oaks Manor</li> <li>• Marion Oaks Trail</li> <li>• MLK Jr. Avenue</li> <li>• NE 2nd Street</li> <li>• NE 3rd Street</li> <li>• NE 7th Street</li> <li>• NE 8th Avenue</li> <li>• NE 8th Avenue Road</li> </ul> | <ul style="list-style-type: none"> <li>• NE 12th Avenue</li> <li>• NE 17th Avenue</li> <li>• NE 19th Avenue</li> <li>• NE 24th Street</li> <li>• NE 25th Avenue</li> <li>• NE 25th Avenue</li> <li>• NE 28th Street</li> <li>• NE 49th Street</li> <li>• NE 97th Street Road</li> <li>• NE 100th Street</li> <li>• NE 175th Street Road</li> <li>• NE Jacksonville Road</li> <li>• NE Watula Avenue</li> <li>• NE/SE 25th Avenue</li> <li>• NE/SE 36th Avenue</li> <li>• NW 3rd Street</li> <li>• NW 21st Street</li> <li>• NW 22nd Street</li> </ul> | <ul style="list-style-type: none"> <li>• NW 30th Avenue</li> <li>• NW 35th Avenue Road</li> <li>• NW 44th Avenue</li> <li>• NW 60th Avenue</li> <li>• NW 80th Avenue</li> <li>• NW 110th Avenue</li> <li>• NW/NE 28th Street</li> <li>• NW/NE 35th Street</li> <li>• NW/NE 35th Street</li> <li>• NW/SW 27th Avenue</li> <li>• NW/SW 38th Avenue</li> <li>• Powell Road</li> <li>• SE 1st Avenue</li> <li>• SE 3rd Avenue</li> <li>• SE 8th Street</li> <li>• SE 10th Street</li> <li>• SE 11th Avenue</li> </ul> | <ul style="list-style-type: none"> <li>• SE 17th Street</li> <li>• SE 18th Avenue</li> <li>• SE 22nd Avenue</li> <li>• SE 24th Street</li> <li>• SE 25th Avenue</li> <li>• SE 30th Avenue</li> <li>• SE 31st Street</li> <li>• SE 38st Street</li> <li>• SE 44th Avenue Road</li> <li>• SE 52nd Street</li> <li>• SE 62nd Street</li> <li>• SE 73rd Street</li> <li>• SE 80th Street</li> <li>• SE 92nd Loop</li> <li>• SE 92nd Place Road</li> <li>• SE 95th Street</li> <li>• SE 100th Avenue</li> <li>• SE 110th Street</li> <li>• SE 110th Street Road</li> <li>• SE 114th Street</li> </ul> |
|--|--|---|---|--|

- Road
- SE 132nd Street
- SE 135th Street
- SE 147th Street/147th Place
- SE Oak Road
- SE Watula Avenue
- SE/SW 32nd Street
- South Magnolia Avenue
- SR 19
- SR 35
- SR 40
- SR 200
- SR 464
- SR 492
- Sunset Harbor Road
- SW 1st Avenue
- SW 17th Street Extension (SW 10th Street & SW 13th Street)
- SW 17th Street Extension
- SW 19th Avenue Road
- SW 20th Street

- SW 27th Avenue
- SW 32nd Avenue/SW 34th Street
- SW 33rd Avenue
- SW 37th Avenue
- SW 38th Avenue
- SW 38th Street
- SW 42nd Street (CR 475C)
- SW 44th Avenue
- SW 49th Avenue
- SW 60th Avenue
- SW 62nd Avenue Road
- SW 66th Street
- SW 80th Avenue
- SW 90th Street
- SW 95th Street Road/SW 95th Street
- SW 103rd Street Road
- SW 180th Avenue Road
- US 27
- US 41
- US 301

- US 441
- W Broadway Street
- West Anthony Road

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>Baseline Extension</b>								
SE 110th St to US 441	MC	3	5,700	4,700	4,500	4,800	4,900	-3.3%
<b>CR 25</b>								
E of SR 35	MC	3	11,700	11,000	9,000	9,800	9,100	-5.6%
W of SR 35	MC	3	10,900	10,100	NC	NC	NC	N/A
E of SE 110th Street Road	MC	3	11,900	11,400	6,000	6,600	5,900	-13.0%
W of CR 464	MC	3	6,300	6,300	5,500	6,000	5,700	-2.2%
E of CR 464	MC	3	7,900	7,900	7,500	7,700	7,300	-1.9%
S of CR 42	MC	3	11,300	11,200	10,800	11,200	10,400	-2.0%
<b>CR 25A</b>								
N of SR 326	MC	3	8,700	6,500	7,700	8,100	8,500	0.8%
S of NW 63rd Street	MC	3	5,000	6,100	5,000	5,300	5,400	3.0%
S of CR 316	MC	3	2,300	2,400	5,300	3,000	4,000	28.8%
<b>CR 40</b>								
E of CR 336	MC	3	NC	2,500	2,600	3,400	3,700	N/A
W of US 41	MC	3	3,800	5,000	4,000	3,700	4,200	4.4%
<b>CR 42</b>								
E of CR 450	MC	3	4,600	4,700	4,100	4,800	5,000	2.7%
W of US 441	MC	3	8,800	8,400	20,200	17,900	17,600	30.7%
E of CR 475	MC	3	4,800	5,100	5,200	5,200	4,700	-0.4%
E of US 301	MC	3	15,700	14,100	17,400	17,400	15,300	0.3%
E of US 441	MC	3	10,300	10,700	12,000	13,200	12,500	5.2%
W of SE 182nd Avenue Road	MC	3	7,100	10,100	10,600	10,600	10,900	12.5%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>CR 200A</b>								
S of SR 326	MC	3	6,300	6,100	6,900	6,900	7,000	2.8%
N of NE 49th Street	MC	3	7,500	8,300	7,800	7,800	7,700	0.8%
N of NE 35th Street	MC	3	8,800	8,300	8,600	9,400	9,500	2.1%
S of NE 35th Street	MC	3	11,900	9,800	11,500	10,600	10,600	-2.0%
US 441 to Magnolia Avenue	FDOT	2	7,700	9,200	NC	NC	10,000	N/A
N of SR 326	MC	3	10,000	2,700	10,700	10,000	11,000	56.7%
S of CR 316	MC	3	4,600	8,000	5,500	5,600	5,800	12.0%
S of CR 329	MC	3	5,500	7,100	5,700	6,600	6,800	7.0%
<b>CR 225</b>								
N of US 27	MC	3	1,200	1,000	1,000	1,400	1,400	5.8%
<b>CR 225A</b>								
N of CR 326	MC	3	3,000	3,300	2,900	3,100	3,000	0.4%
S of CR 326	MC	3	7,400	7,900	5,000	5,200	5,300	-6.0%
N of US 27	MC	3	7,400	6,700	7,200	7,000	7,100	-0.8%
N of NW 110th Street	MC	3	2,700	2,700	4,800	2,700	2,500	6.7%
<b>CR 312</b>								
E of CR 475A	MC	3	2,600	2,200	2,700	2,900	3,100	5.4%
<b>CR 314</b>								
W of SR 35	MC	3	5,300	5,500	5,400	5,700	5,300	0.1%
E of SR 35	MC	3	6,300	6,500	5,400	7,300	7,100	4.7%
W of SR 19	MC	3	3,400	4,400	3,700	3,400	3,700	3.6%
N of SR 40	MC	3	2,700	2,400	3,500	3,100	3,600	9.9%
S of SR 40	MC	3	1,800	2,400	2,200	1,900	2,200	6.8%
<b>CR 314A</b>								
S of SR 40	MC	3	5,500	5,100	5,600	4,700	5,500	0.9%
E of CR 464C	MC	3	3,900	3,400	5,000	5,000	4,800	7.6%
N of SR 40	MC	3	2,300	2,300	2,400	1,800	2,200	0.4%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>CR 315</b>								
S of CR 21 Putnam Co Line	MC	3	3,000	4,600	4,100	4,400	4,400	12.4%
S of CR 316	MC	3	3,900	3,900	4,100	4,300	4,800	5.4%
N of SR 40	MC	3	3,300	3,700	3,900	3,900	4,600	8.9%
<b>CR 316</b>								
E of CR 200A	MC	3	2,500	2,600	2,300	2,300	2,400	-0.8%
W of CR 315	MC	3	2,700	2,400	3,200	2,800	2,900	3.3%
E of CR 315	MC	3	3,300	6,700	4,200	4,300	4,600	18.8%
W of SR 19	MC	3	2,100	2,400	1,700	1,800	1,800	-2.2%
W of US 441	MC	3	1,800	1,600	1,400	1,300	1,400	-5.8%
<b>CR 318</b>								
W of US 301	MC	3	3,700	3,700	3,300	3,800	3,800	1.1%
E of CR 335	MC	3	1,900	2,200	2,200	2,400	2,500	7.3%
W of I-75	MC	3	1,400	1,100	3,500	4,500	4,100	54.1%
E of I-75	MC	3	4,400	4,000	4,700	5,800	5,800	8.0%
<b>CR 328</b>								
N of SR 40	MC	3	3,100	5,100	5,300	5,600	5,700	19.0%
<b>CR 329</b>								
E of US 441	MC	3	5,700	6,200	5,300	5,200	5,000	-2.9%
E of CR 200A	MC	3	4,800	4,400	5,100	4,100	4,300	-1.8%
W of CR 25A	MC	3	1,700	1,400	1,900	2,100	1,900	4.8%
<b>CR 464</b>								
E of SR 35	MC	3	39,800	35,900	34,400	34,000	34,400	-3.5%
W of Oak Road	MC	3	15,100	12,800	16,000	15,300	15,000	0.9%
W of SE 108th Terrace Road	MC	3	8,600	7,100	8,700	9,100	9,600	3.8%
N of CR 25	MC	3	3,900	3,000	3,000	2,700	2,800	-7.3%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>CR 464A</b>								
SE 31st to SE 38th Street	OCA	2	NC	NC	5,800	6,200	6,100	N/A
SE 31st Street to SR 464	OCA	2	NC	NC	8,800	10,500	9,700	N/A
SE 11th Avenue to SE 24th Road	OCA	3	NC	NC	9,300	10,300	10,000	N/A
<b>CR 464B</b>								
W of NW 110th Avenue	MC	3	2,200	3,000	3,200	3,300	3,100	10.0%
<b>CR 464C</b>								
E of SE 141st Terrace Road	MC	3	4,700	4,900	4,800	5,200	4,800	0.7%
<b>CR 467 (SE 36th Avenue)</b>								
S of SE 95th Street	MC	3	4,100	4,700	4,600	5,600	5,200	6.8%
N of CR 484	MC	3	4,700	5,400	6,000	5,800	5,600	4.8%
S of CR 484	MC	3	4,200	4,400	4,500	4,900	4,700	3.0%
<b>CR 475</b>								
N of SE 52nd Street	MC	3	7,800	7,900	8,000	9,200	8,500	2.5%
N of CR 328	MC	3	6,500	6,600	7,200	7,900	7,200	2.9%
N of CR 312	MC	3	6,400	7,000	7,600	8,400	7,400	4.1%
N of CR 484	MC	3	5,300	5,500	5,500	6,000	6,500	5.3%
S of CR 484	MC	3	5,600	5,500	5,400	5,900	5,900	1.4%
S of CR 475A	MC	3	8,500	8,000	9,000	9,000	9,100	1.9%
<b>CR 475A</b>								
N of SW 66th Street	MC	3	12,400	12,200	13,600	13,700	16,000	6.8%
S of SW 66th Street	MC	3	9,500	7,200	10,300	10,200	10,500	5.2%
E of CR 475	MC	3	2,700	1,600	1,500	2,000	2,100	-2.2%
W of US 301/SR 35	MC	3	2,400	2,700	2,200	2,100	2,300	-0.3%
W of CR 475B	MC	3	6,100	6,800	6,800	7,100	6,700	2.6%
N of CR 484	MC	3	6,900	6,800	7,100	8,000	7,200	1.4%
S of CR 484	MC	3	6,200	5,700	5,800	5,700	4,600	-6.8%



Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>CR 475B</b>								
W of CR 475	MC	3	3,700	2,600	11,000	4,900	5,400	62.0%
<b>CR 484</b>								
E of SR 200	MC	3	8,500	3,800	8,000	7,900	8,000	13.8%
W of I-75	MC	3	32,500	30,700	NC	NC	NC	N/A
E of I-75	MC	3	32,000	31,100	NC	NC	NC	N/A
E of CR 475A	MC	3	25,600	24,000	22,800	19,700	19,200	-6.8%
E of US 41	MC	3	9,400	9,800	9,400	9,400	9,800	1.1%
E of CR 475	MC	3	20,800	18,500	22,400	18,800	19,700	-0.3%
E of CR 467	MC	3	20,500	18,300	18,900	17,700	18,100	-2.9%
W of US 441	MC	3	11,200	10,700	8,900	8,300	7,900	-8.2%
W of SR 200	MC	3	9,700	11,300	11,300	11,400	12,500	6.8%
<b>CR/SR 35</b>								
N of SR 40	MC	3	NC	5,600	9,300	9,400	9,100	N/A
S of SR 326	MC	3	5,100	5,800	2,500	5,800	5,600	21.3%
N of SR 326	MC	3	2,500	2,800	3,100	3,000	2,900	4.0%
<b>CR/SR 326</b>								
W of I-75	MC	3	7,200	7,700	7,200	7,400	7,200	0.1%
E of CR 200A	FDOT	4	11,800	11,600	11,800	12,100	12,500	1.5%
W of CR 35	MC	2	7,200	9,900	NC	NC	NC	N/A
N of SR 40	MC	4	4,000	3,600	3,600	3,600	NC	N/A
E of US 441	FDOT	4	11,800	11,600	11,800	11,400	11,800	0.0%
1 mi W of SR 25/US 441	FDOT	4	11,800	11,600	11,800	11,100	11,500	-0.6%
E of I-75	FDOT	4	22,000	20,500	20,500	20,500	25,500	4.4%
W of US 27	MC	3	3,500	3,800	4,700	5,200	5,000	9.8%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>Fort King Street</b>								
SE 25th Avenue to SE 36th Avenue	OCA	2	6,700	5,500	NC	7,400	NC	N/A
SE 1st Avenue to SE 11th Avenue	OCA	3	6,300	5,200	5,800	5,900	6,300	0.6%
SE 36th Avenue to SR 35	OCA	3	7,400	7,500	7,000	7,700	8,300	3.1%
SE 11th Avenue to SE 16th Avenue	OCA	2	6,800	4,600	5,000	5,700	6,400	0.7%
SE 16th Avenue to SE 25th Avenue	OCA	2	8,900	8,700	9,900	7,600	NC	N/A
SE 22nd Avenue to SE 25th Avenue	OCA	3	NC	NC	NC	NC	8,400	N/A
SE 16th Avenue to SE 22nd Avenue	OCA	3	NC	NC	NC	NC	8,300	N/A
SE 28th Avenue to SE 30th Avenue	OCA	3	NC	NC	NC	NC	8,100	N/A
<b>I-75</b>								
0.23 mi N of SW 66th Street (Telemetered)	FDOT	T	97,200	87,100	103,000	83,200	87,000	-1.7%
N of CR 318	FDOT	4	67,500	56,500	57,500	72,500	68,500	1.5%
N of SR 326	FDOT	4	66,000	61,500	62,500	68,500	68,000	0.9%
N of US 27	FDOT	4	74,000	69,500	84,500	80,500	81,500	3.0%
S of US 27	FDOT	4	83,000	78,000	91,000	87,500	95,500	4.0%
S of SR 40	FDOT	4	97,500	91,500	NC	90,000	95,500	N/A
From SR 44 to CR 484	FDOT	4	81,000	70,500	72,500	104,500	113,500	10.7%
<b>Magnolia Avenue</b>								
NW 14th Street to Jacksonville Road	OCA	2	NC	NC	3,200	3,200	3,200	N/A
NE 1st Avenue to SR 492	OCA	2	NC	NC	4,000	3,700	3,700	N/A
SR 492 to NW 14th Street	OCA	2	NC	3,500	3,900	3,900	3,600	N/A
<b>Magnolia Extension</b>								
SE 3rd Avenue to SW 10th Street	OCA	2	NC	NC	NC	NC	5,500	N/A
<b>Marion Oaks Boulevard</b>								
S of CR 484	FDOT	4	14,500	14,300	15,100	15,100	15,700	2.0%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>Marion Oaks Course</b>								
N of CR 484	MC	3	6,900	7,500	13,300	12,200	13,300	21.7%
S of CR 484	FDOT	4	NC	6,500	7,600	7,600	7,900	N/A
<b>Marion Oaks Drive</b>								
W of Marion Oaks Boulevard	FDOT	4	4,400	4,400	4,800	4,800	5,000	3.3%
<b>Marion Oaks Manor</b>								
W of Marion Oaks Drive	FDOT	4	1,800	1,800	2,200	2,200	2,200	5.6%
<b>Marion Oaks Trail</b>								
E of SW 73rd Avenue Road	FDOT	4	1,800	1,800	2,100	2,100	2,100	4.2%
<b>MLK Jr. Avenue</b>								
US 27 to SR 40	OCA	2	22,700	19,400	7,800	13,500	14,700	1.9%
US 27 to NW 22nd Street	OCA	2	8,300	8,600	7,700	8,100	8,800	1.7%
NW 22nd Street to NW 31st Street	OCA	3	3,300	7,200	6,600	7,600	7,500	30.9%
SR 40 to SR 200	OCA	2	21,400	19,900	13,600	16,300	17,900	-2.2%
SR 200 to SR 464	OCA	3	7,300	6,800	6,600	7,400	7,600	1.3%
<b>NE 2nd Street</b>								
NE 8th Avenue to NE 25th Avenue	OCA	3	1,400	2,400	2,400	2,600	1,600	10.3%
<b>NE 3rd Street</b>								
SR 40 to NE 25th Avenue	OCA	3	2,100	1,700	2,000	1,800	1,900	-1.5%
NE 8th Avenue to NE 25th Avenue	OCA	2	3,500	3,100	3,200	3,800	4,100	4.6%
<b>NE 7th Street</b>								
SR 40 to NE 36th Avenue	OCA	3	5,200	4,600	NC	NC	NC	N/A
NE 36th Avenue to City Limits	OCA	3	7,900	8,000	NC	NC	NC	N/A
<b>NE 8th Avenue</b>								
NE 14th Street to SR 40	OCA	3	11,300	9,100	6,900	7,100	7,700	-8.1%
<b>NE 8th Avenue Road</b>								
NE 24th Street to NE 14th Street	OCA	3	6,400	6,200	7,500	7,500	7,600	4.8%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>NE 12th Avenue</b>								
NE 14th Street to SR 40	OCA	2	NC	NC	NC	NC	1,700	N/A
<b>NE 17th Avenue</b>								
SR 492 to NE 3rd Street	OCA	2	2,200	2,100	2,200	2,100	1,600	-7.0%
<b>NE 19th Avenue</b>								
NE 24th Street to NE 14th	OCA	3	2,800	3,000	2,900	2,800	2,900	1.0%
<b>NE 24th Street</b>								
CR 200A to NE 25th Avenue	OCA	2	6,400	5,400	3,700	3,800	3,900	-10.4%
NE 25th Avenue to NE 36th	OCA	3	2,800	2,600	1,800	2,300	2,800	2.9%
<b>NE 25th Avenue</b>								
NE 14th Street to SR 40	FDOT	1	NC	NC	NC	NC	11,200	N/A
NE 14th Street to NE 24th Street	OCA	2	8,300	11,400	9,900	10,600	10,100	6.6%
NE 24th Street to NE 28th Street	OCA	3	9,200	8,800	8,000	7,900	7,500	-4.9%
SR 40 to NE 3rd Street	OCA	3	NC	NC	6,700	6,900	7,000	N/A
<b>NE 28th Street</b>								
CR 200A to NE 25th Avenue	OCA	3	NC	NC	NC	NC	5,200	N/A
<b>NE 49th Street</b>								
E of CR 200A	MC	3	3,400	3,800	3,600	3,700	3,900	3.7%
<b>NE 97th Street Road</b>								
E of NE 21st Avenue	MC	3	3,100	3,000	2,600	2,900	2,900	-1.3%
<b>NE 100th Street</b>								
E of US 441	MC	2	NC	NC	NC	NC	500	N/A
<b>NE 175th Street Road</b>								
E of US 301	MC	3	2,300	2,400	2,600	2,500	2,600	3.2%
<b>NE Jacksonville Road</b>								
N Magnolia Avenue to CR 200A	OCA		1,300	1,200	NC	NC	NC	N/A
<b>NE Watula Avenue</b>								
SR 40 to NE 3rd Street	OCA	2	300	1,000	1,000	700	1,200	68.7%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>NE/SE 25th Avenue</b>								
N of NE 49th Street	MC	3	3,700	3,300	3,100	3,500	3,400	-1.7%
S of NE 49th Street	MC	3	6,700	5,200	4,700	5,000	5,200	-5.4%
N of NE 28th Street	MC	3	8,400	8,800	7,600	7,900	7,600	-2.2%
SE Ft King to SR 464	OCA	2	18,400	16,700	18,300	18,100	18,600	0.5%
SR 40 to SE Ft King Street	OCA	2	14,500	9,800	14,300	13,400	21,000	16.0%
<b>NE/SE 36th Avenue</b>								
S of SR 326	MC	3	4,000	3,200	3,800	3,800	4,000	1.0%
N of NE 35th Street	MC	3	9,400	8,800	9,100	9,100	9,200	-0.5%
SE 31st Street to SE 38th Street	MC	3	7,400	8,300	5,700	6,000	5,700	-4.7%
SR 40 to NE Ft King Street	OCA	2	17,900	17,900	NC	NC	NC	N/A
SR 40 to NE 14th Street	OCA	2	15,100	15,500	15,700	15,000	16,600	2.5%
NE 21st Street to NE 35th Street	OCA	3	NC	NC	NC	12,500	13,200	N/A
NE 14th Street to NE 21st Street	OCA	3	NC	NC	11,400	12,100	11,500	N/A
SE 17th Street to SE 6th Street	OCA	2	NC	NC	18,500	17,200	18,600	N/A
SR 464 to SE 17th Street	OCA	3	15,500	13,900	7,400	NC	NC	N/A
SR 464 to SE 31st Street	OCA	3	NC	5,400	7,400	6,900	6,700	N/A
SE 24th Street to SE 17th Street	OCA	2	NC	NC	17,200	15,400	18,500	N/A
SE 6th Street to Fort King Street	OCA	2	16,600	15,800	18,700	18,200	17,800	2.2%
N of NE 97th Street Road	MC	3	2,000	1,700	1,600	1,900	2,000	0.8%
<b>NW 3rd Street</b>								
US 441 to Magnolia Avenue	OCA	3	1,800	1,500	1,700	NC	700	N/A
<b>NW 21st Street</b>								
MLK Jr. to NW 27th Avenue	OCA	3	1,700	1,900	1,600	1,900	1,700	1.0%
<b>NW 22nd Street</b>								
N ML King Avenue to US 441	OCA	3	2,700	2,900	NC	NC	NC	N/A
<b>NW 30th Avenue</b>								
SR 40 to US 27	OCA	3	1,900	3,700	NC	NC	NC	N/A

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>NW 35th Avenue Road</b>								
NW 21st Street to NW 35th Street	OCA	3	NC	NC	NC	NC	9,700	N/A
US 27 to NW 21st Street	OCA	3	NC	NC	NC	NC	8,900	N/A
<b>NW 44th Avenue</b>								
N of US 27	MC	3	8,900	8,200	8,700	9,700	10,600	4.8%
<b>NW 60th Avenue</b>								
N of SR 40	MC	3	9,700	10,000	11,600	10,800	12,900	7.9%
<b>NW 80th Avenue</b>								
N of SR 40	MC	3	5,400	4,800	7,000	7,300	7,600	10.8%
<b>NW 110th Avenue</b>								
N of SR 40	MC	3	3,800	7,800	4,800	5,400	5,700	21.2%
<b>NW/NE 28th Street</b>								
US 441 to NW 2nd Avenue	OCA	3	3,300	3,300	5,200	2,300	NC	N/A
NW 1st Avenue to Jacksonville Road	OCA	1	NC	16,500	NC	NC	NC	N/A
US 441 to CR 200A	OCA	3	NC	NC	NC	NC	3,300	N/A
<b>NW/NE 35th Street</b>								
W of NE 25th Avenue	MC	3	8,500	9,800	8,700	9,800	9,900	4.4%
E of NE 25th Avenue	MC	3	8,200	7,900	7,600	7,900	8,600	1.3%
E of NE 36th Avenue	MC	3	6,500	7,100	6,600	7,100	7,000	2.1%
W of NW 16th Avenue	MC	3	6,600	6,700	10,200	10,600	10,700	14.7%
W of US 441	MC	3	13,000	14,000	16,500	17,000	17,300	7.6%
W Anthony Road to NW 2nd Avenue	OCA	3	9,800	9,300	NC	NC	NC	N/A
<b>NW/SW 27th Avenue</b>								
US 27 to SR 40	OCA	2	20,500	20,300	30,400	25,800	24,400	7.1%
NW 21st Street to US 27	OCA	3	6,200	5,600	5,700	6,200	6,500	1.4%
SW 34th Street to SW 42nd Street	OCA	3	19,900	18,800	20,900	23,500	23,500	4.5%
<b>NW/SW 38th Avenue</b>								
S of US 27	MC	3	3,200	3,400	2,700	2,500	2,400	-6.4%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>Powell Road</b>								
W of US 41	MC	3	4,200	4,000	4,800	3,600	4,000	0.3%
<b>S Magnolia Avenue</b>								
SE 3rd Street to SE 8th Street	OCA	1	4,000	3,200	5,900	5,200	NC	N/A
<b>SE 1st Avenue</b>								
SW 10th Street to SE 8th Street	OCA	2	NC	NC	NC	NC	2,500	N/A
<b>SE 3rd Avenue</b>								
CR 464A to SR 464	OCA	3	5,700	2,900	4,600	3,500	4,300	2.1%
SR 464 to SE 23rd Place	OCA	3	3,600	4,400	2,700	2,700	3,300	1.5%
SE 8th Street to CR 464A	OCA	2	12,500	10,500	NC	NC	NC	N/A
<b>SE 8th Street</b>								
SE 36th Avenue to SE 52nd Court	OCA	3	2,000	1,800	1,900	2,100	2,300	3.9%
SE 3rd Avenue to SE 11th Avenue	OCA	3	1,400	1,900	NC	NC	NC	N/A
SE 1st Avenue to SE 3rd Avenue	OCA	3	2,800	2,400	NC	NC	NC	N/A
<b>SE 10th Street</b>								
US 441 to SE 1st Avenue	OCA	3	NC	NC	NC	NC	12,000	N/A
<b>SE 11th Avenue</b>								
SR 40 to SE Ft King Street	OCA	2	2,900	2,300	3,100	2,400	3,100	5.2%
SR 464 to CR 464A	OCA	3	2,400	1,400	2,100	2,000	2,000	0.9%
SE Ft King Street to SR 464	OCA	3	3,700	2,700	3,500	3,100	2,900	-3.8%
<b>SE 17th Street</b>								
SE 30th Avenue to SE 36th Avenue	OCA	3	3,400	4,600	5,400	5,200	5,400	13.2%
SE 25th Avenue to SE 30th Avenue	OCA	2	3,900	4,000	3,200	3,400	3,200	-4.3%
<b>SE 18th Avenue</b>								
SR 464 to SE 31st Street	OCA	2	8,600	6,500	8,600	8,300	9,000	3.2%
<b>SE 22nd Avenue</b>								
SE Ft King Street to SR 464	OCA	3	2,000	1,900	1,900	2,300	2,000	0.8%



Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SE 24th Street</b>								
SR 464 to SE 36th Avenue	OCA	3	9,600	8,200	9,600	10,100	9,400	0.2%
SE 36th Avenue to SE 44th Court	OCA	3	9,600	7,300	NC	NC	NC	N/A
<b>SE 25th Avenue</b>								
SE 14th Street to SR 464	OCA		NC	NC	NC	NC	18,600	N/A
SE 14th Street to Fort King	OCA	2	NC	NC	NC	NC	17,900	N/A
<b>SE 30th Avenue</b>								
SE Ft King Street to SE 17th Street	OCA	3	4,200	2,800	3,400	3,800	3,600	-1.4%
SR 464 to SE 17th Street	OCA	3	NC	NC	NC	NC	3,500	N/A
<b>SE 31st Street</b>								
CR 475 to US 441	OCA	2	NC	NC	18,400	24,100	25,400	N/A
US 441 to Lake Weir	OCA	2	18,300	19,200	23,900	17,900	18,100	1.4%
SE 36th Avenue to SR 464	OCA	2	NC	NC	7,800	7,800	5,400	N/A
SW 7th Avenue to CR 475	OCA	3	NC	NC	NC	NC	33,600	N/A
SE 22nd Avenue to SE 36th Avenue	OCA	3	NC	NC	NC	NC	7,600	N/A
<b>SE 38st Street</b>								
W of SE 36th Avenue	MC	3	6,000	6,400	5,400	5,400	5,200	-3.2%
<b>SE 44th Avenue Road</b>								
N of SE 52nd Street	MC	3	7,500	7,600	8,100	8,300	8,200	2.3%
<b>SE 52nd Street</b>								
E of US 441	MC	3	6,100	6,700	5,500	6,000	5,100	-3.5%
W of US 441	MC	3	3,100	3,000	3,100	3,400	3,300	1.7%
<b>SE 62nd Street</b>								
W of SE 30th Court (Before RxR)	MC		NC	NC	NC	NC	1,100	N/A
<b>SE 73rd Street</b>								
W of SE 36th Avenue (Before RxR)	MC		NC	NC	NC	NC	1,600	N/A
<b>SE 80th Street</b>								
W of US 441	MC	3	5,000	4,800	6,200	6,400	6,800	8.7%
E of US 441	MC	3	4,400	4,300	5,900	5,800	6,200	10.0%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SE 92nd Loop</b>								
SE 110th Street Road & E HWY 25	MC	3	NC	NC	8,100	12,300	12,500	N/A
<b>SE 92nd Place Road</b>								
E of US 441	MC	3	7,200	7,000	9,900	10,400	11,300	13.1%
<b>SE 95th Street</b>								
W of US 441	MC	3	5,700	6,000	6,500	6,800	6,700	4.2%
<b>SE 100th Avenue</b>								
S of CR 25	MC	3	5,400	5,100	4,700	5,000	4,500	-4.3%
<b>SE 110th Street</b>								
W of US 441	MC	3	5,800	5,600	6,500	6,600	6,100	1.6%
<b>SE 110th Street Road</b>								
E of Oak Road	MC	3	2,900	3,300	3,200	3,400	3,300	3.5%
<b>SE 114th Street Road</b>								
W of CR 464C	MC	3	3,600	4,200	4,500	5,000	4,800	7.7%
<b>SE 132nd Street</b>								
E of CR 484	MC	3	11,400	11,200	13,500	13,700	13,100	4.0%
W of US 441	MC	3	11,000	10,000	13,200	14,100	13,900	7.1%
<b>SE 135th Street</b>								
W of SE 80th Avenue (Before RxR)	MC		NC	NC	NC	NC	700	N/A
<b>SE 147th Street/147th Place</b>								
W of US 441	MC	3	4,400	5,500	4,800	5,600	5,300	5.9%
<b>SE Oak Road</b>								
S of CR 464	MC	3	3,500	5,000	5,100	5,300	5,200	11.7%
<b>SE Watula Avenue</b>								
SE Ft. King to 8th Street	OCA	3	4,300	4,600	4,100	4,500	3,500	-4.1%
Ft. King to SR 40	OCA	3	NC	NC	4,100	3,400	4,000	N/A
<b>SE/SW 32nd Street</b>								
CR 475 to US 441	OCA	2	NC	21,300	NC	18,400	NC	N/A

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SR 19</b>								
SE of CR 314	FDOT	4	1,900	1,900	1,900	2,200	2,200	3.9%
N of CR 316	FDOT	4	3,500	3,800	3,800	3,800	3,800	2.1%
N of SR 40	FDOT	4	1,700	1,900	1,900	1,900	2,000	4.3%
S of CR 316	FDOT	4	4,200	4,300	4,300	4,300	4,700	2.9%
<b>SR 35</b>								
S of SR 464	FDOT	4	26,000	26,000	27,000	26,500	27,500	1.4%
N of SR 464	FDOT	4	21,000	20,400	20,500	20,500	21,400	0.5%
N of SR 25	FDOT	4	11,800	12,400	12,600	12,600	14,500	5.4%
S of SR 40	FDOT	4	12,200	12,000	12,200	15,800	16,400	8.3%
N of SE 92nd	FDOT	4	26,000	26,000	27,000	26,500	27,500	1.4%
<b>SR 40</b>								
W of CR 314A	FDOT	4	13,400	13,200	13,400	13,000	13,600	0.4%
SE 183rd to Lake County	FDOT	4	6,300	6,100	6,300	5,200	5,400	-3.4%
NE 36th Avenue to City Limits	FDOT	4	22,500	22,500	21,800	22,100	22,300	-0.2%
E of NE 24th (Telemetered)	FDOT	T	21,700	20,200	21,800	22,100	22,300	0.8%
N Magnolia to NE 8th Avenue	FDOT	4	32,000	31,000	32,000	29,000	30,000	-1.5%
ML King to SW 27th Avenue	FDOT	4	25,500	23,000	23,000	23,000	21,500	-4.1%
SW 27th to SW 33rd	FDOT	4	34,000	33,000	32,500	32,500	30,000	-3.0%
E of CR 314A	FDOT	4	8,600	8,100	8,300	8,300	8,000	-1.7%
NE 25th Avenue to NE 36th	FDOT	4	24,500	24,500	25,000	28,500	29,500	4.9%
E of CR 314	FDOT	4	13,400	13,200	13,400	13,000	13,600	0.4%
NE of US 41	FDOT	4	8,800	8,200	8,400	8,400	8,600	-0.5%
W of I-75	FDOT	4	31,000	30,000	31,000	31,000	28,500	-2.0%
W of CR 225A	FDOT	4	20,500	18,700	19,100	19,100	20,200	-0.2%
NE 11th Avenue to NE 25th	FDOT	4	30,500	27,000	28,000	28,000	27,500	-2.4%
0.9 mi E of SR 35	FDOT	4	14,600	12,800	13,000	13,000	14,600	0.4%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SR 40 (cont.)</b>								
W of US 441	FDOT	4	19,300	19,200	19,800	20,500	21,400	2.6%
E of US 441	FDOT	4	32,000	31,000	32,000	29,000	30,000	-1.5%
E of CR 328	FDOT	4	16,400	16,200	16,600	17,200	17,900	2.2%
W of SW 60th Avenue	FDOT	3	21,300	23,600	21,500	22,500	23,500	2.7%
E of SR 326	FDOT	4	17,600	17,200	17,600	17,500	18,100	0.7%
<b>SR 200</b>								
SW MLK to US 441	FDOT	4	26,500	26,000	25,500	25,000	27,000	0.6%
SW 17th Street to SW ML King	FDOT	4	24,000	22,000	22,000	22,000	27,000	3.6%
SW 27th Avenue to SW 17th	FDOT	4	38,500	37,500	38,500	33,000	34,500	-2.4%
SW 26th Street to SW 27th	FDOT	4	40,500	36,500	37,500	37,500	36,000	-2.8%
S of CR 484	FDOT	4	16,400	15,200	15,600	15,600	17,500	1.9%
NE of CR 484	FDOT	4	21,000	21,000	21,000	26,500	27,500	7.5%
1 mi NE of CR 484	FDOT	4	36,000	30,000	31,000	31,000	26,000	-7.4%
0.5 mi E of I-75	FDOT	4	43,500	42,500	43,500	43,000	45,000	0.9%
2.5 mi SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	42,000	41,000	39,600	40,800	38,000	-2.4%
W of I-75	FDOT	4	42,000	41,000	43,000	40,800	42,700	0.5%
W of 60th Avenue	FDOT	4	48,000	41,000	42,000	44,000	37,000	-5.8%
<b>SR 464</b>								
36th Avenue to SR 35 (Telemetered)	FDOT	T	31,100	29,000	32,200	32,800	33,600	2.1%
US 441 to SE 11th Avenue	FDOT	4	31,000	29,000	30,000	30,000	30,000	-0.8%
SE 25th to SE 36th	FDOT	4	35,500	34,500	35,500	34,500	35,500	0.0%
SE 11th to SE 25th	FDOT	4	29,500	29,000	30,000	30,500	31,500	1.7%
SW 19th Avenue Road to SW 7th	FDOT	4	35,500	31,000	32,000	32,000	31,000	-3.1%
SR 200 to SW 19th Avenue Road	FDOT	4	25,500	25,500	26,000	23,500	24,500	-0.8%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SR 492</b>								
US 441 to N Magnolia Avenue	FDOT	4	20,500	20,300	19,000	19,000	16,300	-5.4%
N Magnolia to NE 8th Avenue	FDOT	4	21,000	21,000	21,000	19,000	16,300	-5.9%
0.5 mi W of NE 17th	FDOT	4	20,500	20,300	19,000	19,000	16,400	-5.3%
NE 19th to NE 25th	FDOT	4	19,800	19,400	19,400	19,400	19,200	-0.8%
NE 36th Avenue to SR 40	FDOT	4	9,500	9,300	9,500	9,600	10,000	1.3%
NE 25th to NE 36th	FDOT	4	16,600	16,300	18,700	18,700	16,200	-0.1%
<b>Sunset Harbor Road</b>								
N of SE 155th Street	MC	3	3,800	4,900	12,700	3,400	3,300	28.0%
E of US 441	MC	3	6,600	6,300	12,400	6,400	6,300	10.6%
<b>SW 1st Avenue</b>								
SR 200 to SR 464	OCA	3	5,000	4,600	3,300	4,700	5,200	4.2%
<b>SW 5th Street</b>								
US 441 to S Magnolia Avenue	OCA	3	NC	NC	NC	NC	1,700	N/A
<b>SW 17th Street Extension</b>								
SW 27th Avenue to SR 200	OCA	3	14,100	7,300	12,500	12,100	13,000	6.8%
<b>SW 17th Street Extension (SW 10th St &amp; SW 13th St)</b>								
SW 33rd Avenue to SW 27th Avenue	OCA	3	5,700	NC	NC	NC	5,200	N/A
<b>SW 19th Avenue Road</b>								
SW 27th Avenue to SW 24th Street	OCA	2	NC	NC	NC	14,900	12,200	N/A
SR 464 to SW 24th Avenue	OCA	2	NC	NC	19,300	18,600	18,900	N/A
<b>SW 20th Street</b>								
SW 27th Avenue to SR 200	OCA	3	6,900	6,400	NC	NC	NC	N/A
SW 38th Avenue to SW 31st Street	OCA	2	NC	NC	16,200	14,000	14,400	N/A
Carlton Arms to SW 38th	OCA	3	NC	NC	9,500	13,400	8,200	N/A
SW 60th Avenue to SW 53rd	OCA	2	NC	NC	NC	12,400	12,900	N/A
SW 53rd to Carlton Arms	OCA	3	NC	NC	10,800	11,900	13,300	N/A

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SW 27th Avenue</b>								
SR 200 to SW 20th Avenue Road	OCA	2	19,200	13,100	19,300	18,800	20,200	5.1%
SW 34th Street to SW 19th Avenue Road	OCA	3	NC	NC	NC	NC	18,400	N/A
<b>SW 32nd Avenue/SW 34th Street</b>								
SR 200 to SW 27th Avenue	OCA	2	NC	NC	NC	NC	25,900	N/A
<b>SW 33rd Avenue</b>								
SW 7th Street to SW 13th Street	OCA	3	2,600	2,000	4,600	4,800	6,600	37.2%
SW 7th Street to SR 40	OCA	3	NC	NC	6,500	7,900	9,100	N/A
<b>SW 37th Avenue</b>								
SW 13th Street to SW 20th Street	OCA	3	NC	NC	4,600	3,500	3,700	N/A
<b>SW 38th Avenue</b>								
SW 20th Street to SW 40th Avenue	OCA	3	NC	NC	4,200	6,000	6,900	N/A
SW 13th Street to SW 40th Street	OCA	3	NC	NC	NC	NC	17,000	N/A
<b>SW 38th Street</b>								
E of SW 60th Avenue	MC	3	7,200	5,500	8,000	8,600	9,100	8.8%
W of SW 60th Avenue	MC	3	9,800	6,800	10,600	10,400	12,200	10.2%
E of SW 80th Avenue	MC	3	NC	NC	NC	9,000	9,800	N/A
<b>SW 42nd Street (CR 475C)</b>								
SW 27th Avenue to SW 31st Avenue	OCA	1	15,200	11,100	NC	NC	NC	N/A
SW 31st Avenue to SR 200	OCA	2	21,900	14,900	19,900	19,800	21,000	1.8%
<b>SW 44th Avenue</b>								
SW 20th Street to SW 13th Street	OCA	3	NC	NC	NC	NC	3,400	N/A
<b>SW 49th Avenue</b>								
N of SW 103rd Street Road	MC	3	10,000	10,900	11,700	13,500	16,000	12.6%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SW 60th Avenue</b>								
N of SR 200	MC	3	14,800	19,300	18,400	17,600	18,400	6.5%
S of SR 200	MC	3	17,300	22,400	20,500	19,000	19,700	4.3%
N of 20th Street	MC	2	21,000	26,700	NC	NC	20,800	N/A
S of SW 38th Street	MC	3	14,600	17,400	18,400	17,400	18,500	6.5%
<b>SW 62nd Avenue Road</b>								
S of SW 95th Street	MC	3	7,800	8,800	8,900	9,000	10,200	7.1%
N of SW 103rd Street Road	MC	3	6,900	8,300	6,800	7,000	8,400	6.3%
<b>SW 66th Street</b>								
E of SR 200	MC	3	5,400	4,400	6,800	7,800	8,800	15.9%
W of CR 475A	MC	3	7,000	6,000	10,800	12,400	15,400	26.2%
E of CR 475A	MC	3	5,400	4,900	5,800	5,700	6,300	4.5%
<b>SW 80th Avenue</b>								
S of SR 40	MC	3	8,200	8,400	9,000	8,800	9,100	2.7%
N of SR 200	MC	3	11,500	11,800	12,700	12,800	14,600	6.3%
S of SR 200	MC	3	3,500	3,600	4,300	4,700	4,100	4.7%
S of SW 38th Street	MC	3	NC	NC	NC	11,600	12,400	N/A
N of SW 38th Street	MC	3	NC	NC	NC	8,100	9,000	N/A
<b>SW 90th Street</b>								
W of SR 200	MC	3	5,100	5,300	4,900	8,400	9,900	21.4%
<b>SW 95th Street Road/SW 95th Street</b>								
E of SW 62nd Avenue Road	MC	3	11,000	11,100	11,500	11,200	12,500	3.4%
E of SR 200	MC	3	3,900	3,700	6,300	6,900	7,400	20.5%
<b>SW 103rd Street Road</b>								
E of SR 200	MC	3	6,300	5,300	4,800	5,600	5,400	-3.1%
<b>SW 180th Avenue Road</b>								
N of CR 484	MC	2	2,500	3,300	3,000	5,200	3,600	16.4%



Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>US 27</b>								
NW of I-75	FDOT	4	21,000	21,000	21,500	21,500	20,200	-0.9%
NW 27th to NW MLK Jr	FDOT	4	22,500	22,500	23,500	23,500	22,000	-0.5%
I-75 to NW 27th Avenue	FDOT	4	22,500	21,000	21,000	21,000	21,400	-1.2%
MLK Jr Avenue to US 441	FDOT	4	28,000	25,000	26,000	26,000	20,500	-7.0%
S of CR 326	FDOT	4	8,000	7,800	8,000	9,900	10,300	7.0%
E of CR 225	FDOT	4	16,900	17,500	17,900	17,900	20,200	4.7%
W of NW 160th Avenue	FDOT	4	7,400	7,600	7,800	8,400	10,300	8.9%
<b>US 41</b>								
N of SR 40	FDOT	4	11,300	11,100	11,300	11,700	12,100	1.7%
N of Citrus County	FDOT	4	21,500	21,500	21,500	21,500	20,800	-0.8%
N of CR 484	FDOT	4	21,000	21,000	21,000	21,500	21,500	0.6%
N of CR 484 - Robinson	FDOT	4	26,000	26,000	24,000	24,000	22,500	-3.5%
<b>US 301</b>								
N of CR 329	FDOT	4	14,900	14,700	15,000	9,900	10,300	-7.3%
N of SE 118th Place	FDOT	4	13,500	13,300	13,500	13,100	13,700	0.4%
N of CR 318	FDOT	4	15,200	14,800	15,100	15,100	15,800	1.0%
N of CR 316	FDOT	4	17,300	17,000	19,000	19,000	16,800	-0.4%
N of CR 42	FDOT	4	17,300	17,100	17,500	17,500	15,600	-2.4%
S of CR 42	FDOT	4	19,900	19,700	23,000	23,000	29,500	11.0%
<b>US 441</b>								
0.5 mi N of CR 42	FDOT	4	31,000	30,000	31,000	33,000	34,000	2.4%
S of SR 326	FDOT	4	16,600	16,300	16,700	16,500	20,200	5.5%
S of SR 40	FDOT	4	35,500	34,500	35,500	39,500	41,500	4.1%
S of SR 464	FDOT	4	25,500	25,500	26,500	30,000	31,000	5.1%
S of SE 38th Terrace	FDOT	4	29,500	28,500	29,500	29,500	28,500	-0.8%
S of CR 464A	FDOT	4	31,500	30,500	31,500	32,500	29,000	-1.9%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>US 441 (cont.)</b>								
0.3 mi N of SR 326 (Telemetered)	FDOT	T	31,400	29,200	32,500	33,200	32,200	0.9%
County Line to CR 42	FDOT	4	39,500	37,500	38,000	38,000	40,500	0.7%
N of NW 10th Street	FDOT	4	27,000	27,000	28,000	25,500	26,500	-0.3%
S of SR 200	FDOT	4	26,000	26,000	32,000	32,000	30,000	4.2%
W Anthony Road to CR 25A	FDOT	4	22,000	19,300	21,200	18,100	18,700	-3.4%
N of NW 100th Street	FDOT	4	22,500	22,500	28,500	28,500	29,500	7.5%
S of CR 320	FDOT	4	9,300	8,200	8,400	8,400	8,500	-2.0%
S of CR 318	FDOT	4	9,800	9,600	8,400	8,400	8,500	-3.3%
SE of CR 25A	FDOT	4	7,800	7,200	7,400	7,400	7,500	-0.9%
0.7 mi N of US 301	FDOT	4	27,500	26,000	27,000	27,000	30,500	2.8%
S of CR 316	FDOT	4	8,900	8,700	8,900	8,500	8,900	0.1%
1.1 mi N of CR 25A	FDOT	4	22,000	22,000	22,000	18,100	10,300	-15.2%
N of SR 40	FDOT	4	29,500	28,000	29,000	29,000	31,500	1.8%
NW of US 301	FDOT	4	30,500	29,500	30,500	27,500	28,500	-1.5%
S of Alachua CL	FDOT	4	8,100	5,300	5,400	5,400	8,000	3.9%
0.5 mi SE of US 301	FDOT	4	17,500	16,400	16,800	18,000	15,500	-2.6%
<b>W Broadway Street</b>								
US 441 to S Magnolia Avenue	OCA	3	1,000	800	NC	NC	NC	N/A
<b>West Anthony Road</b>								
N of NW 35th Street	MC	2	5,200	5,500	5,300	5,700	6,100	4.2%
NW 35th Street to US 441	FDOT	4	2,000	1,300	1,300	1,300	1,800	0.9%

# Commitment to Zero 2024 Annual Safety Summary Report 2019 - 2023

August 2024



  
**COMMITMENT  
TO ZERO**



An Action Plan  for Safer Streets in Ocala Marion

**TPO**  
OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION

# Commitment to Zero Pledge

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

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



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



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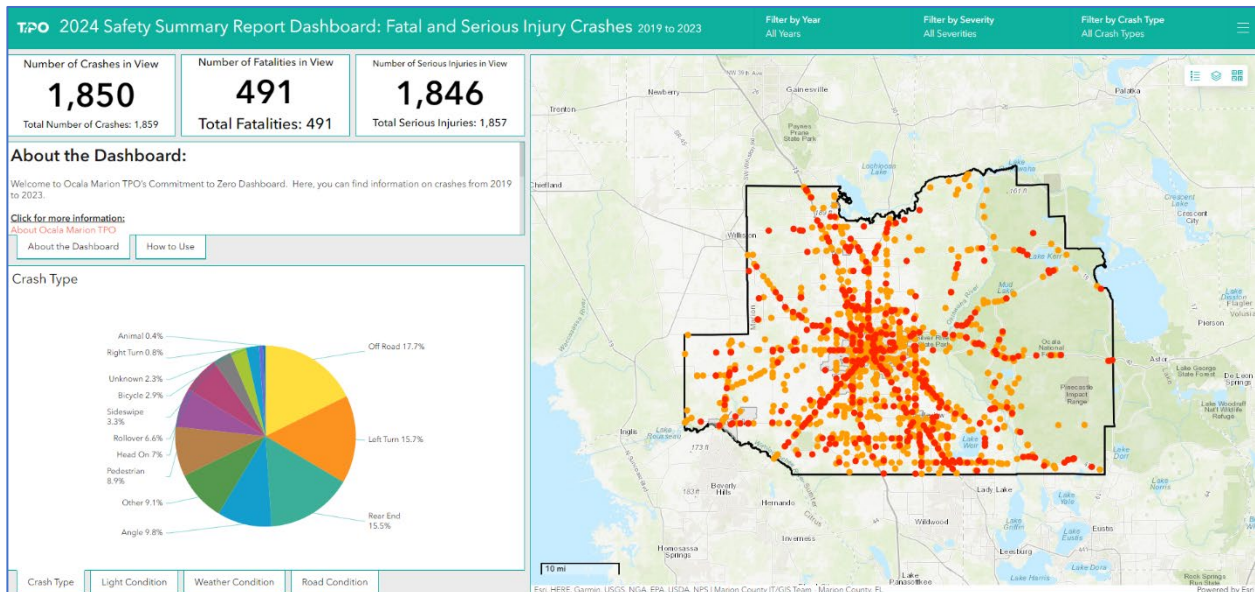
## INTRODUCTION

Transportation Safety is one of the primary emphasis areas of the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), and the Ocala Marion Transportation Planning Organization (TPO). In November 2022, the TPO Board adopted Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. Commitment to Zero is the TPO's call to action to eliminate traffic fatalities and serious injuries from the county's transportation system. It is not just a slogan, plan, or effort isolated to the TPO. Commitment to Zero is a community-wide shift in how the region talks about, approaches, and addresses traffic safety (<https://ocalamariontpo.org/safety-plan/>).

The TPO's commitment to safety includes the obligation of meeting federal reporting requirements mandating annual monitoring and performance-based planning. This process represents a robust outcome-driven program that can be tracked transparently and adjusted as necessary. The Commitment to Zero Annual Safety Summary report includes a five-year snapshot of safety outcomes in Marion County and is intended to be a resource for citizens, elected leaders, and public agencies with an interest in transportation safety trends. This report is supplemented by an executive summary and the Commitment to Zero Dashboard located on the TPO's website

(<https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a/>)

Figure 1: 2024 Safety Summary Report Dashboard



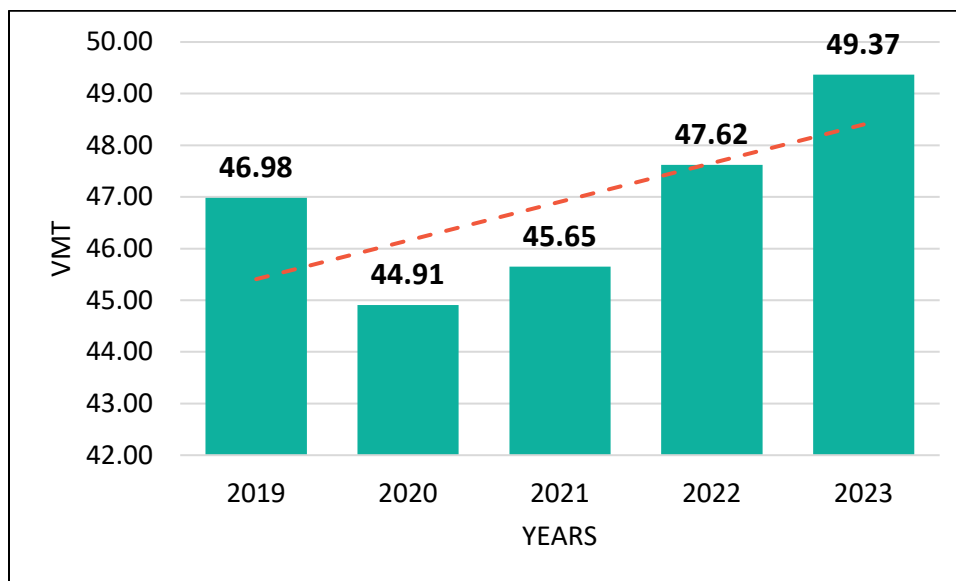
## Methodology

The source of the data used in this report is from Signal 4 Analytics and FDOT Public Road Mileage and Travel (DVMT) Report. The TPO used the FDOT Safety Crash Data Guidance<sup>1</sup> when gathering and cleaning the data for this report. The first step was to download the five-year crash data from Signal 4 Analytics<sup>2</sup>. For this report we are using the five-year period from 2019 to 2023<sup>3</sup>. The second step was to clean the data. The last step was to use the data to run analysis to produce the information in this report. For a detailed breakdown on cleaning the data see Appendix B.

## BACKGROUND ON COUNTYWIDE DEMAND GROWTH (VMT)

The number, type, and results of crashes that have occurred in Marion County over the past five years are statistics that can be misleading, if assessed in isolation. Vehicle miles traveled (VMT) is a measure of the level of traffic and distance traveled by motorists in the county that is used to normalize crash data. Reviewing VMT supports a better understanding of the relationship between increased and/or decreased driving and impacts on crashes. Figure 2 shows the VMT (in 100 million) on public roads in Marion County from 2019 to 2023. There was an upward trend in VMT from 2019 to 2023 despite the drop in 2020, which was the result of the COVID-19 pandemic.

Figure 2: Vehicle Miles Traveled (100 Million)



1 [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/11a-safetyengineering/crash-data/25998\\_crash-data-process\\_v18.pdf?sfvrsn=b50e9f4e\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/11a-safetyengineering/crash-data/25998_crash-data-process_v18.pdf?sfvrsn=b50e9f4e_2)

2 Data for this report was downloaded on June 24, 2024.

3 Some crash records from 2023 are still being verified and could potentially be updated after this report has been published.

## MULTIMODAL SAFETY

### Safety Performance Measures

The safety performance measures tracked by the TPO are consistent with federally defined safety performance measures, also known as PM1. Table 1, lists the statistics for those measures from 2019 to 2023. As shown, the total annual fatality rate has increased in the past five years, and while the 2020 pandemic year featured the lowest total crash rate, it also saw the highest fatality rate across the five years, in terms of total fatalities per 100 million VMT.

Table 1: Safety Performance Measure Results<sup>4</sup>

Safety Performance Measure	2019-2023	2019	2020	2021	2022	2023
Annual Total Crashes	44,938	8,896	7,865	9,299	9,354	9,524
Annual Total Crash Rate (Per 100 million VMT)	191.51	189.36	175.13	203.70	196.43	192.91
Annual Fatalities <sup>5</sup>	491	88	104	92	108	99
Annual Fatality Rate (Per 100 million VMT)	2.10	1.87	2.32	2.02	2.27	2.01
Annual Serious Injuries	1,857	419	295	250	472	421
Annual Serious Injury Rate (Per 100 million VMT)	7.88	8.92	6.57	5.48	9.91	8.53
# of Pedestrian Fatalities	90	20	22	18	17	13
Pedestrian Fatality Rate (Per 100 million VMT)	0.39	0.43	0.49	0.39	0.36	0.26
# of Pedestrian Serious Injuries	100	24	16	16	16	28
Pedestrian Serious Injury Rate (Per 100 million VMT)	0.42	0.51	0.36	0.35	0.34	0.57
# of Bicycle Fatalities	15	1	2	3	5	4
Bicycle Fatality Rate (Per 100 million VMT)	0.06	0.02	0.04	0.07	0.10	0.08
# of Bicycle Serious Injuries	51	8	12	8	14	9
Bicycle Serious Injury Rate (Per 100 million VMT)	0.22	0.17	0.27	0.18	0.29	0.18

<sup>4</sup> As of June 24, 2024

<sup>5</sup> Based on definitions provided by the Federal Highway Administration (FHWA), a crash is classified as **Fatal** if an injury sustained during the crash results in death within a 30-day period after the crash occurred. Serious/incapacitating injuries resulting from a crash have catastrophic impacts such as permanent disability, lost productivity and wages, and ongoing healthcare costs. A **Serious Injury** crash includes: broken or fractured bones; dislocated or distorted limbs; severe lacerations resulting in exposure of organs or tissue or resulting in significant loss of blood; severe burns (second- or third-degree over 10 percent or more of the body); skull, spinal, chest, or abdominal injuries; and unconsciousness at or when taken from the crash scene.

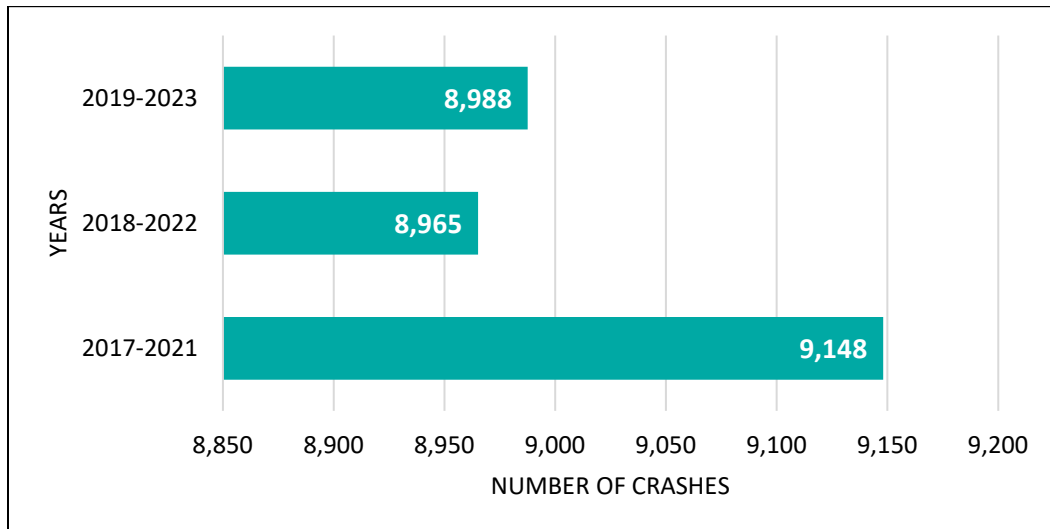
## All Crash Frequency Analysis

### Rolling Five Years Summary

The frequency of crashes was analyzed for the 2019 to 2023 period and two preceding five-year periods (2017-2021 and 2018-2022), based on a rolling five-year average.

As shown in Figure 3, there has been a slight increase in total crashes in the most recent five-year period but a decrease in the total number of crashes from the 2017-2021 five-year period.

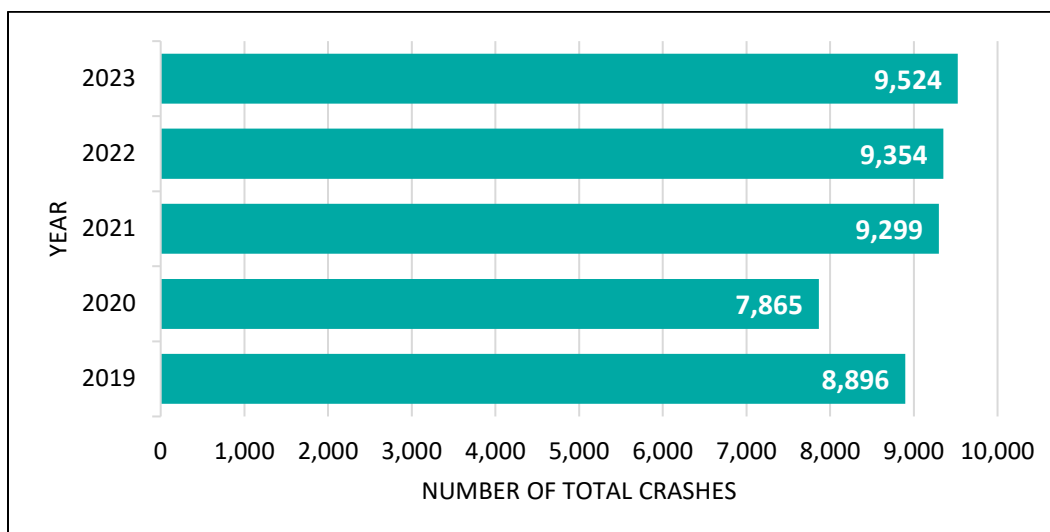
Figure 3: Countywide Total Crashes (Five-Years Average)



### Annual Summary (2019-2023)

From 2019 to 2023, just under 45,000 crashes occurred in Marion County (44,938). Figure 4 illustrates the total annual number of crashes in Marion County per year. Annual total crashes have been increasing every year with the exception of 2020 due to the COVID-19 Pandemic.

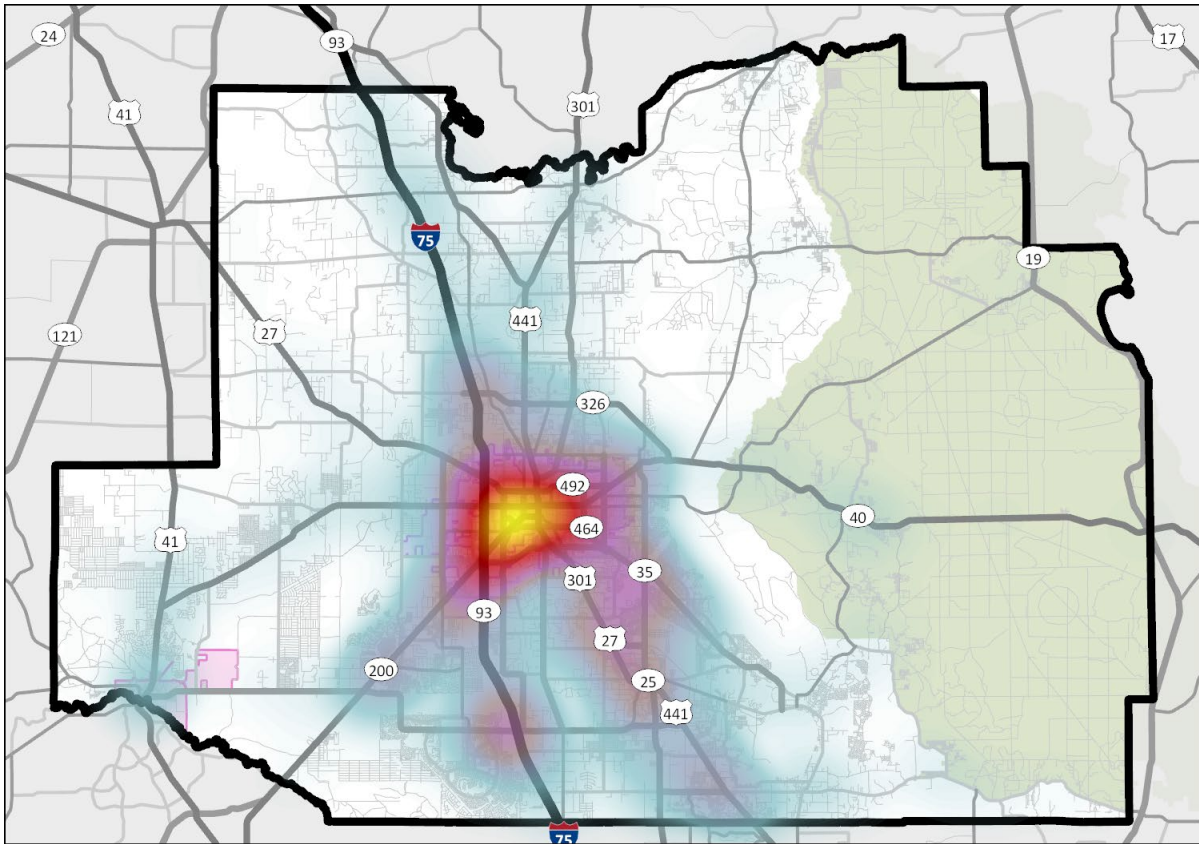
Figure 4: Annual Countywide Crashes



*Top Crash Frequency Areas – County region roadways*

The 2019 to 2023 crash data were compiled for Marion County. Figure 5 displays all crashes in Marion County displayed on a heat map. The heat map shows that crashes are more frequent in the City of Ocala and Central Marion County, also along the major routes of SR 200, SR 40, and US 27/US 301/ US 441. Figures 7 and 8 display a heat map for fatalities and serious injuries.

*Figure 5: Heat Map of all Countywide Crashes from 2019 to 2023*



*Figure 6: Zoomed in Figure 5 Heat Map to the City of Ocala/Central Marion County*

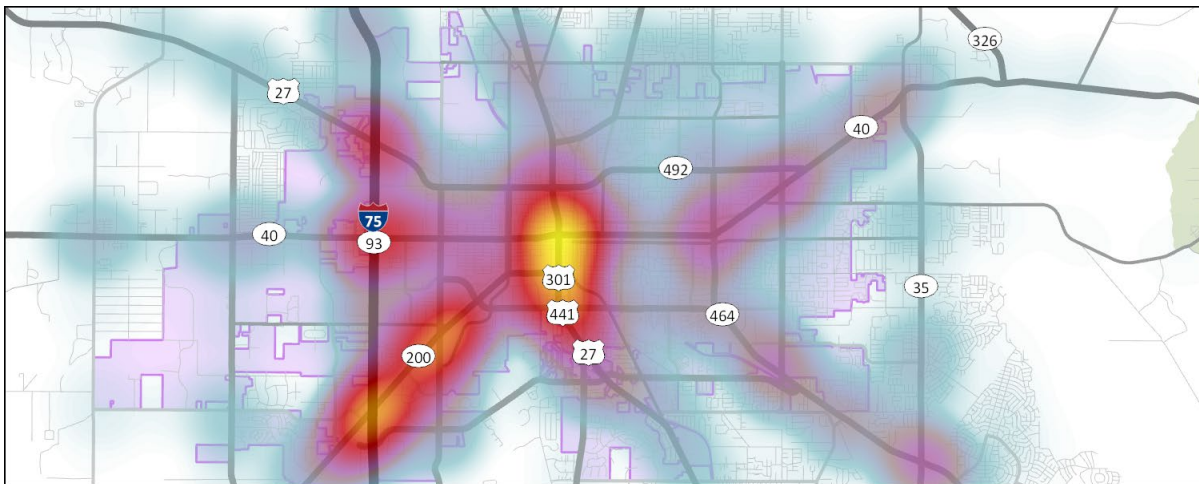




Figure 7: Fatalities Heat Map of all Countywide Crashes from 2019 to 2023

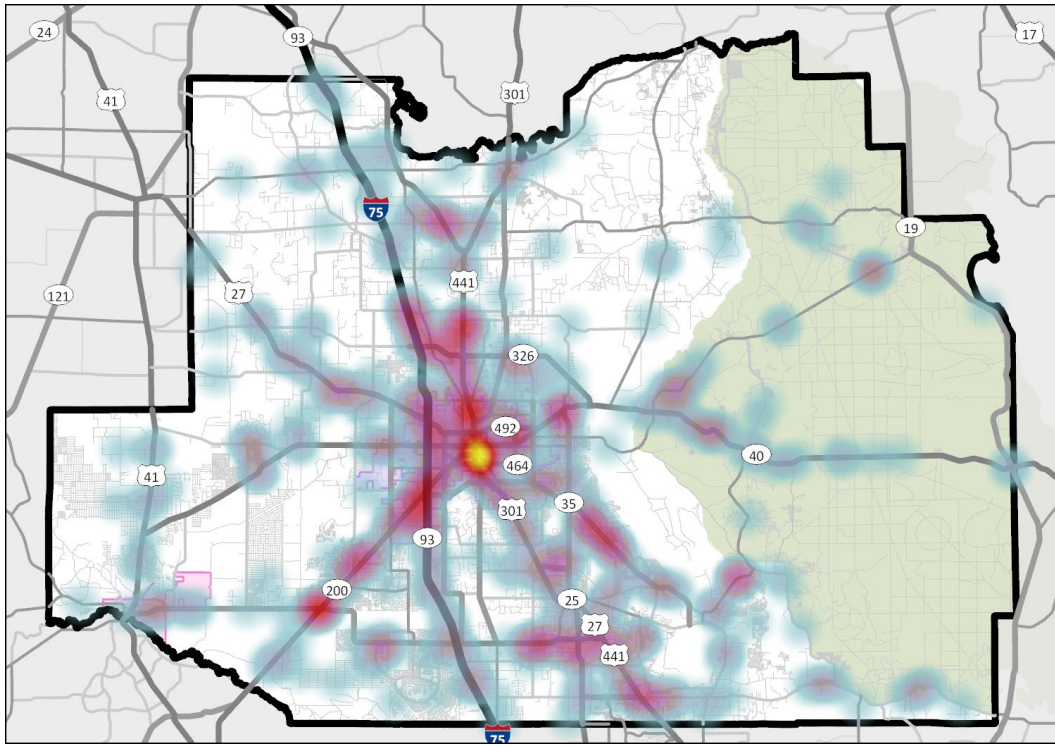


Figure 8: Serious Injuries Heat Map of all Countywide Crashes from 2019 to 2023

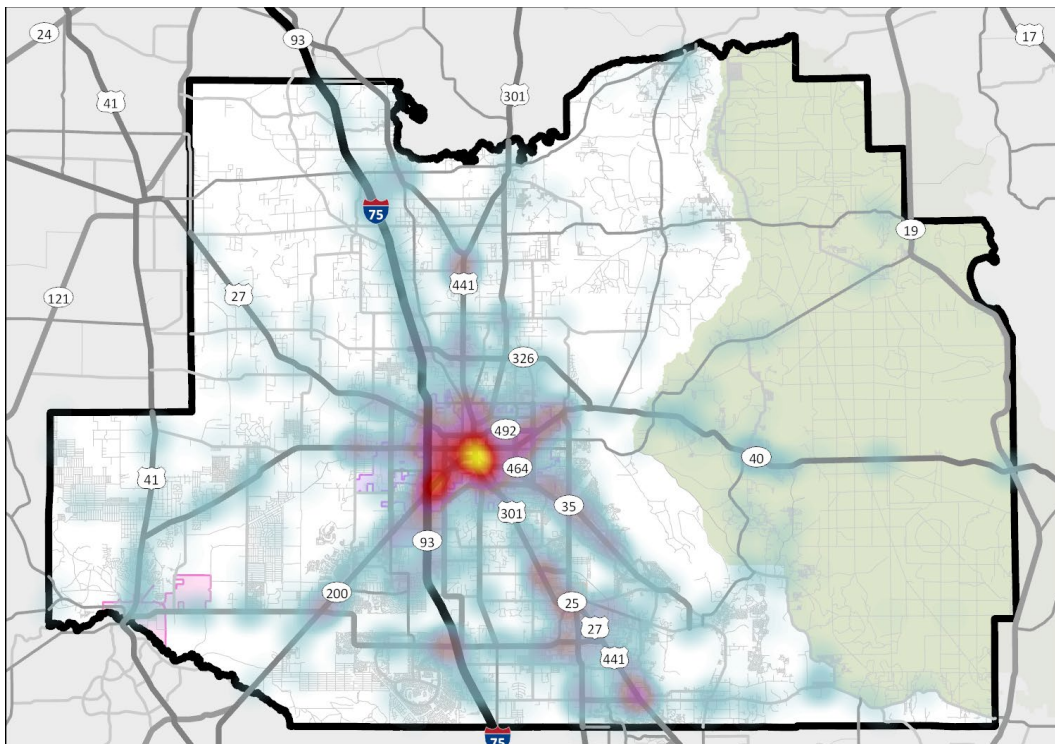


Table 2 is a list of the Top 10 Crash Intersections and Roadways in Marion County. The list is based on total crashes.

*Table 2: List of the Top 10 Crash Intersection Locations and Road Segments*

Top 10 Crash Intersections	Top 10 Roadways
County Road 484 at SW SB I-75 Ramp	I-75
State Road 326 at NW NB I-75 Ramp	State Road 200
SE 58th Avenue at SE Maricamp Road	State Road 40
State Road 200 at SW 60th Avenue	County Road 484
County Road 484 at SW NB I-75 Ramp	US 27/US 301/US 441
SR 500 (US 27/441) at CR 42	SW 27th Avenue
SR 40 at NW 80th Avenue	SE 58th Avenue
US 301/US 441 at 10th Street	County Road 464
US 301/US 441 at 17th Street	State Road 326
SE Highway 42 at S US Highway 301	SW 60th Avenue

### High Injury Network Analysis

As part of the TPO’s Commitment to Zero Safety Action Plan, a High Injury Roadway Network (HIN) was created. This network, shown in Figure 9, identifies where fatal and serious injury crashes occurred most often for all road users, Table 3 shows the limits of the HIN segments, their lengths and the maintaining jurisdictions. Crashes that occurred on this network from 2019 to 2023 were grouped based on road user type and severity of crash. Tracked over time, these statistics, shown in Figure 10 to Figure 12, help determine the success of strategies outlined in the Safety Action Plan in minimizing fatal and serious injury crashes on the HIN. There were 17,165 crashes (38.2% of all crashes) on the high injury network in the five-year time period between 2019 and 2023. Of those 17,165 crashes, 612 crashes were either fatal (7.1% of all fatal and serious injury crashes) or serious injury (25.8% of all fatal and serious injury crashes) crashes.

Total fatal and serious injury crashes on the high injury network have been on a downward trend since 2019. The year 2020 saw the highest number of pedestrian crashes on the HIN. Bicycle crashes on the HIN have been increasing since 2019.





Figure 9: Marion County High Injury Network

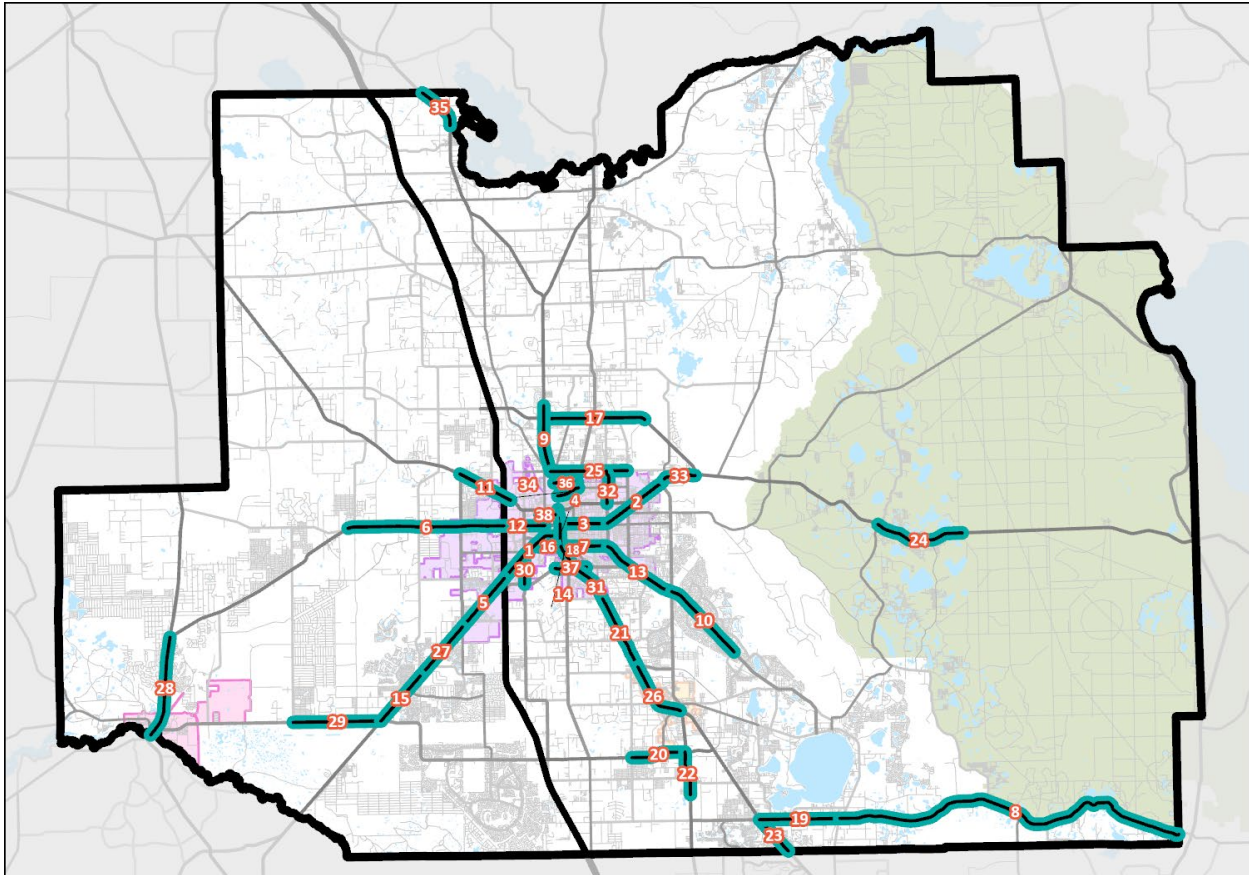


Table 3: Commitment to Zero High Injury Network Segments

ID	On	From	To
1	SR 200/College Rd	I-75	S Pine Ave
2	SR 40/Silver Springs Blvd	25th Ave	36th Ave
3	SR 40/Silver Springs Blvd	Pine Ave	25th Ave
4	US 27/301/441/S Pine Ave	SE 17th St	SR 40/Silver Springs Blvd
5	SR 200/College Rd	SE 60th Ave	I-75
6	SR 40	NW 113th Cir	I-75
7	SR 464/SE 17th St	S Pine Ave	SE 25th Ave
8	SE HWY 42	S HWY 25	Lake County Line
9	US 441	NE 35th St	N of 77th St
10	SR 464/Maircamp Rd	SE 58th Ave	Emerald Rd
11	US 27/Blitchton Rd	W of NW 60th Ave	NW 34th Ave
12	SR 40/Silver Springs Blvd	I-75	NW Martin L King Ave

ID	On	From	To
13	SR 464/Maircamp Rd	SE 25th Ave	SE 58th Ave
14	US 27/301/441/S Pine Ave	SE 32nd St	SE 17th St
15	SR 200/College Rd	SW Hwy 484	SW 80th Ave
16	SR 464/SW 17th St	SR 200/College Rd	S Pine Ave
17	SR 326/NE 70th St	US 441	NE 36th Avenue Rd
18	US 27/301/441/N Pine Ave	SR 40/Silver Springs Blvd	NW 10th St
19	SE Hwy 42	US 441	S Hwy 25
20	SE Hwy 484/SE 132nd Street Rd	SE 36th Ave	US 301
21	US 27/301/441/S Pine Ave	SE 92nd Place Rd	SE 52nd St
22	US 301	S. of 151st St	SE 132 Street Rd
23	US 441	Marion/Sumter County Line	SE Hwy 42
24	SR 40	S Hwy 314A	196th Ter
25	NE 35th St	US 441	NE 36th Ave
26	US 27/301/441/SE Abshier Blvd	SE 62nd Ave	SE 92nd Place Rd
27	SR 200/College Rd	SW 80th Ave	SW 60th Ave
28	US 41/Williams St	Marion/Citrus County Line	SR 40
29	SW Hwy 484	SW 104th Ave	SR 200/College Rd
30	SW 27th Ave	SW 42nd St	SR 200/College Rd
31	US 27/301/441/S Pine Ave	SE 52nd St	SE 32nd St
32	NE 25th Ave	NE 14th St	NE 35th St
33	SR 40/Silver Springs Blvd	NE 35th Ave	E Hwy 326
34	20th St/Jacksonville Rd/Hwy 200A and NE 24th St	US 441/301/N Pine Ave	NE 10th Ct
35	US 441	NW 214th Ln	NW 230th St
36	NE 28th St	US 441/301/N Pine Ave	Jacksonville Rd
37	SW 32nd St	SW 7th Ave	SE Lake Weir Ave
38	NW 7th St	NW Old Blitchton Rd	NW 6th Ter

Figure 10: Countywide Fatal and Serious Injury Crashes on High Injury Network

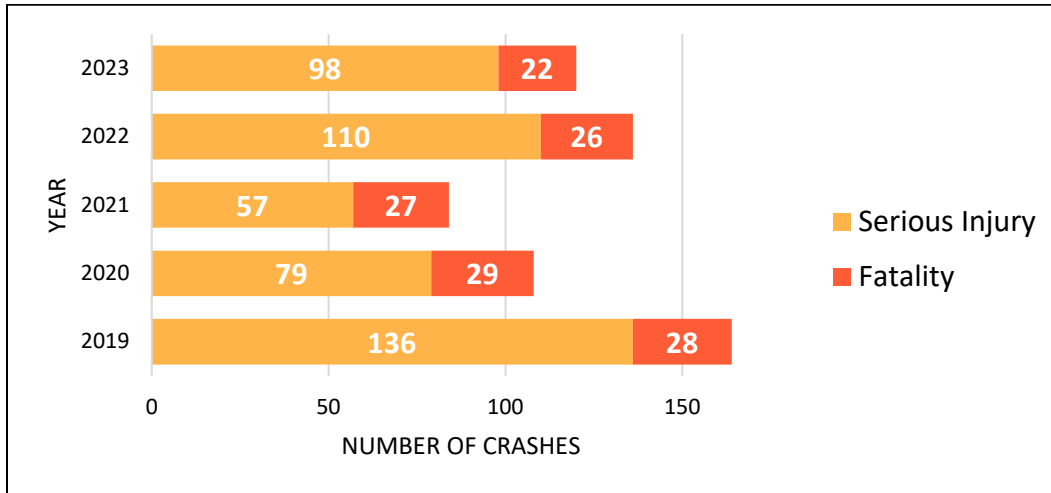


Figure 11: Pedestrian Involved Crashes on the High Injury Network

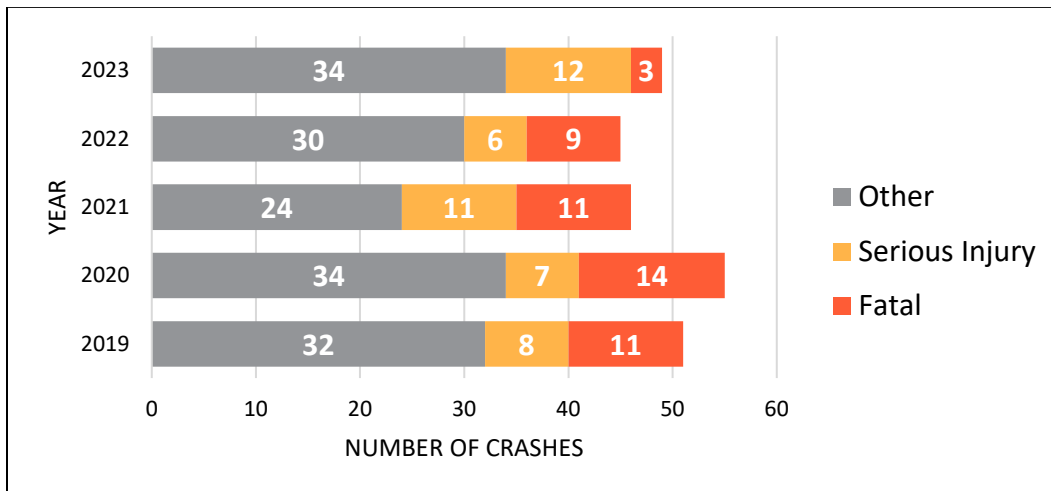
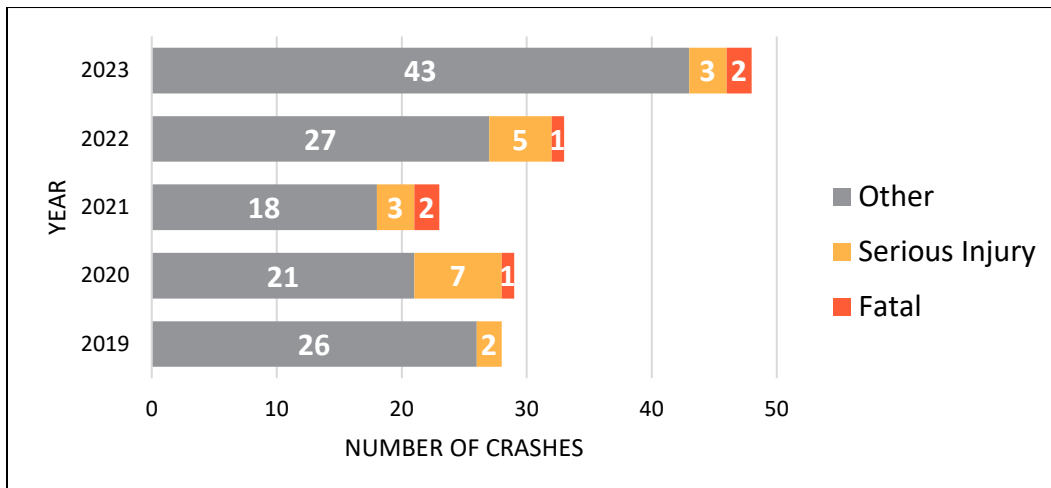


Figure 12: Bicycle Crashes on the High Injury Network



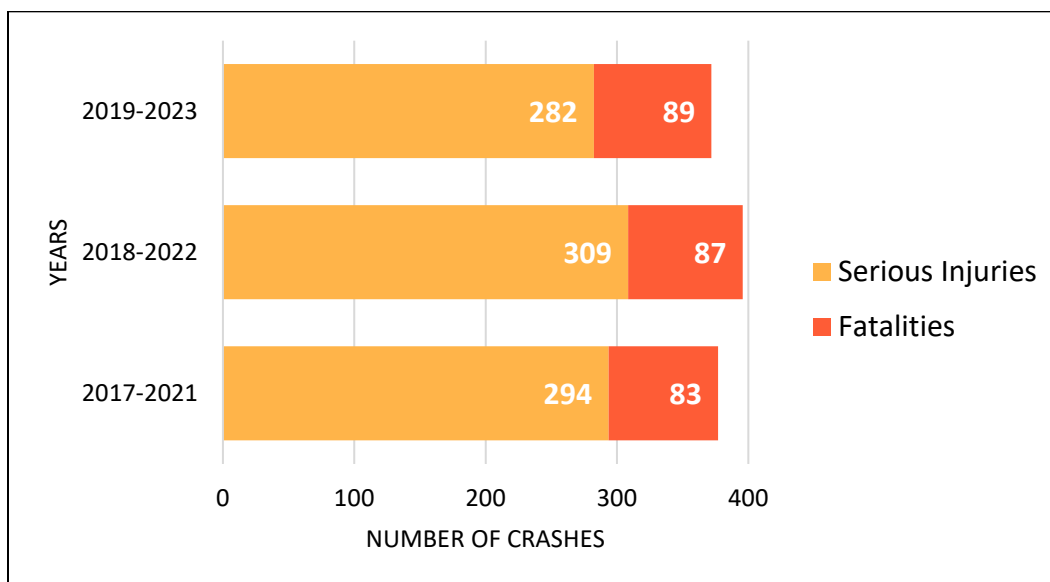
## Crash Severity Analysis: Fatal and Serious Injuries

The most severe crashes were isolated and summarized separately for the 2019 to 2023 period. Crashes included in the crash severity summary are crashes resulting in fatalities or serious injuries.

### *Rolling Five Years Summary*

Figure 13 shows the average annual number of fatal and serious injury crashes in the last 3 five-year periods. There was a 1.6% decrease in total fatal and serious injury crashes from the 2017 to 2021 period to the 2019 to 2023 period, with the largest difference in the number of serious injury crashes. Fatal crashes increased by 7.2% during the same period.

*Figure 13: Countywide Fatal and Serious Injury Crashes (Rolling Five-Years Average)*



**7.2%**  
**Increase in**  
**Fatal Crashes**

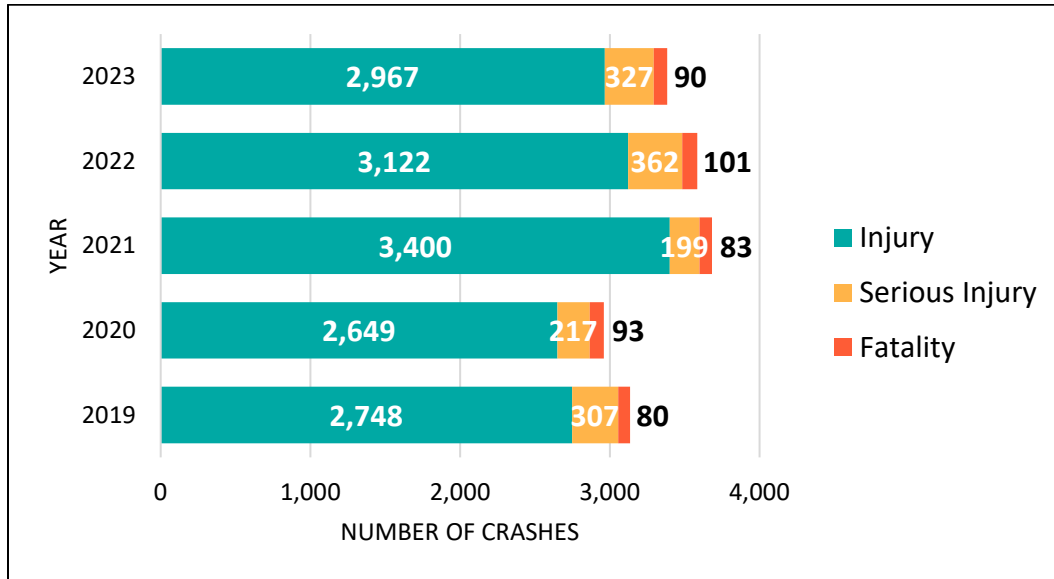
**1.6% Decrease**  
**in Serious**  
**Injury Crashes**

### *Annual Summary (2019-2023)*

Figure 14 illustrates the number of crashes by severity for countywide total crashes. Several notable trends for fatal and serious injury crashes identified in the data include:

- 2021 had the greatest number of crashes resulting in an injury or fatality
- 2022 had the greatest number of serious injury and fatal crashes
- While 2020 had the least amount of crashes resulting in an injury, 2020 had the second highest number of fatal crashes

Figure 14: Annual Countywide Crashes by Injury Severity



### Crash Trends by Mode: Fatal and Serious Injury Crashes

#### Annual Summary (2019-2023)

The 2019 - 2023 crashes that occurred in Marion County were analyzed by mode, distinguishing crashes involving motorized vehicles only from those involving bicyclists and/or pedestrians. Figure 15 to Figure 17 illustrate the annual number of fatal and serious injury crashes involving these three modes in Marion County.

Several notable trends identified in the data include:

- 90 pedestrian fatalities and 100 pedestrian serious injuries resulting from 194 pedestrian involved fatal and serious injury crashes
- Crashes involving a pedestrian was on a downward trend between 2019 and 2022
- 15 bicycle fatalities and 51 bicycle serious injuries from 65 bicycle involved fatal and serious injury crashes

**190 Pedestrian  
Fatalities and  
Serious Injuries**

**66 Bicycle  
Fatalities and  
Serious**

Figure 15: Annual Pedestrian Involved Fatal and Serious Injury Crashes in Marion County

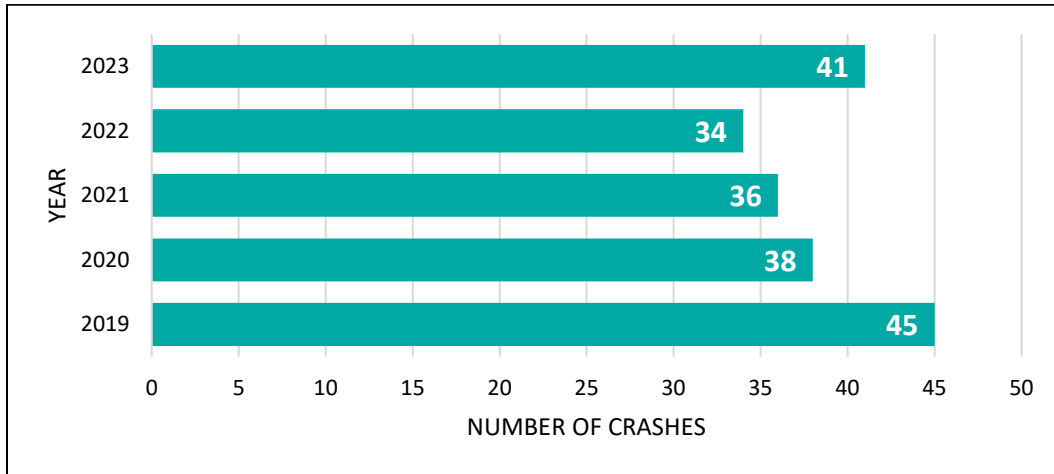


Figure 16: Annual Bicycle Involved Fatal and Serious Injury Crashes in Marion County

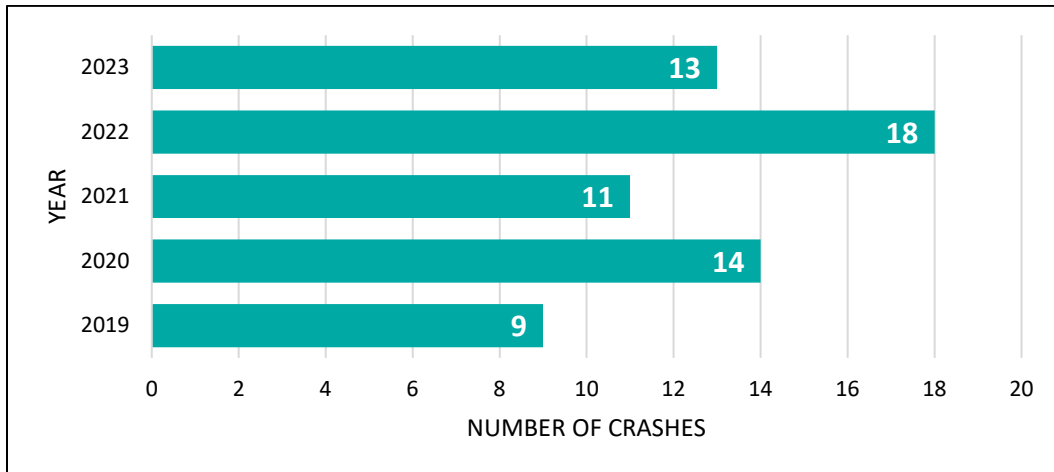
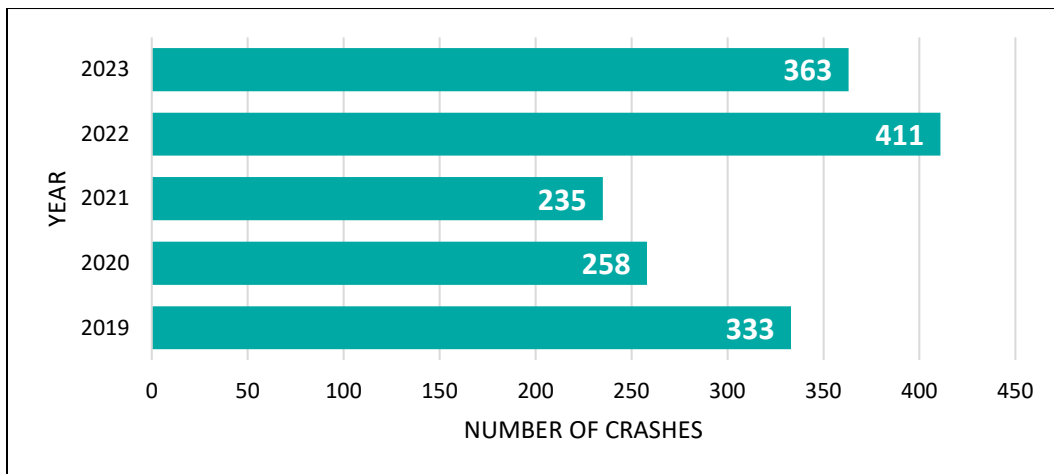


Figure 17: Annual Vehicle Fatal and Serious Injury Crashes in Marion County



## Countywide Safety Metrics

The crash history from 2019 to 2023 is summarized by month in this section. The crash data summarized below represents an aggregate of the five years for each crash statistic. Appendix A includes the same analysis for each individual year from 2019-2023.

### Crashes by Month

#### Total Crashes

Figures 18 and 19 show the total number of crashes and the average number of crashes by month, respectively in the period between 2019 and 2023. December and March have the highest five-year total crashes by month and average number of crashes by month. July has the lowest total number of crashes by month.

Figure 18: Five-Year Total Crashes by Month

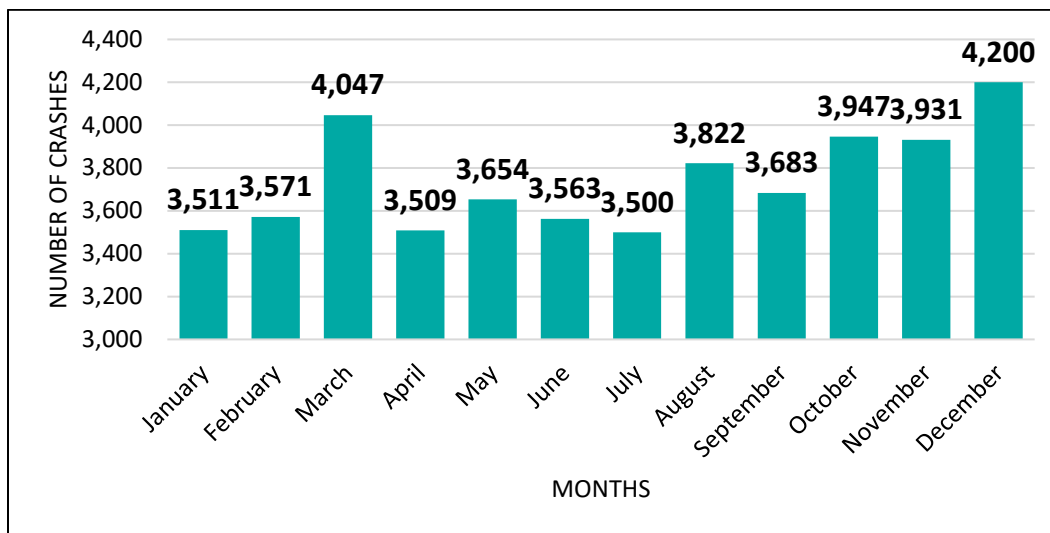
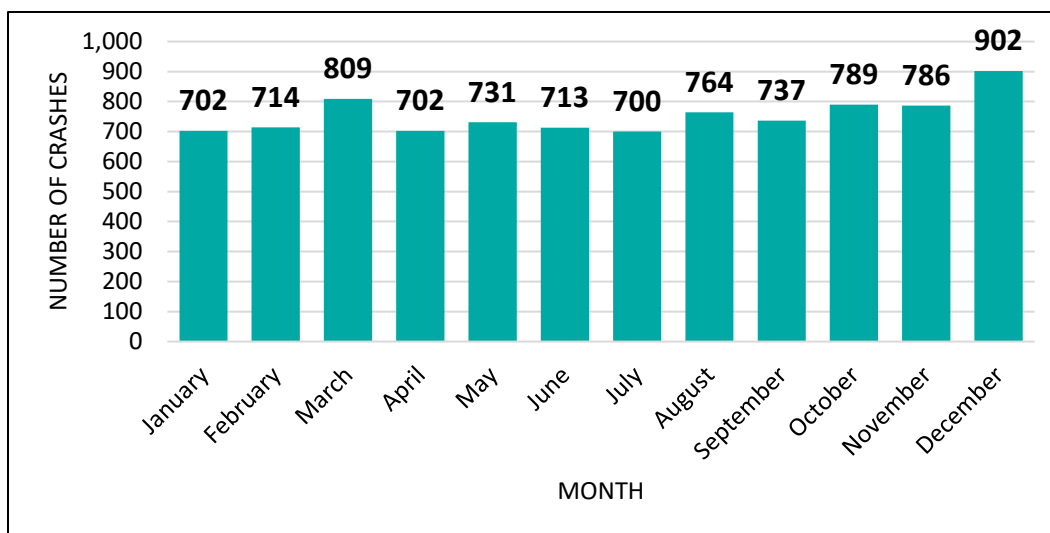


Figure 19: Five-Year Average Number of Crashes by Month





### Fatalities

There were a total of 447 fatal crashes resulting in 491 fatalities in the five-year period between 2019 to 2023. Figures 20 and 21 represent the fatal crashes in terms of number of fatalities by month and average number of fatalities by month. During this five-year period, October and November had the most fatalities while July and February had the least amount of fatalities per month.

Figure 20: Five-Year Total Number of Fatalities by Month

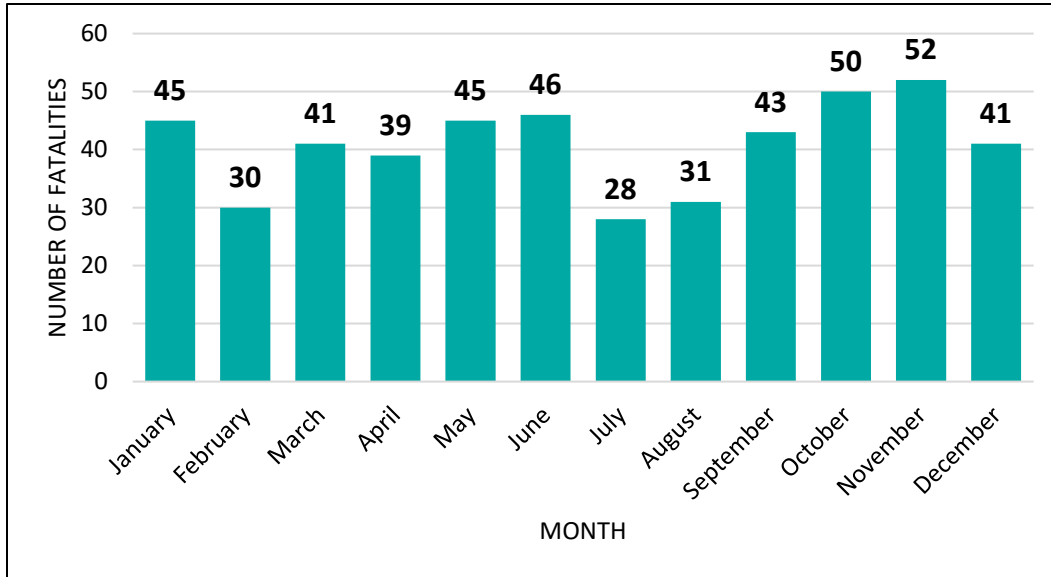
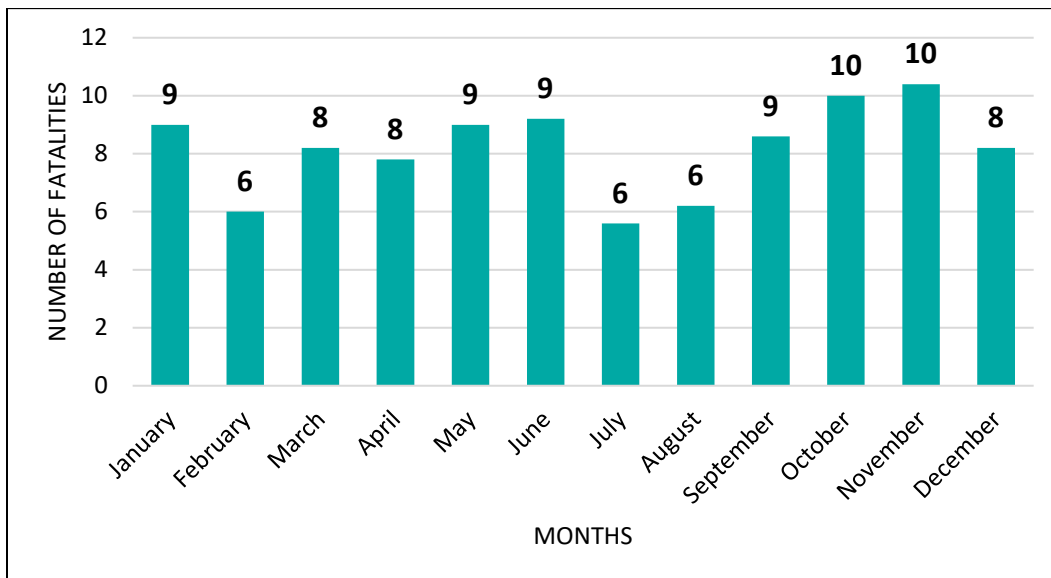


Figure 21: Five-Year Average Number of Fatalities by Month



### Serious Injuries

There were a total of 1,412 serious injury crashes resulting in 1,734 serious injuries. Another 123 serious injuries resulted from a fatal crash. Within the five-year period between 2019 and 2023 there were a total of 1,857 serious injuries resulting from fatal and serious injury crashes. Figures 22 and 23 represent the serious injuries by month and average number of serious injuries by month. During this five-year period March had the highest number of serious injuries and August had the least amount of serious injuries.

Figure 22: Five-Year Total Number of Serious Injuries

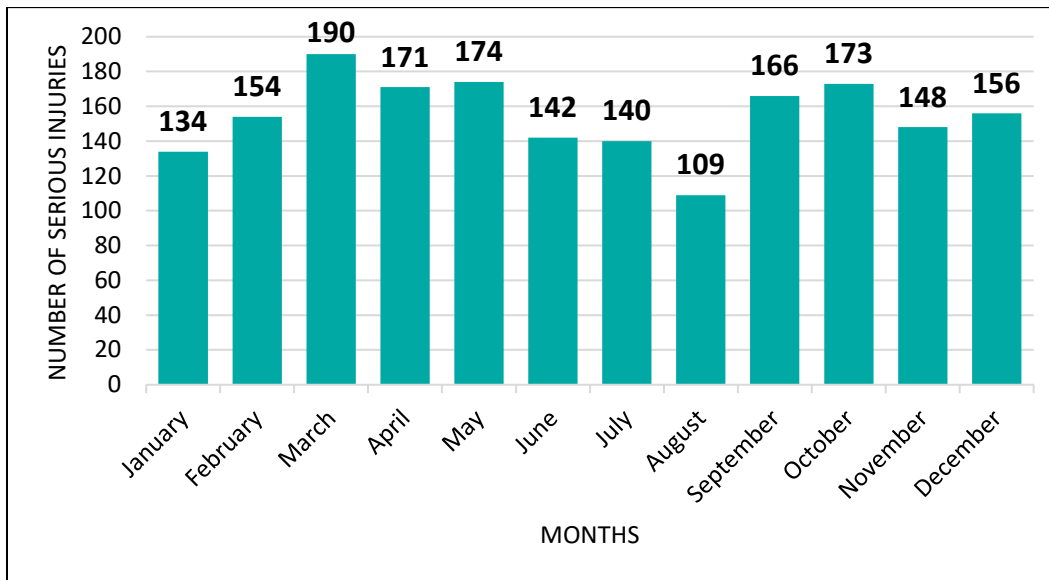
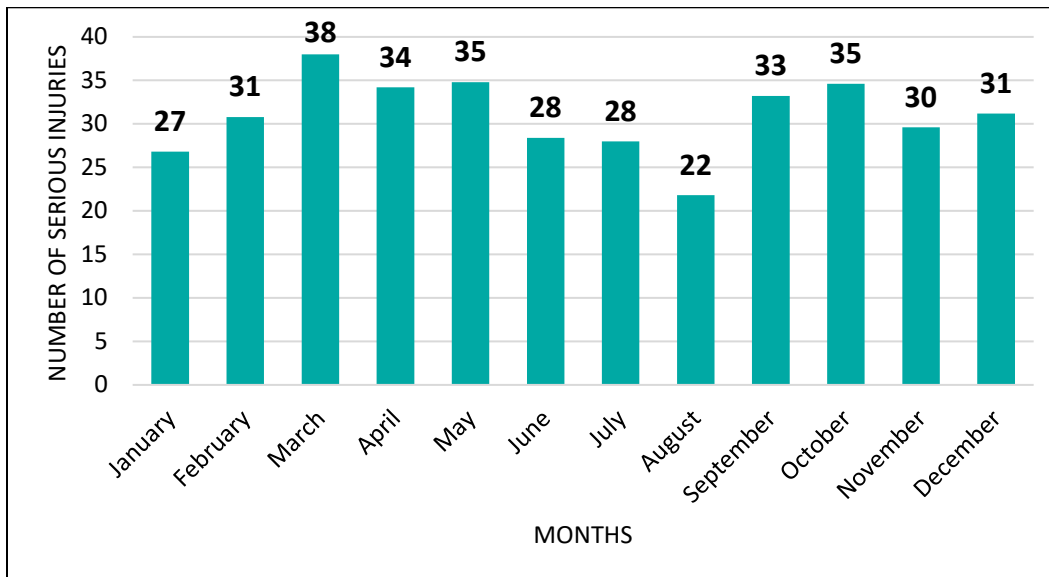


Figure 23: Five-Year Average Number of Serious Injuries by Month



### *Top Crash Types*

#### **Top 5 Overall Crash Types**

Analysis of all crashes by crash type indicates that just over 1/3 of crashes were Rear End crashes. Table 4 summarizes the top five crash types and their respective percentages among all crashes from 2019-2023 in Marion County.

*Table 4: Top 5 Crash Types in Marion County*

<b>Crash Type</b>	<b>Number of Crashes</b>	<b>Percentage</b>
Rear End	16,509	36.7%
Fixed-Object/Off Road	4,936	11.0%
Same Direction Sideswipe	4,205	9.4%
Right Angle	3,624	8.1%
Left Entering	3,264	7.3%

#### **Top 3 Fatal Crash Types**

The top three fatal crash types from 2019-2023 are Fixed Object/Run-Off Road, Pedestrian, and Head On. Table 5 shows the number of fatal crashes by the top three crash types and their respective percentages among all fatal crashes from 2019-2023.

*Table 5: Top 3 Fatal Crash Types in Marion County*

<b>Crash Type</b>	<b>Number of Crashes</b>	<b>Percentage</b>
Fixed Object/Run-Off Road	93	20.8%
Pedestrian	80	17.9%
Head On	48	10.7%

#### **Top 3 Serious Injury Crash Types**

The top three serious injury crash types from 2019-2023 are Rear End, Fixed Object/Run-Off Road, and Right Angle. Table 6 shows the number of serious injury crashes by the top three crash types and their respective percentages among all serious injury crashes from 2019-2023.

*Table 6: Top 3 Serious Injury Crash Types in Marion County*

<b>Crash Type</b>	<b>Number of Crashes</b>	<b>Percentage</b>
Rear End	259	18.3%
Fixed Object/ Run-Off Road	235	16.6%
Right Angle	149	10.6%

### Fatal and Serious Injury Crash Summary

A summary of the 1,859 fatal and serious injury crashes by age of driver, weather conditions, lighting conditions, and several other factors can help illuminate contributing factors. Crashes under different conditions, including these and others are summarized below.

#### By Age Group

Figures 24 and 25 summarize fatal and serious injury crashes by age groups for drivers involved in fatal and serious injury crashes from 2019-2023. Drivers 60+ years old (23.23%) followed by drivers 19-29 (23.20%) were the top two highest ages groups involved in a fatal or serious injury crash. Drivers 60+ years old had the highest number of fatalities and serious injuries. Marion County's 60+ years old age group is 35.6%<sup>6</sup> of the total population in the county. They are the highest population age group in the county.

Figure 24: Combines Drivers Ages in Fatal and Serious Injury Crashes

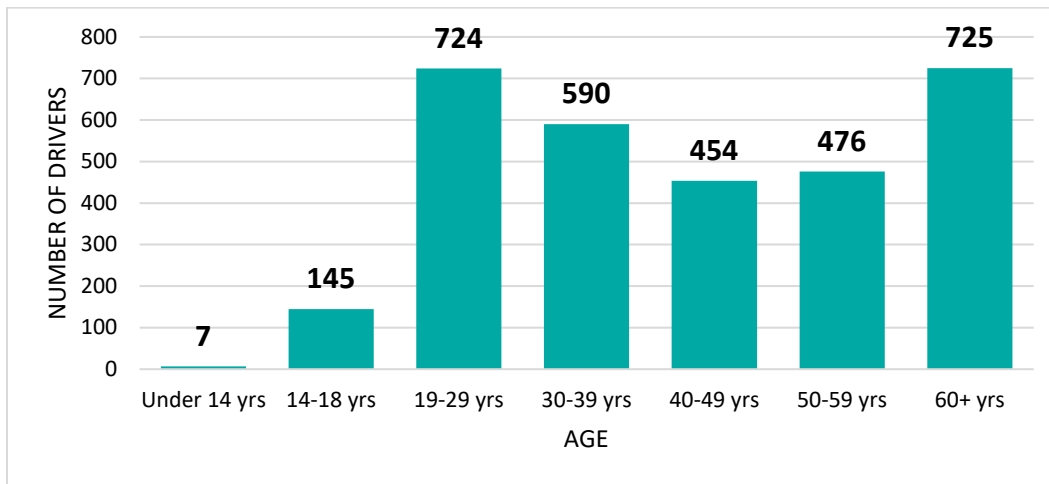
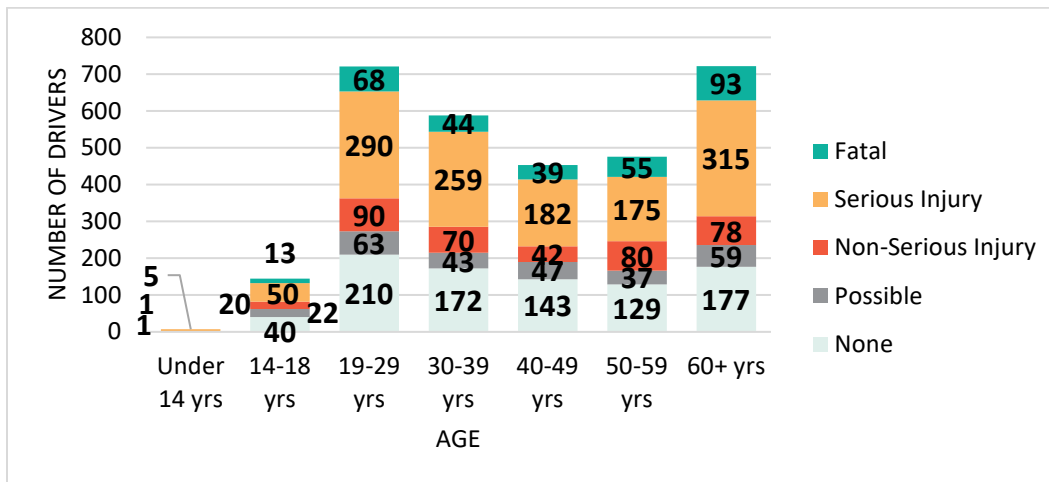


Figure 25: Drivers Age by Severity in Fatal and Serious Injury Crashes



<sup>6</sup> U.S. Census Bureau's American Community Survey 5-year estimate data from 2018-2022 estimates

Figures 26 and 27 summarize fatal and serious injury crashes by age groups for passengers involved in fatal and serious injury crashes from 2019-2023. Passengers under 14 years old is the age group that has the most passengers involved in fatal and serious injury crashes. Passengers over 60 years old had the most fatalities and serious injuries, followed by passengers under 14 years old.

Figure 26: Passenger Ages in Fatal and Serious Injury Crashes

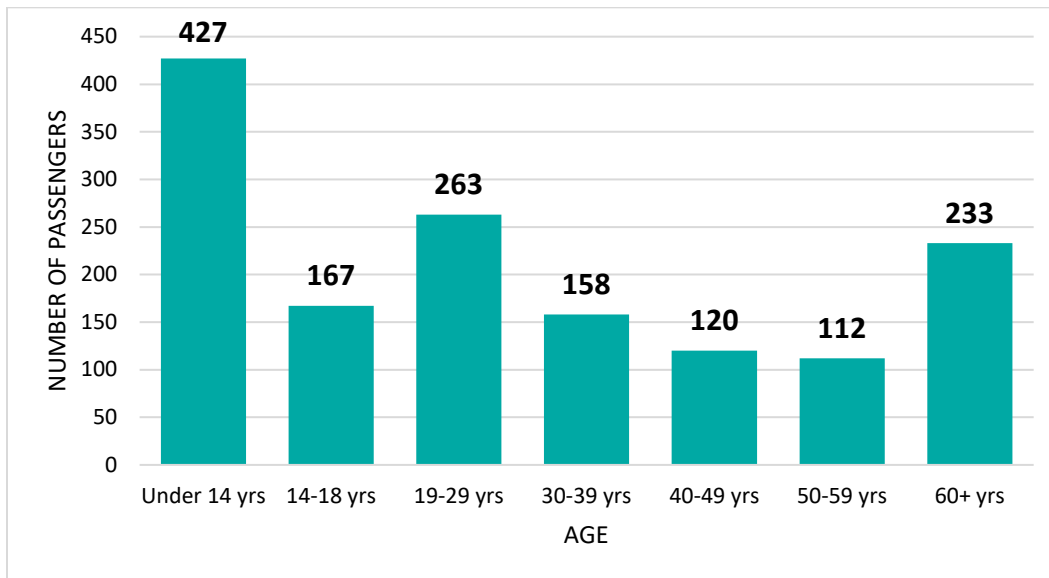
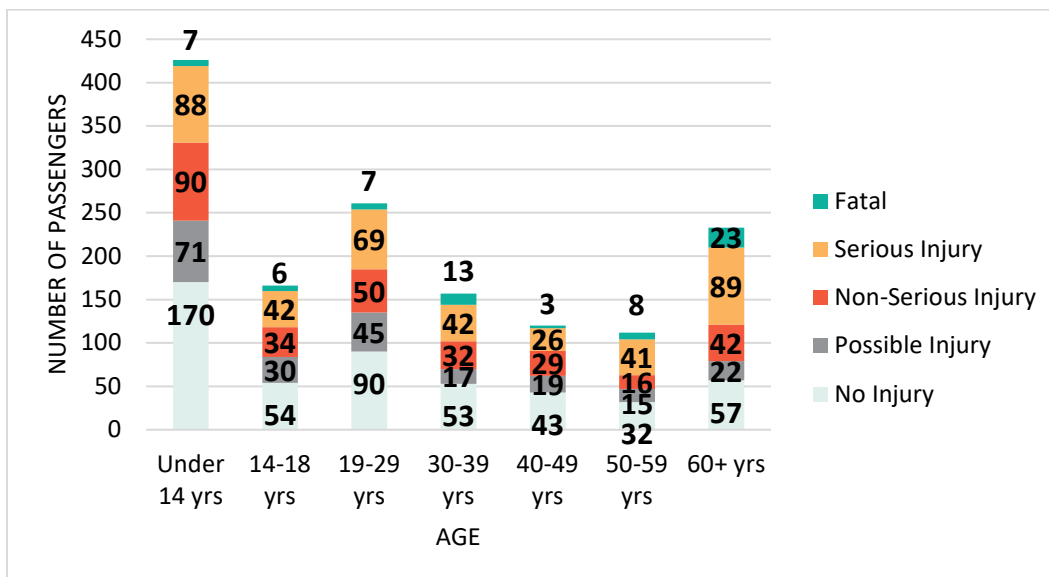


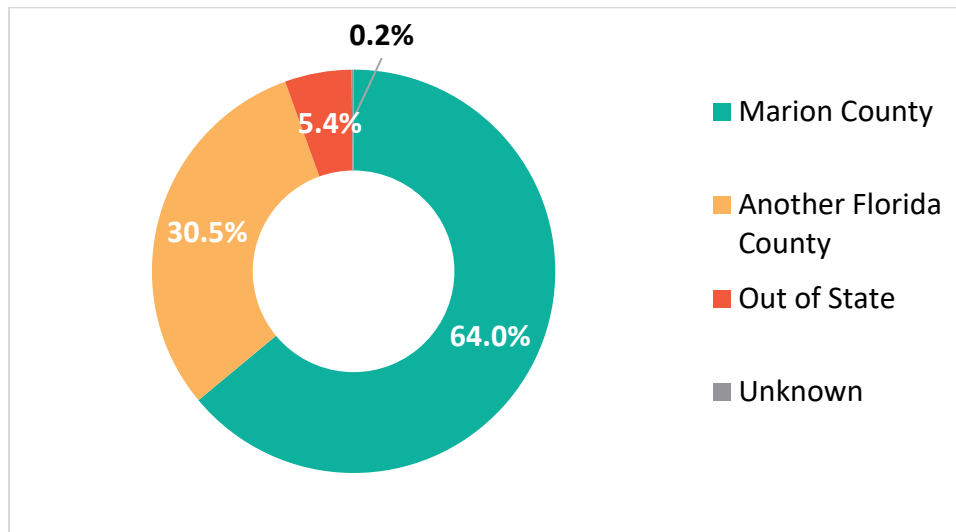
Figure 27: Passenger Ages by Severity in Fatal and Serious Injury Crashes



### By Driver's License Registration Location

Figure 28 summarizes license registration location for drivers involved in fatal and serious injury crashes from 2019-2023. Almost 2/3<sup>ds</sup> of the drivers were from Marion County. Drivers from another county in FL were the second highest location for driver's license registered. The top 3 counties were Volusia County, Alachua County, and Orange County.

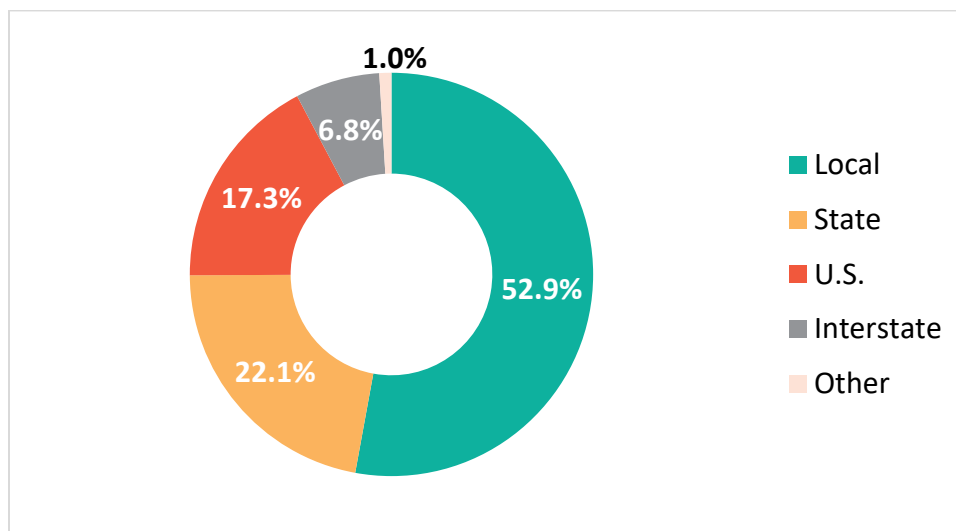
Figure 28: Driver's License Registered Location for Fatal and Serious Injury Crashes



### By Road Type

Figure 29 depicts the distribution of road types where fatal and serious injury occurred from 2019-2023. Local roadways have the most fatal and serious injury crashes, with 53% of the total, followed by state roads (22%).

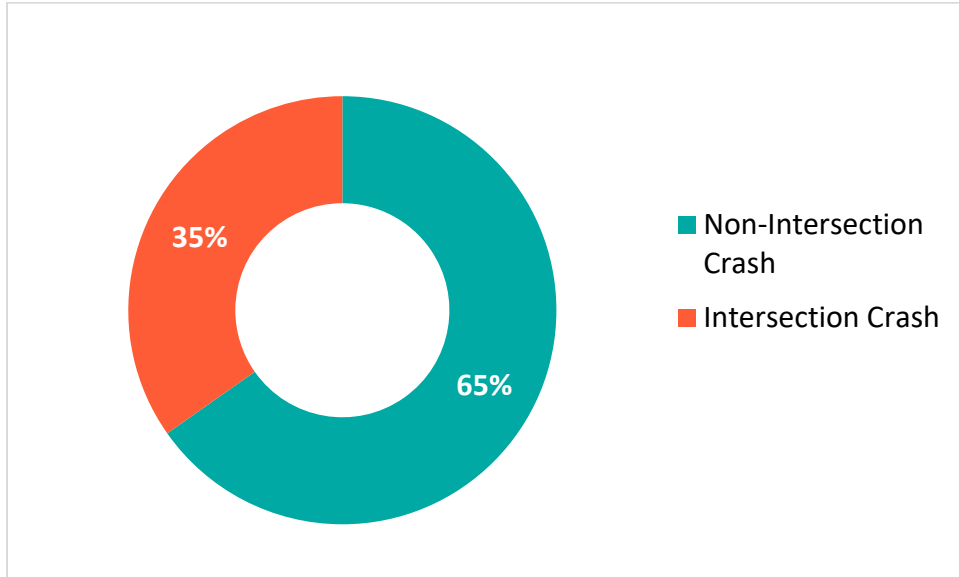
Figure 29: Road Types for Fatal and Serious Injury Crashes



### By Intersection vs Non-Intersection

Figure 30 shows the distribution of fatal and serious injury crashes at intersection and non-intersection locations. As shown, 66% of fatal and serious injury crashes occurred at non-intersection locations.

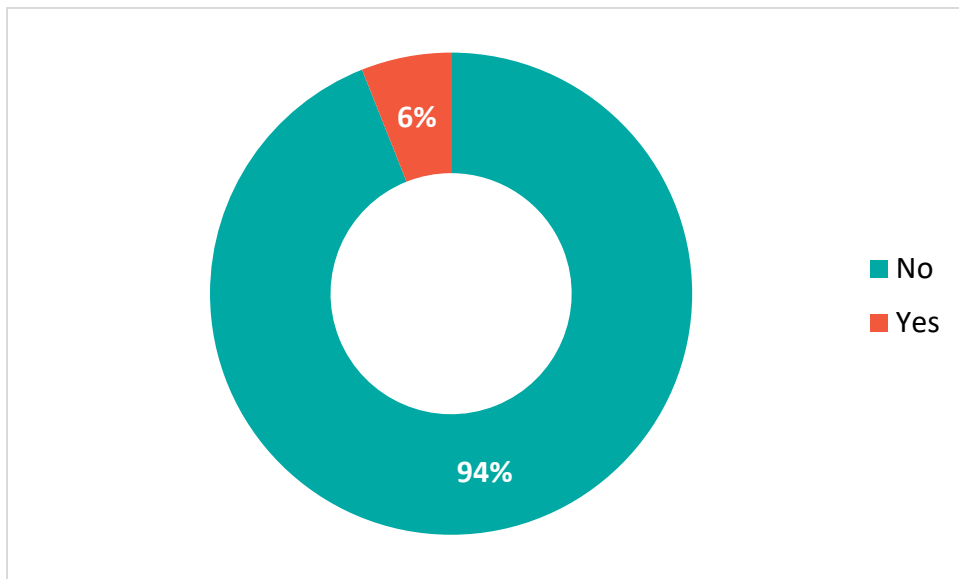
Figure 30: Intersection vs Non-Intersection for Fatal and Serious Injury Crashes



### Hit and Run

6% of fatal and serious injury crashes are hit and run crashes, as illustrated in Figure 31.

Figure 31: Hit and Run for Fatal and Serious Injury Crashes

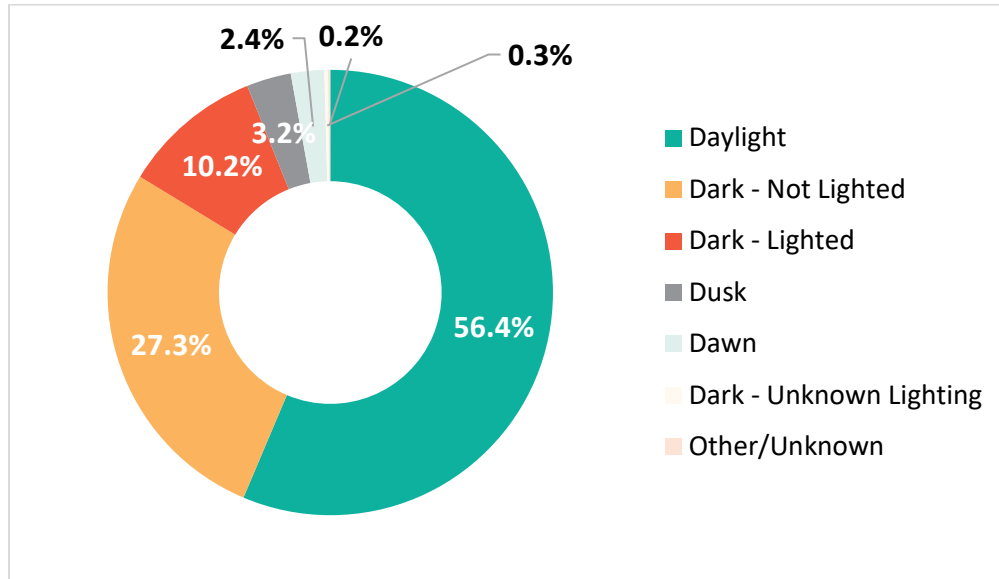




### Lighting Conditions

Lighting conditions for fatal and serious injury crashes are shown in Figure 32, with 56% of crashes occurring during daylight hours and 27% in dark-not lighted conditions.

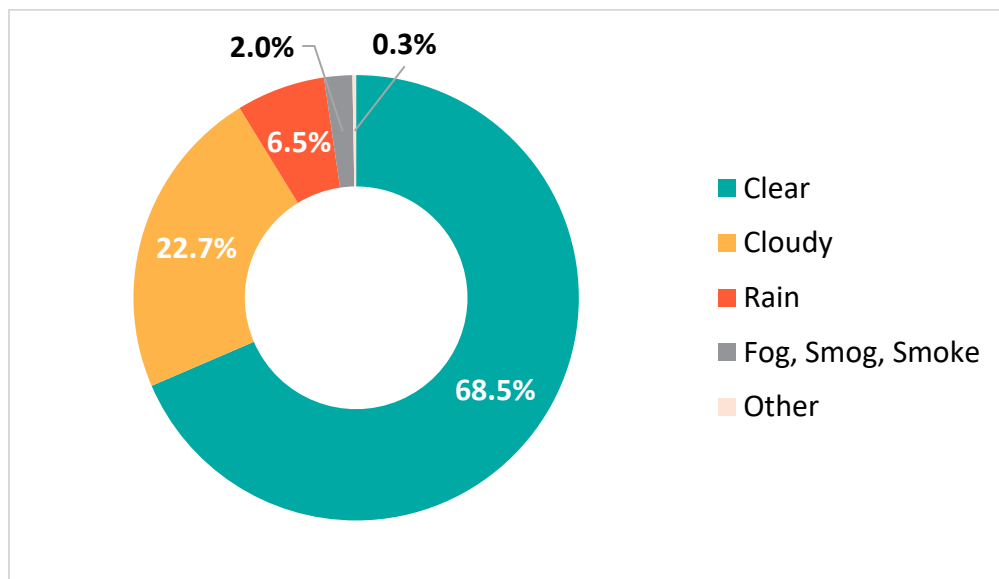
Figure 32: Lighting Conditions for Fatal and Serious Injury Crashes



### Weather Conditions

Statistics on weather conditions during fatal and serious injury crashes indicate that 68.5% of fatal and serious injury crashes occurred in clear conditions, with the second most common condition being cloudy, with 22.7% of crashes as shown in Figure 33.

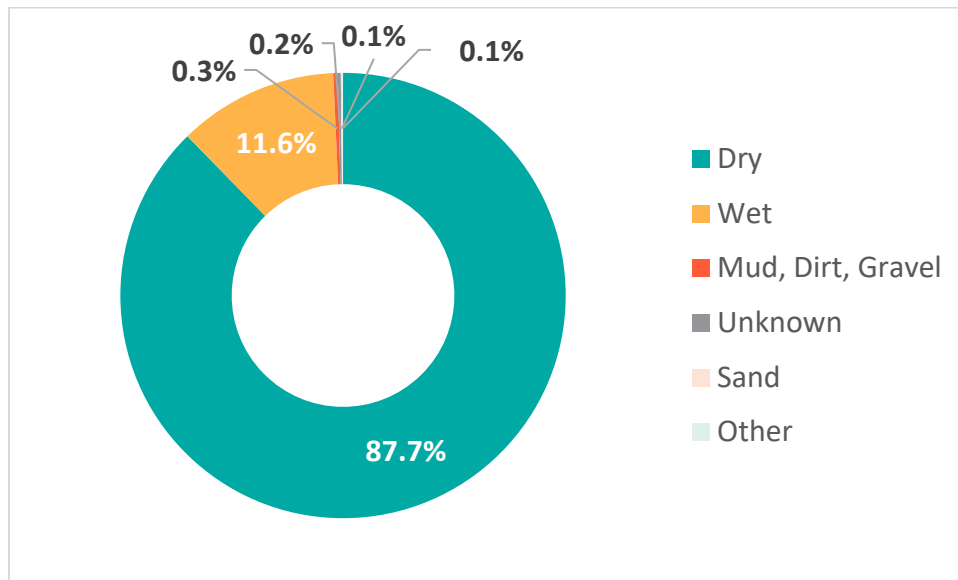
Figure 33: Weather Conditions for Fatal and Serious Injury Crashes



### Road Surface Condition

Figure 34 shows that 87% of fatal and serious injury crashes from 2019-2023 occurred on dry road surfaces, and 12% occurred on wet road surfaces.

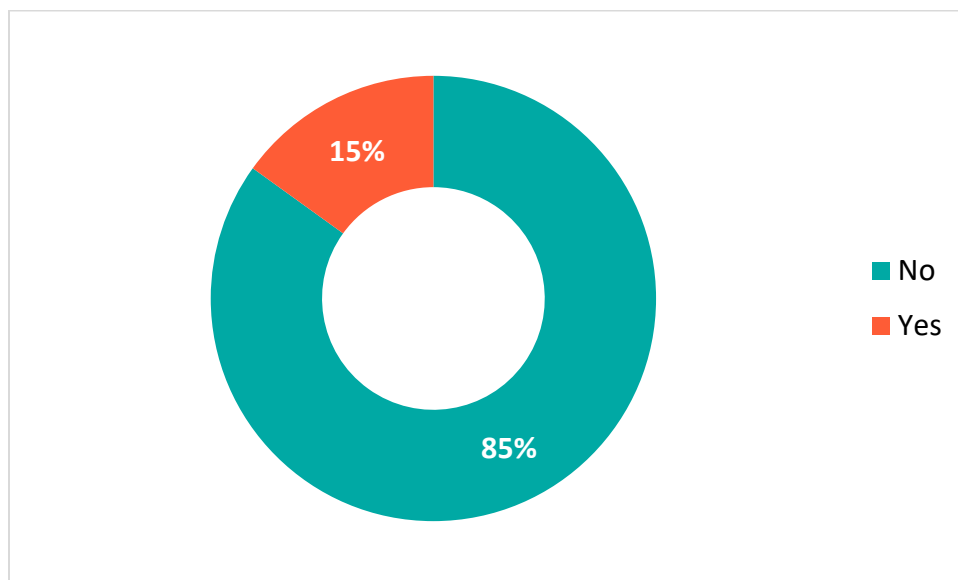
Figure 34: Road Surface Condition for Fatal and Serious Injury Crashes



### Alcohol and/or Drugs Confirmed

Figure 35 illustrates that 15% of fatal and serious injury crashes from 2019-2023 occurred with at least one driver under the influence of alcohol and/or drugs.

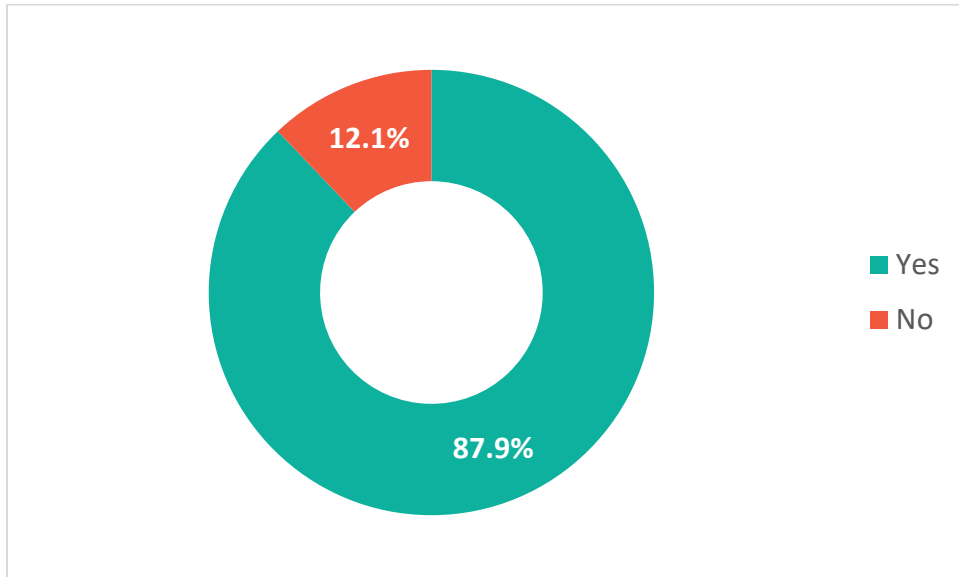
Figure 35: Alcohol and/or Drugs Confirmed for Fatal and Serious Injury Crashes



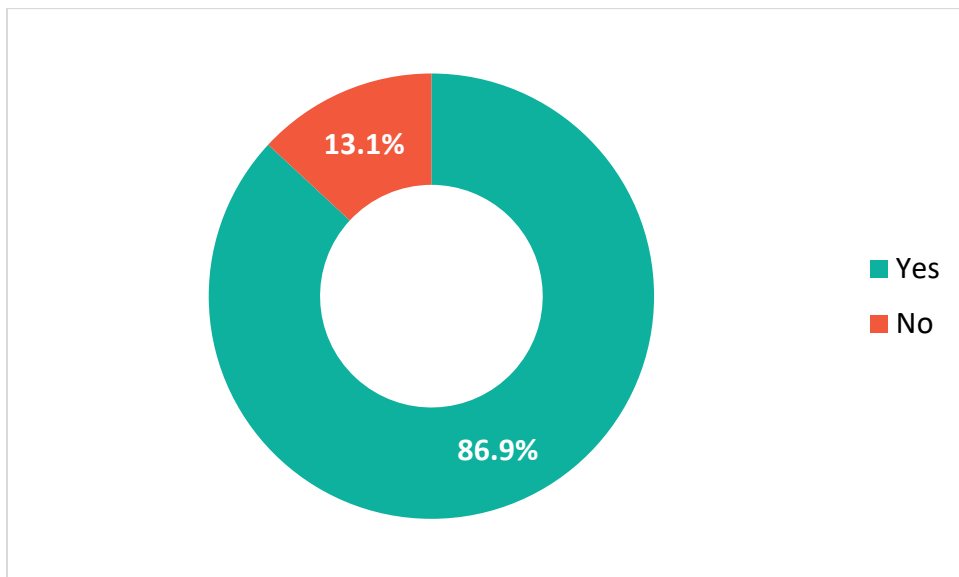
### Restrained

Figures 36 and 37 display the incidence of drivers and passengers, respectively, wearing restraint devices or not in fatal and serious injury crashes.

*Figure 36: Driver Restrained for Fatal and Serious Injury Crashes*



*Figure 37: Passenger Restrained for Fatal and Serious Injury Crashes*



### Posted Speed vs Driver Speed

Figure 38 shows that 69% of fatal and serious injury crashes occurred on roadways with a posted speed of between 40-55 miles per hour, with the next highest category of posted speed at 20-35 miles per hour.

Figure 38: Posted Speed Limits for Fatal and Serious Injury Crashes

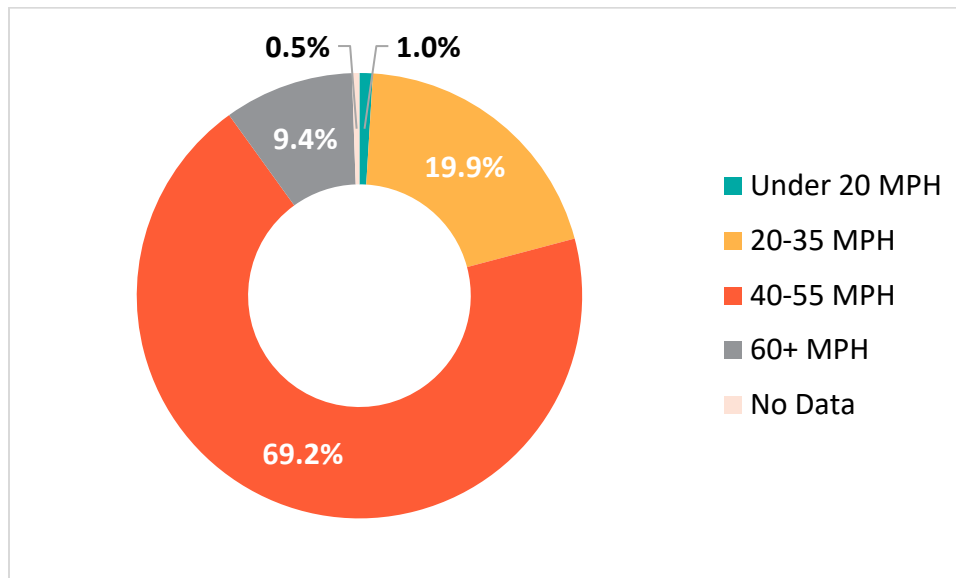
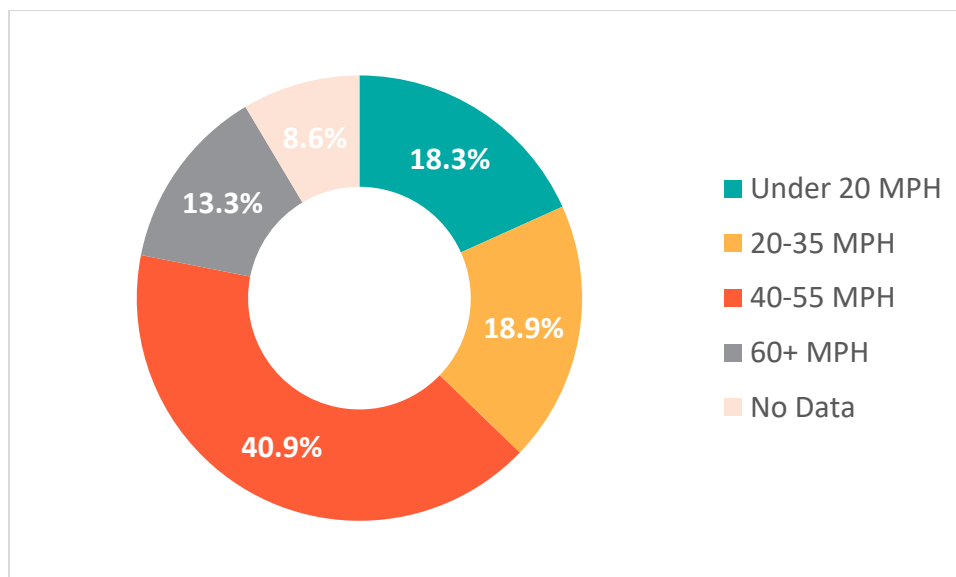


Figure 39 shows that 41% of fatal and serious injury crash drivers estimated speed was between 40-55 mph prior to the crash. The second highest category was an estimated speed of 20-35 mph prior to the crash.

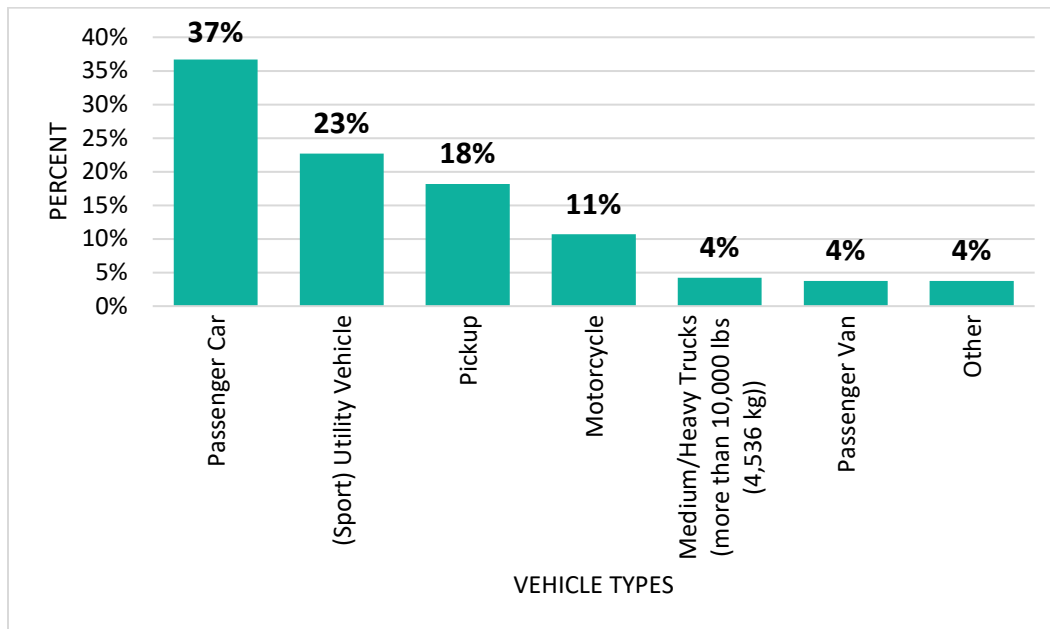
Figure 39: Drivers Estimated Speed Prior to Crash for Fatal and Serious Injury Crashes



### Vehicle Type

A summary of fatal and serious injury crashes by vehicle type in Figure 40 indicates that 37% involved passenger cars, with the next highest category of vehicle type being sport utility vehicles, at 23%.

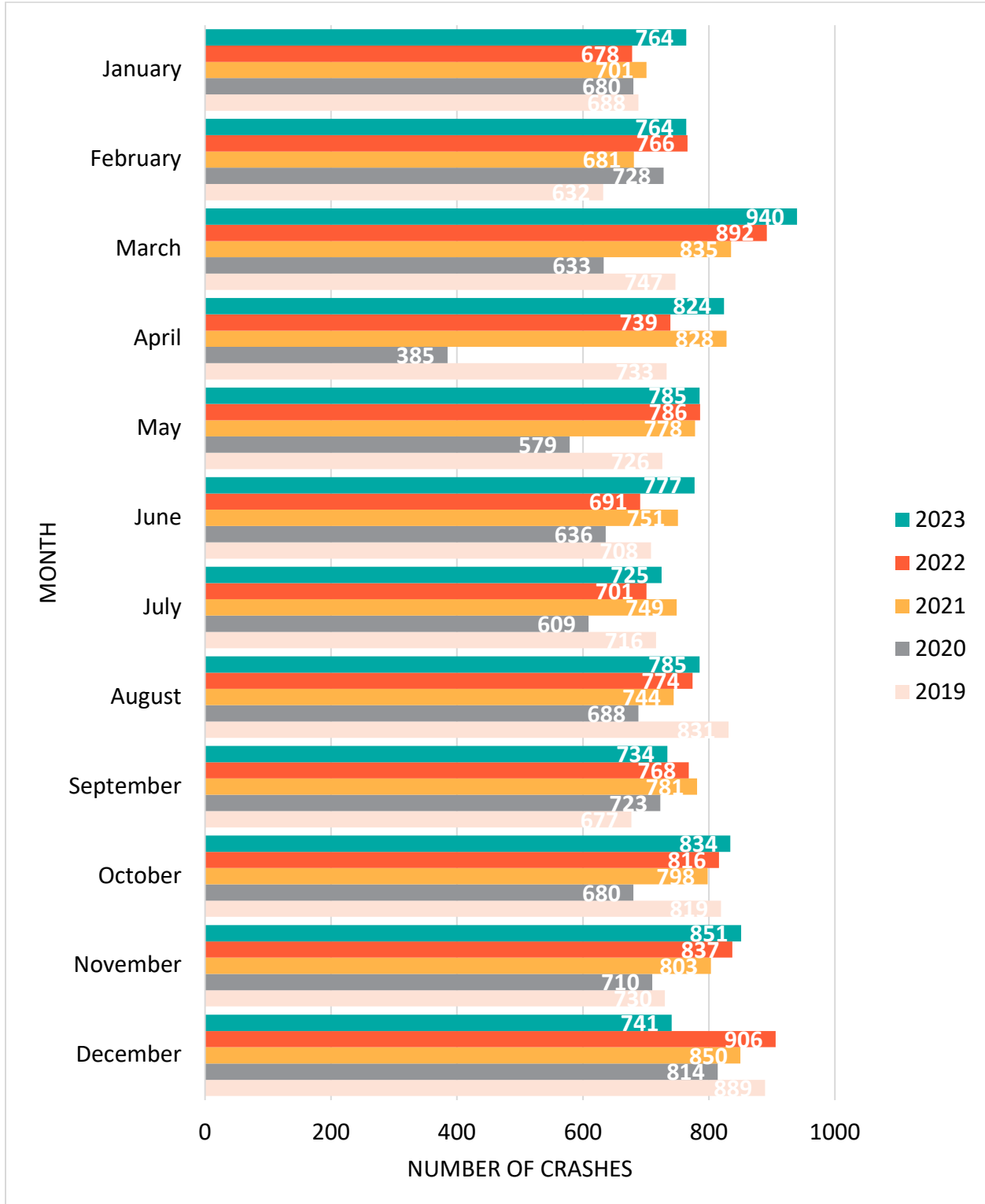
Figure 40: Vehicle Types Involved in Fatal and Serious Injury Crashes



## APPENDIX A: ADDITIONAL CRASH STATISTICS

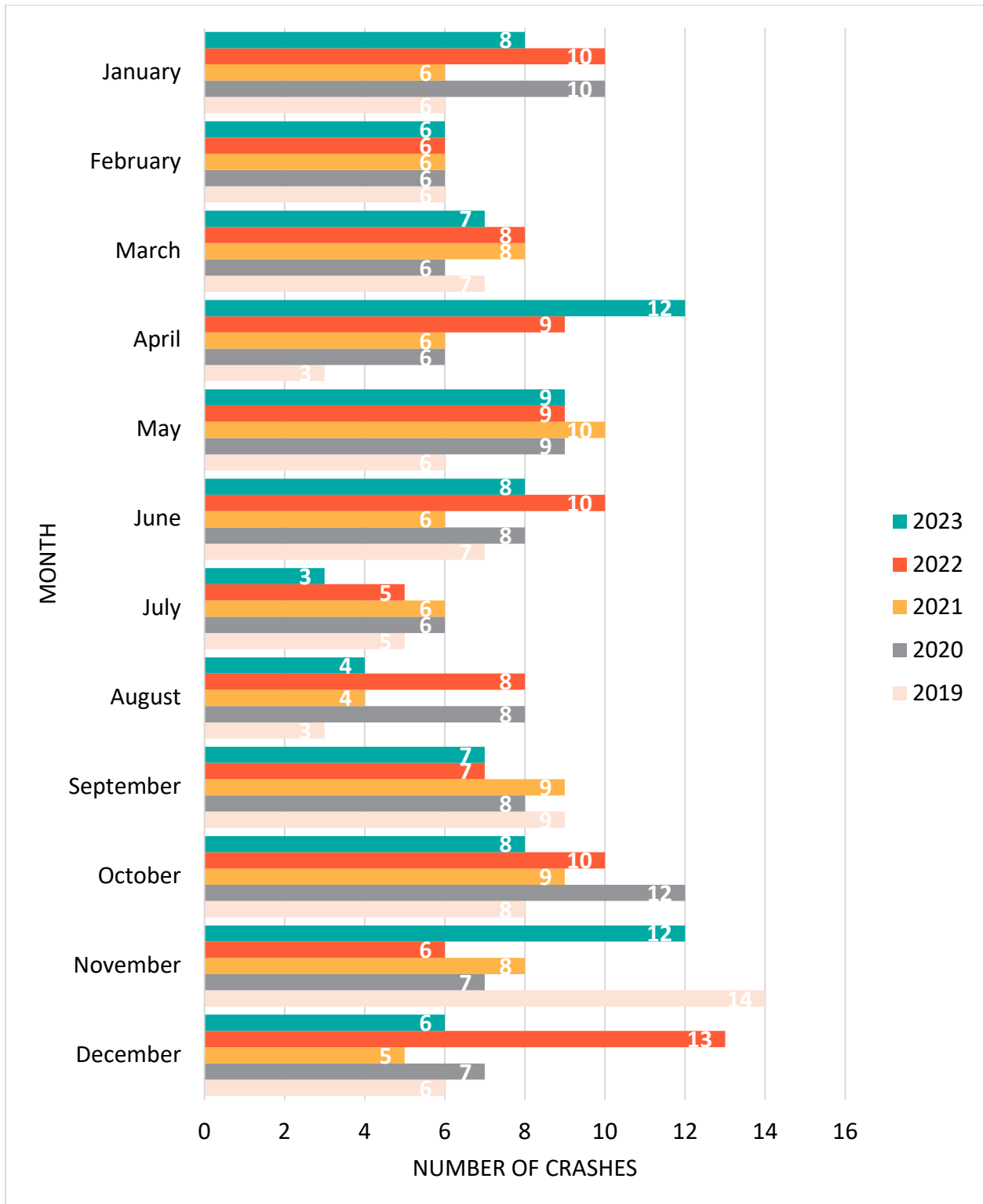
### Crash by Month

All Crashes



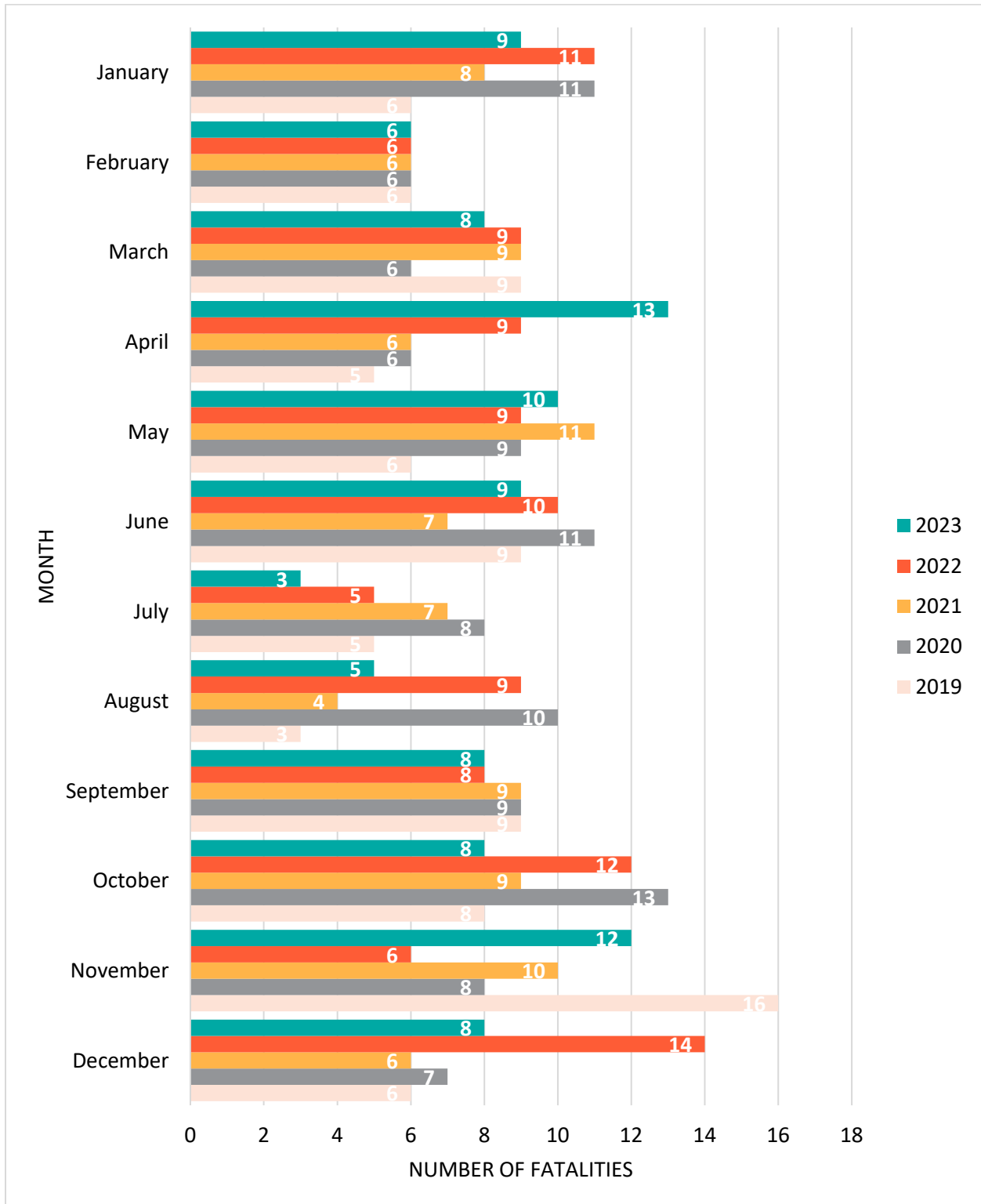
## Fatalities

### Annual Fatal Crashes



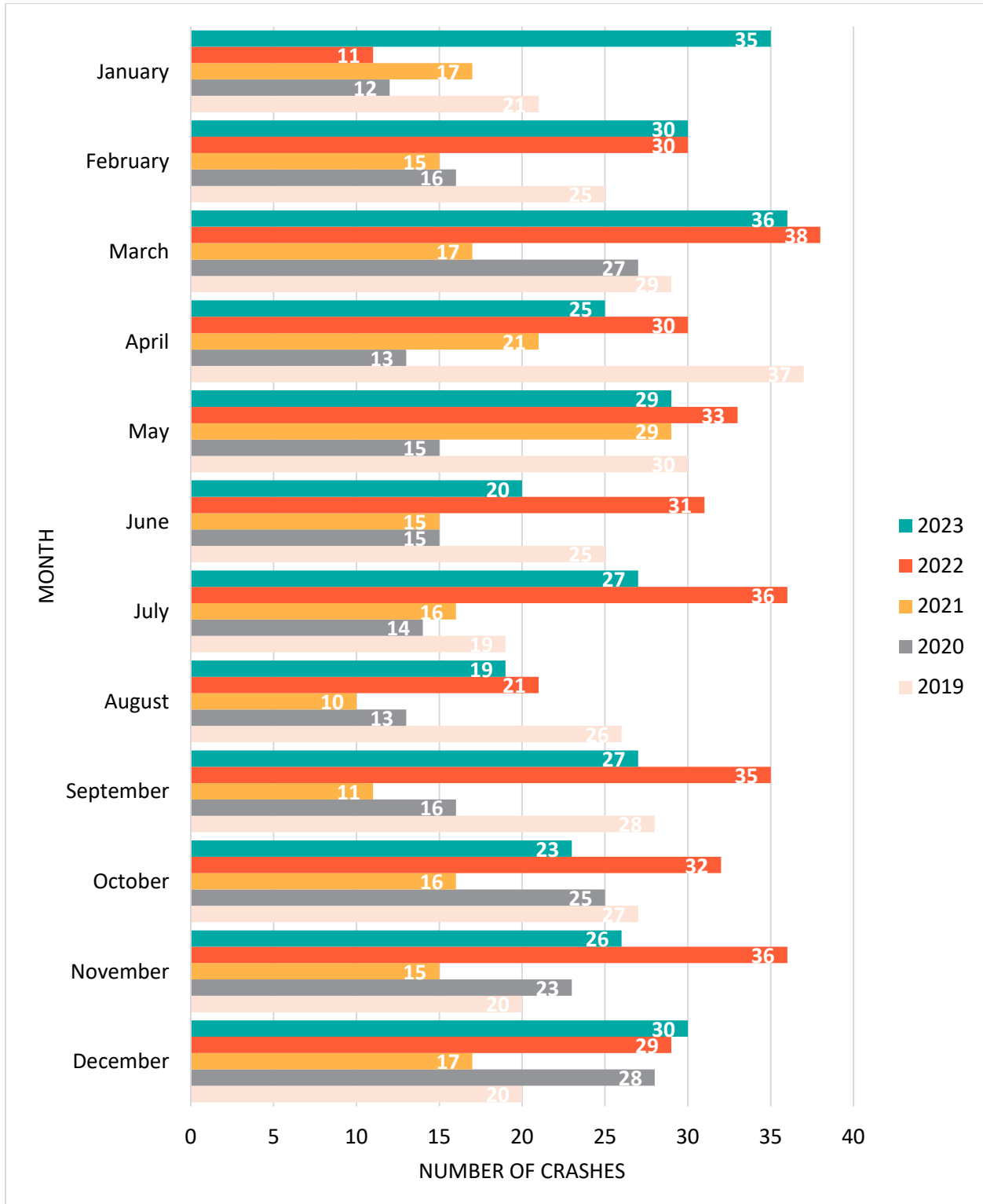


*Annual Fatalities*

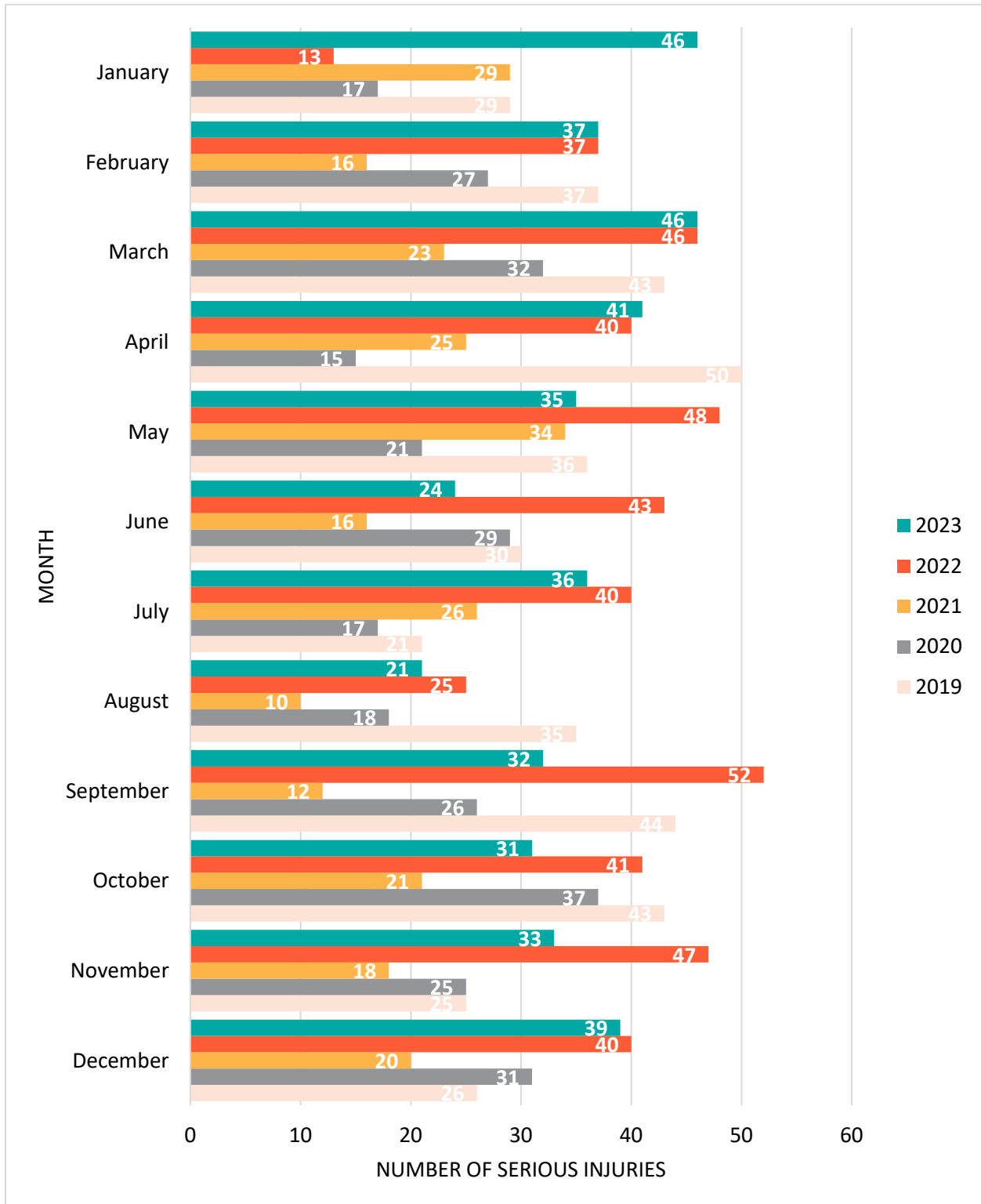


## Serious Injuries

### Annual Serious Injury Crashes



Annual Serious Injuries



## Top Crash Types

### *Top 5 Overall Crash Types*

2019

Top 5 Crash Types	Number of Crashes	Percentage
Read End	3,520	39.6%
Left Turn	1,070	12.0%
Other Type	971	10.9%
Fixed Object/Off Road	900	10.1%
Sideswipe	813	9.1%

2020

Top 5 Crash Types	Number of Crashes	Percentage
Read End	2,766	35.2%
Left Turn	983	12.5%
Fixed Object/Off Road	950	12.1%
Other Type	915	11.6%
Sideswipe	723	9.2%

2021

Top 5 Crash Types	Number of Crashes	Percentage
Read End	3,472	37.3%
Left Turn	1,143	12.3%
Other Type	1,053	11.3%
Fixed Object/Off Road	1,036	11.1%
Sideswipe	931	10.0%

2022

Top 5 Crash Types	Number of Crashes	Percentage
Read End	3,370	36.0%
Left Turn	1,251	13.4%
Sideswipe	1,029	11.0%
Fixed Object/Off Road	1,008	10.8%
Other Type	988	10.6%

2023

Top 5 Crash Types	Number of Crashes	Percentage
Read End	3,381	35.5%
Left Turn	1,269	13.3%
Sideswipe	1,158	12.2%
Fixed Object/Off Road	1,042	10.9%
Other Type	1,034	10.9%

*Top 3 Fatal Crash Types*

2019

Top 3 Crash Types	Number of Crashes	Percentage
Pedestrian	17	21.3%
Rear End	11	13.8%
Other Type	11	13.8%

2020

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	25	26.9%
Pedestrian	18	19.4%
Head On	11	11.8%

2021

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	18	21.7%
Pedestrian	16	19.3%
Left Turn	9	10.8%

2022

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	24	23.8%
Pedestrian	17	16.8%
Left Turn	16	15.8%

2023

Top 3 Crash Types	Number of Crashes	Percentage
Left Turn	18	20.0%
Fixed Object/Off Road	16	17.8%
Head On and Pedestrian	12	13.3%

### Top 3 Serious Injury Crash Types

2019

Top 3 Crash Types	Number of Crashes	Percentage
Rear End	67	21.8%
Left Turn	54	17.6%
Fixed Object/Off Road	40	13.0%

2020

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	46	21.2%
Left Turn	42	19.4%
Rear End	27	12.4%

2021

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	41	20.6%
Rear End	37	18.6%
Left Turn	32	16.1%

2022

Top 3 Crash Types	Number of Crashes	Percentage
Rear End	68	18.8%
Fixed Object/Off Road	61	16.9%
Left Turn	52	14.4%

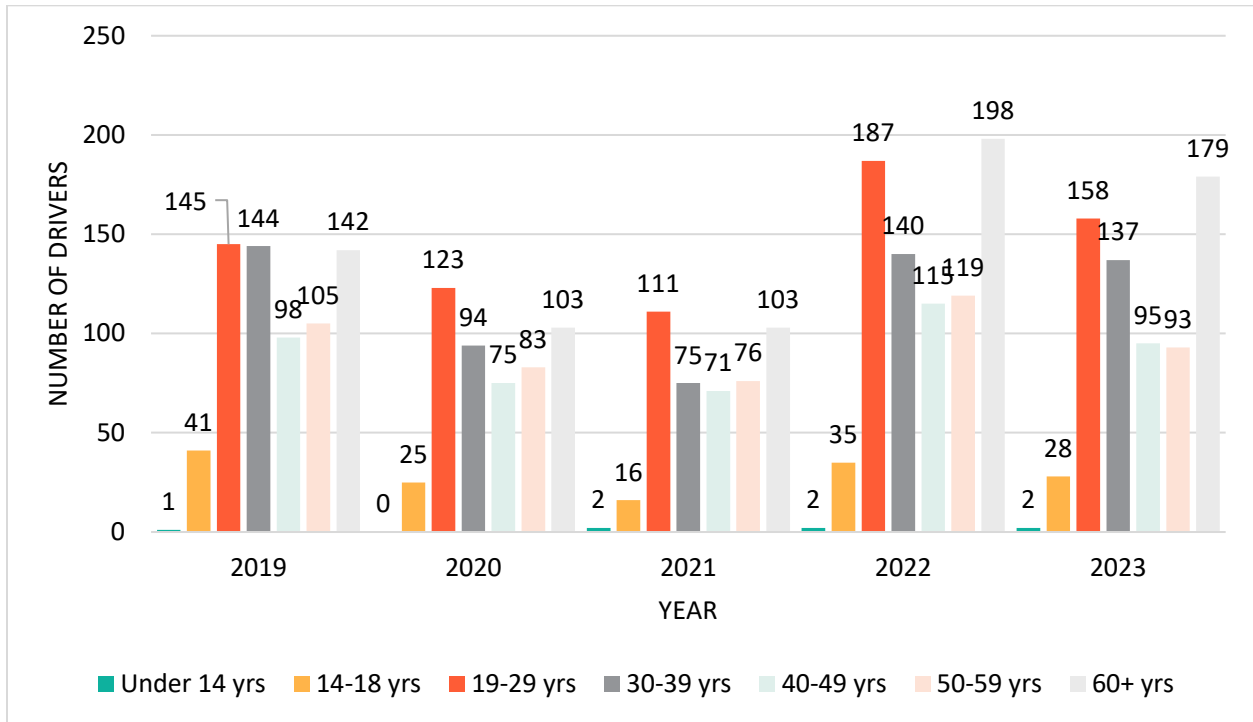
2023

Top 3 Crash Types	Number of Crashes	Percentage
Left Turn	62	19.0%
Rear End	60	18.3%
Fixed Object/Off Road	47	14.4%

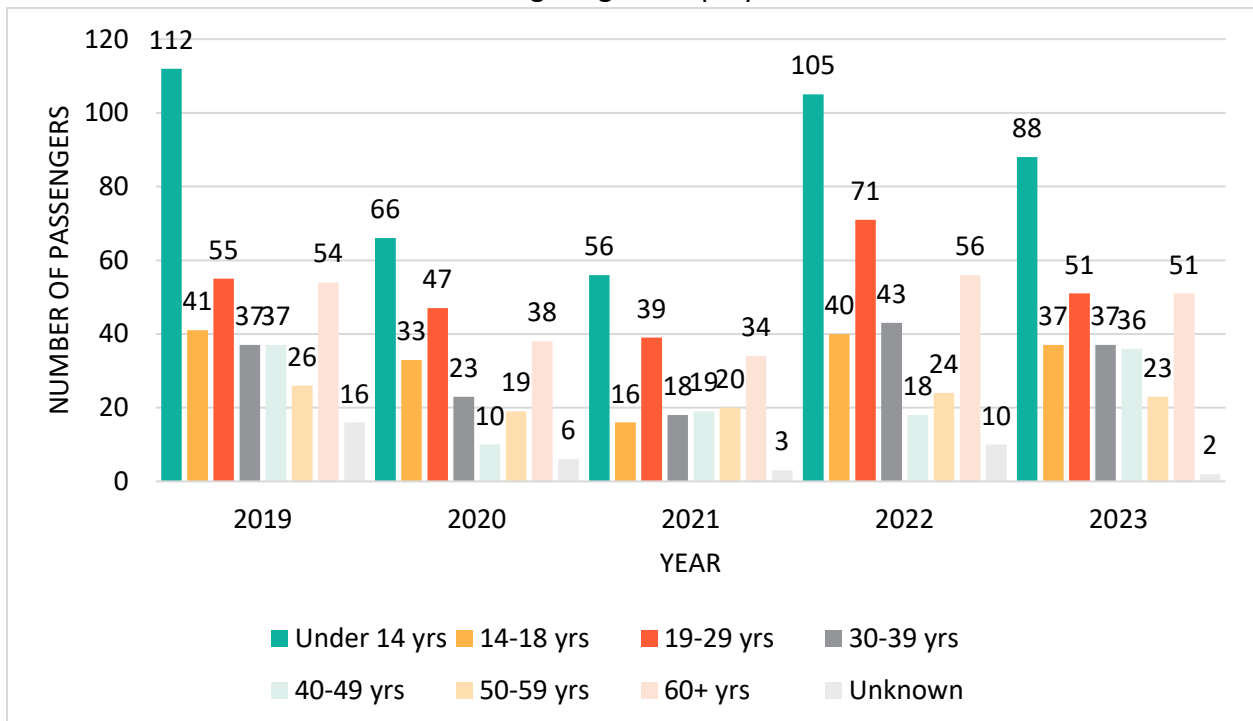
## Fatal and Serious Injury Crash Metrics

### Age Groups

Driver Age Group by Year

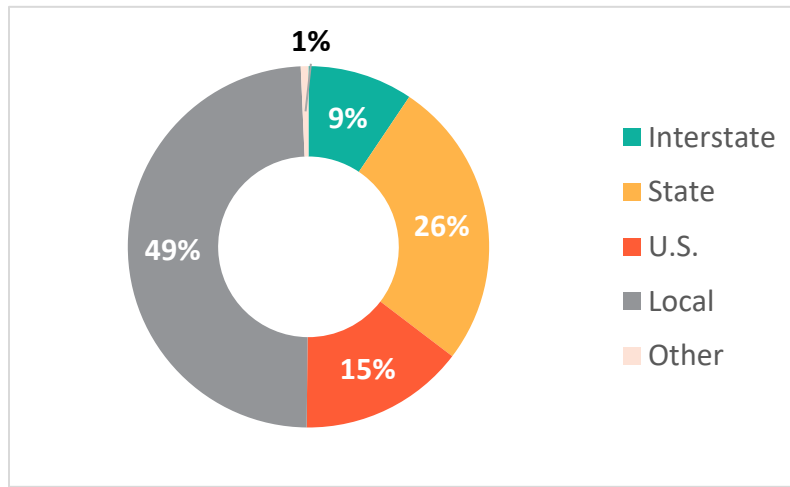


Passenger Age Group by Year

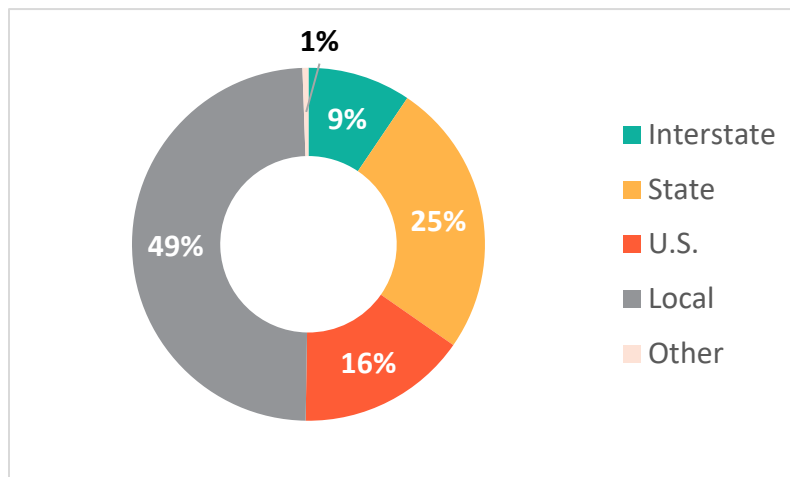


Road Type

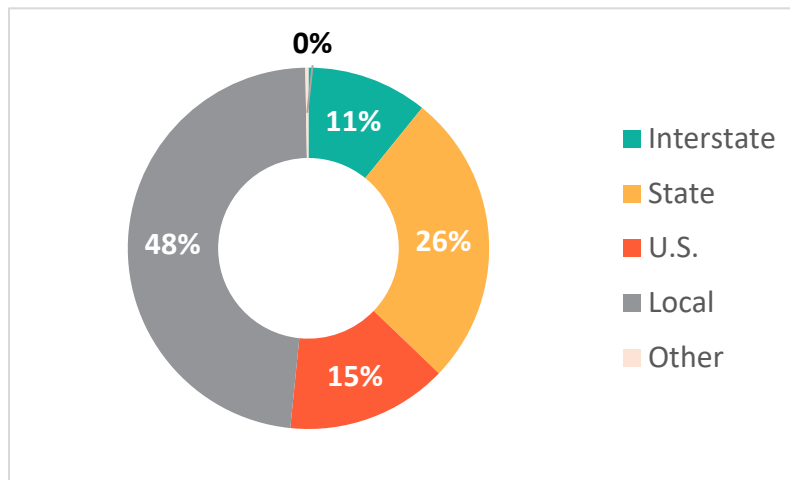
2019



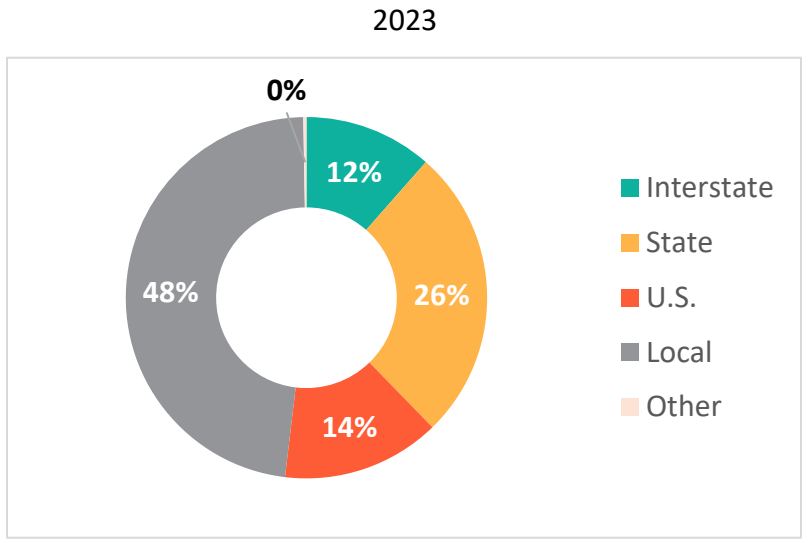
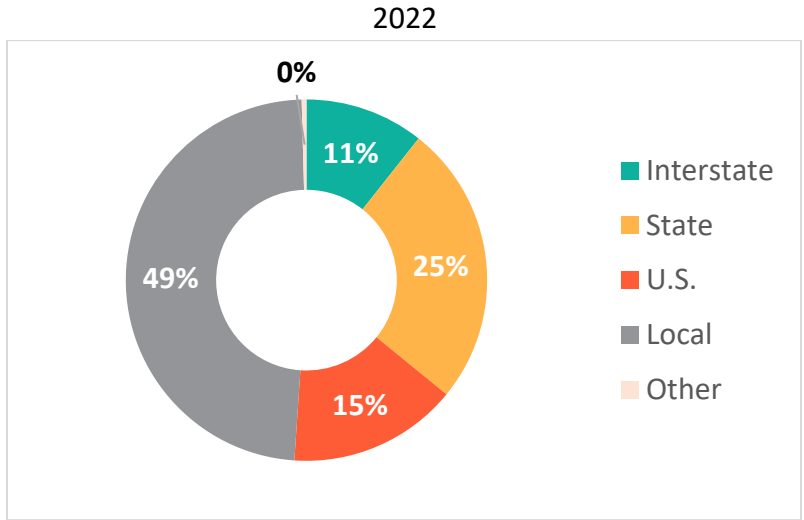
2020



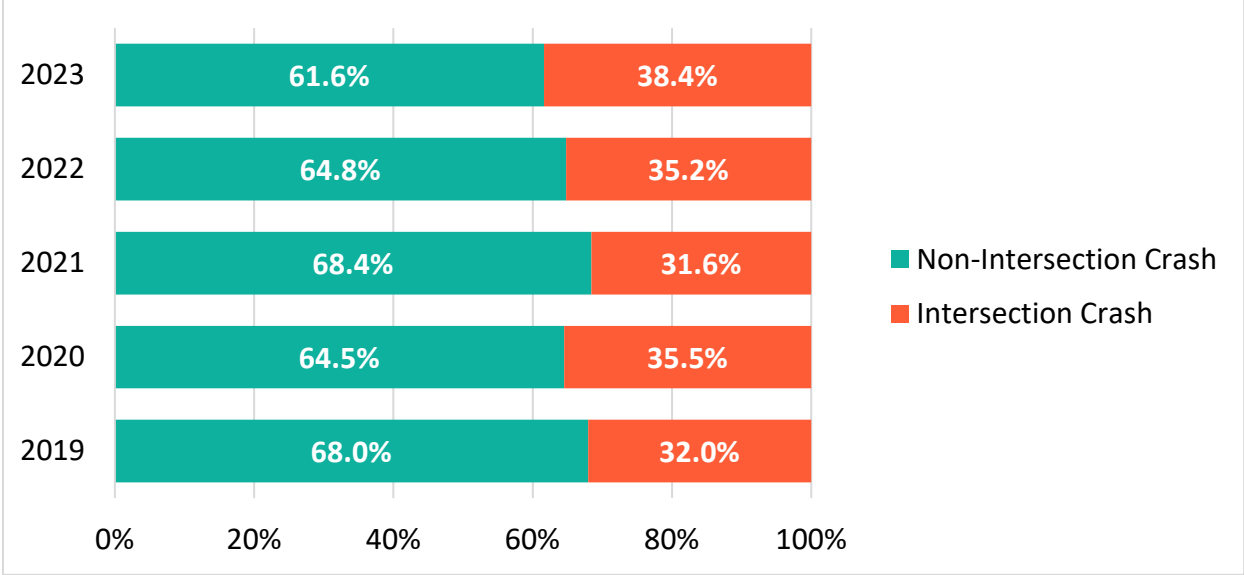
2021



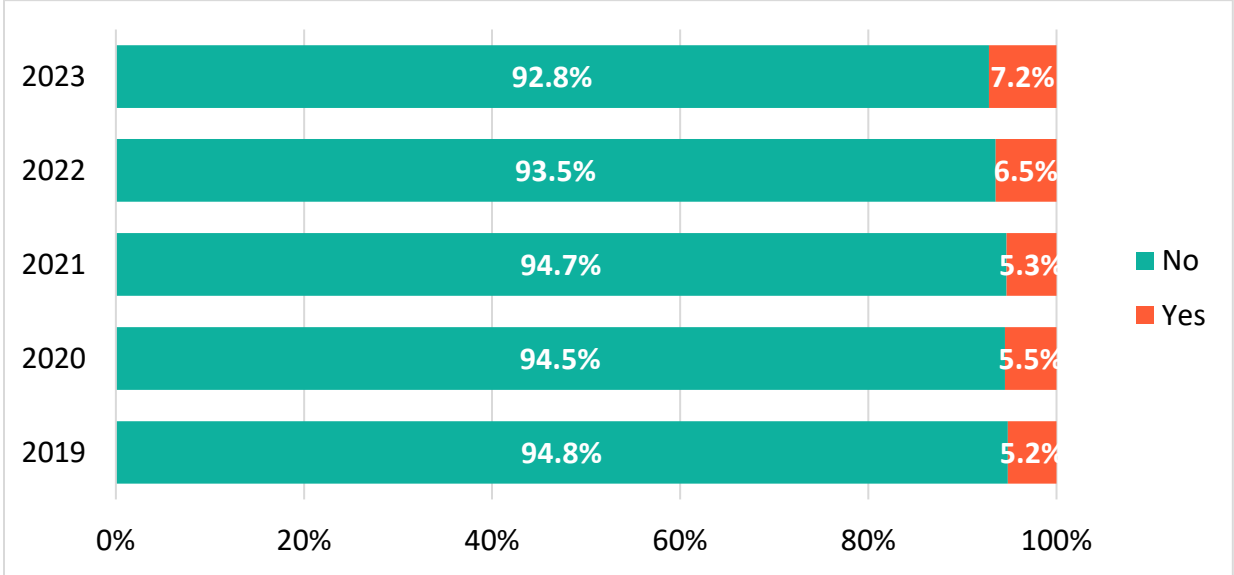




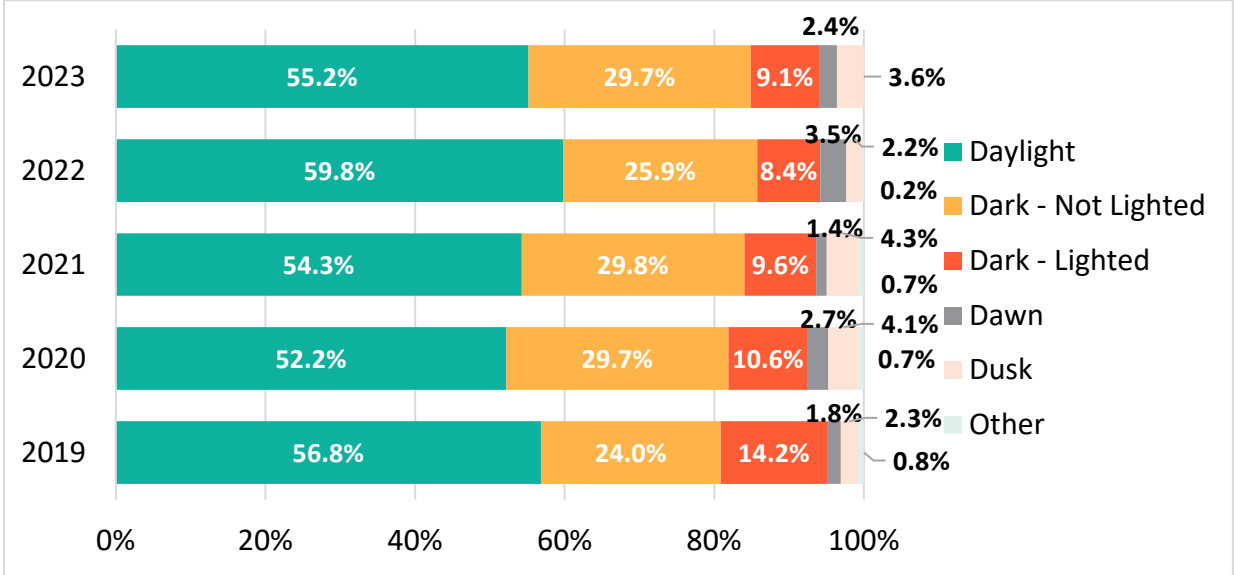
*Intersection vs Non-Intersection*



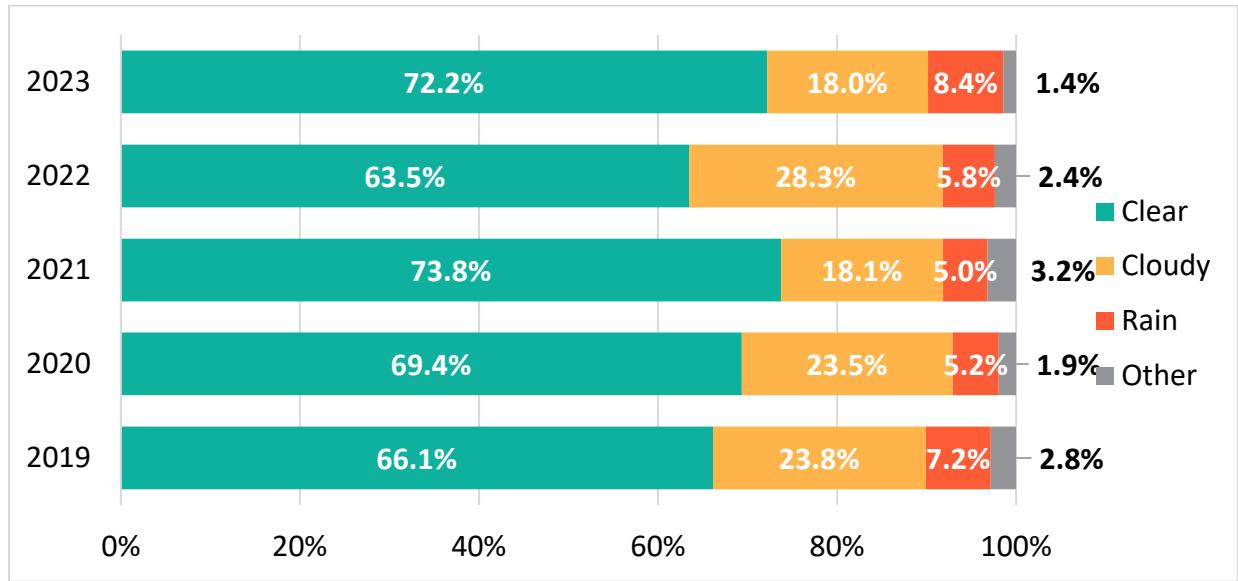
*Hit and Run*



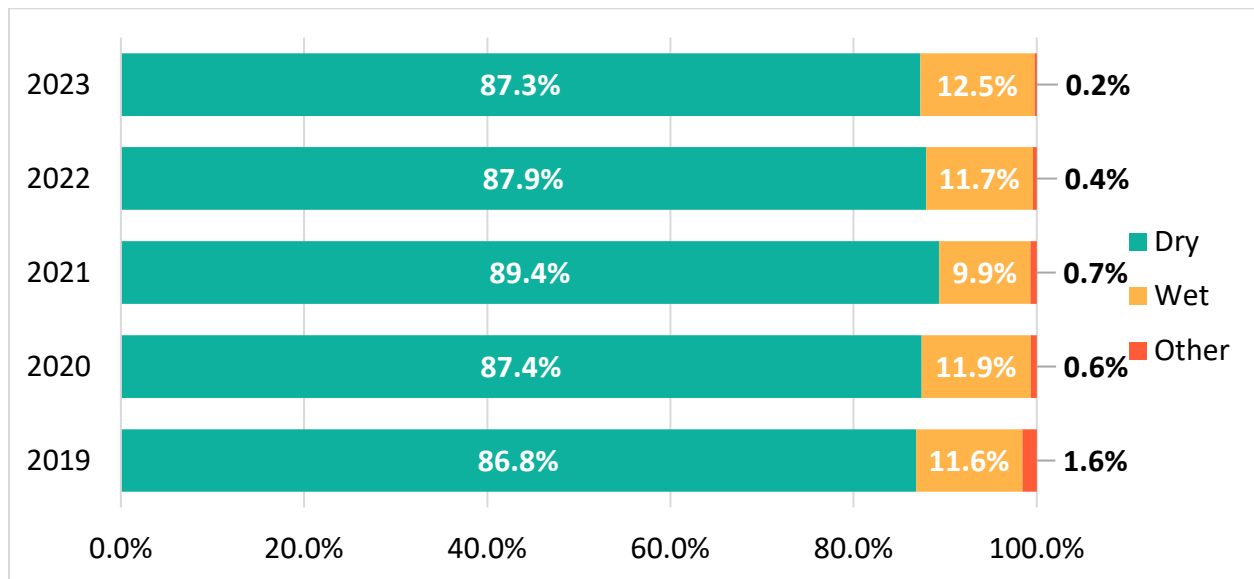
*Lighting Condition*



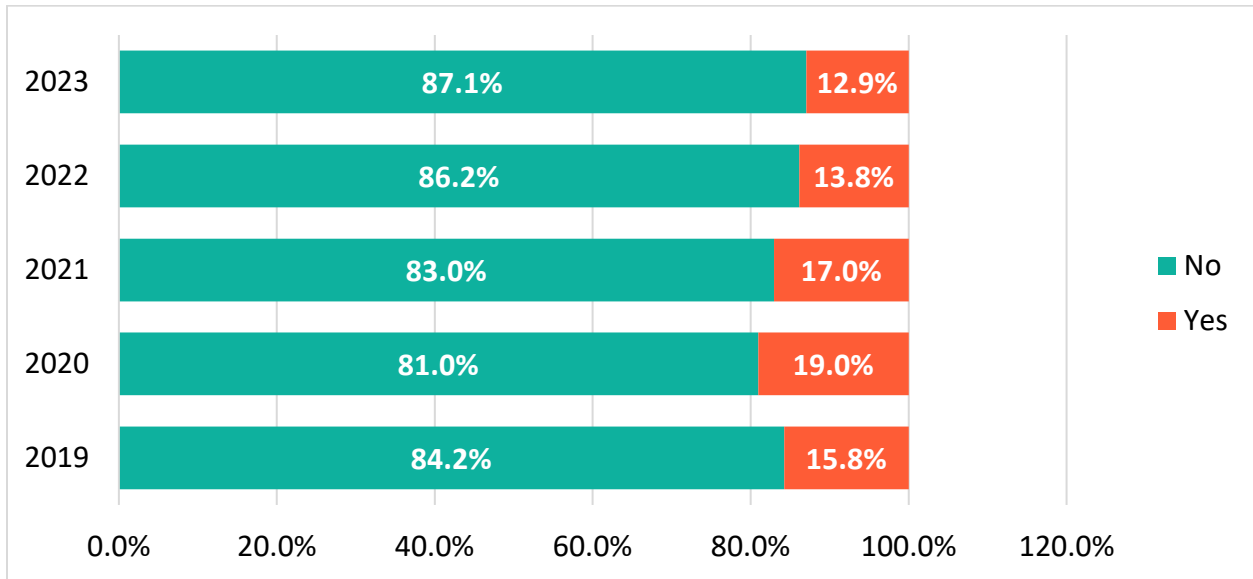
*Weather Condition*



*Road Surface*

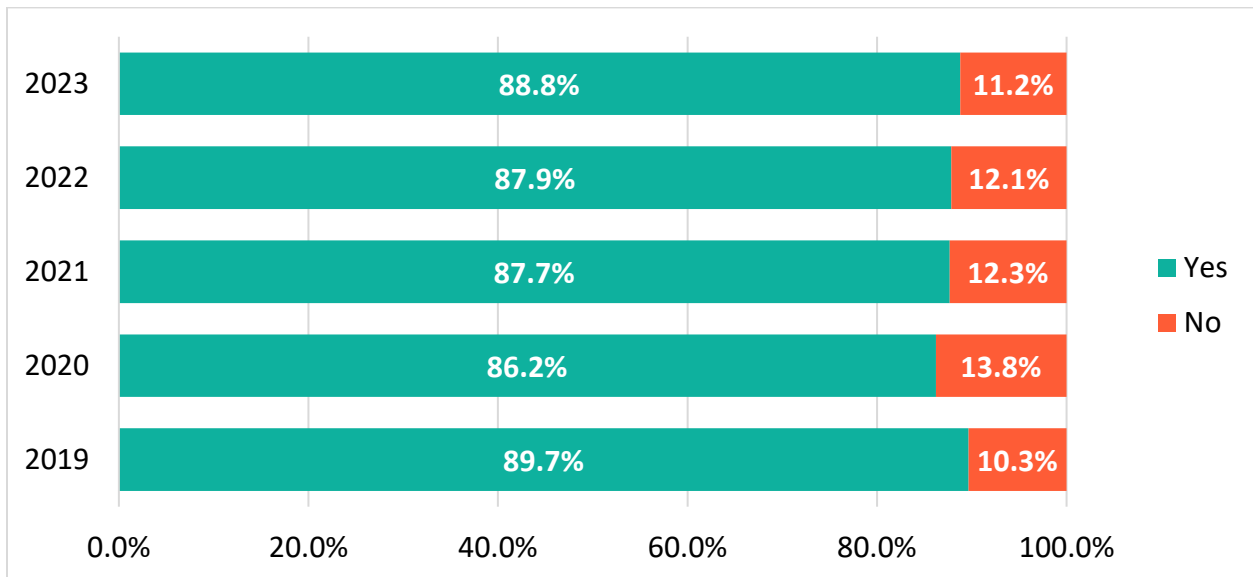


*Alcohol and/or Drugs Confirmed*

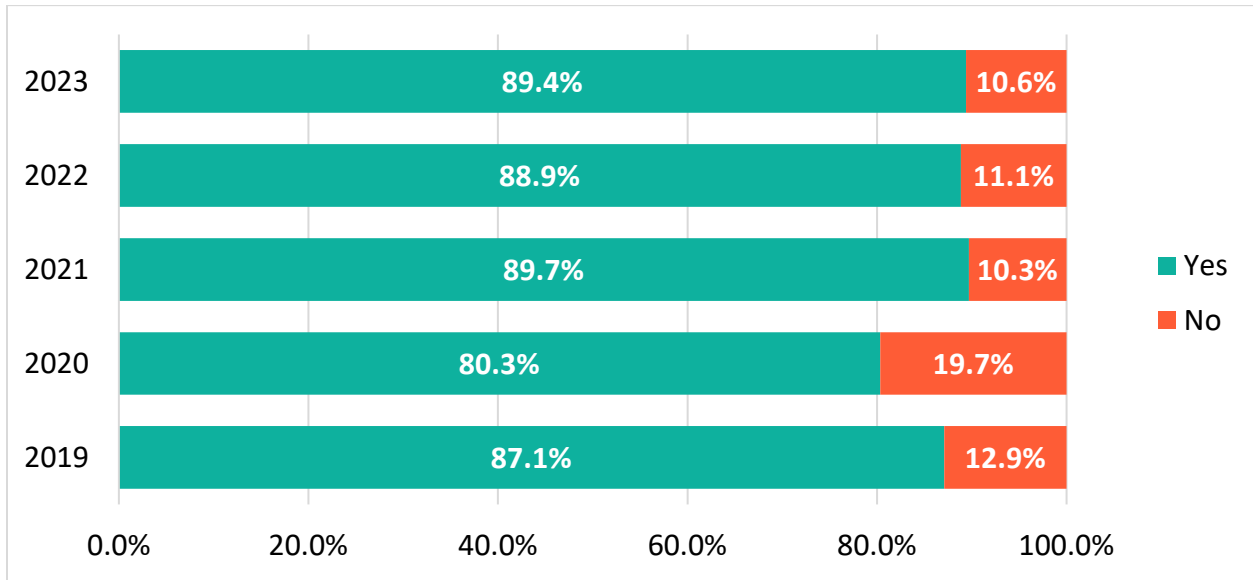


*Restrained*

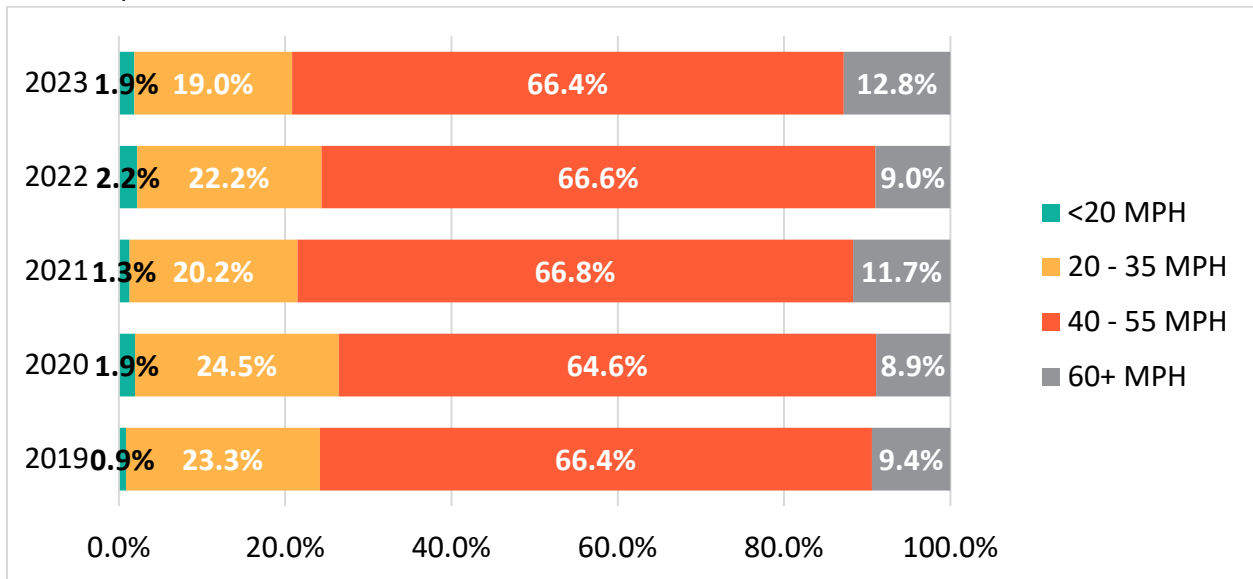
Driver Restrained



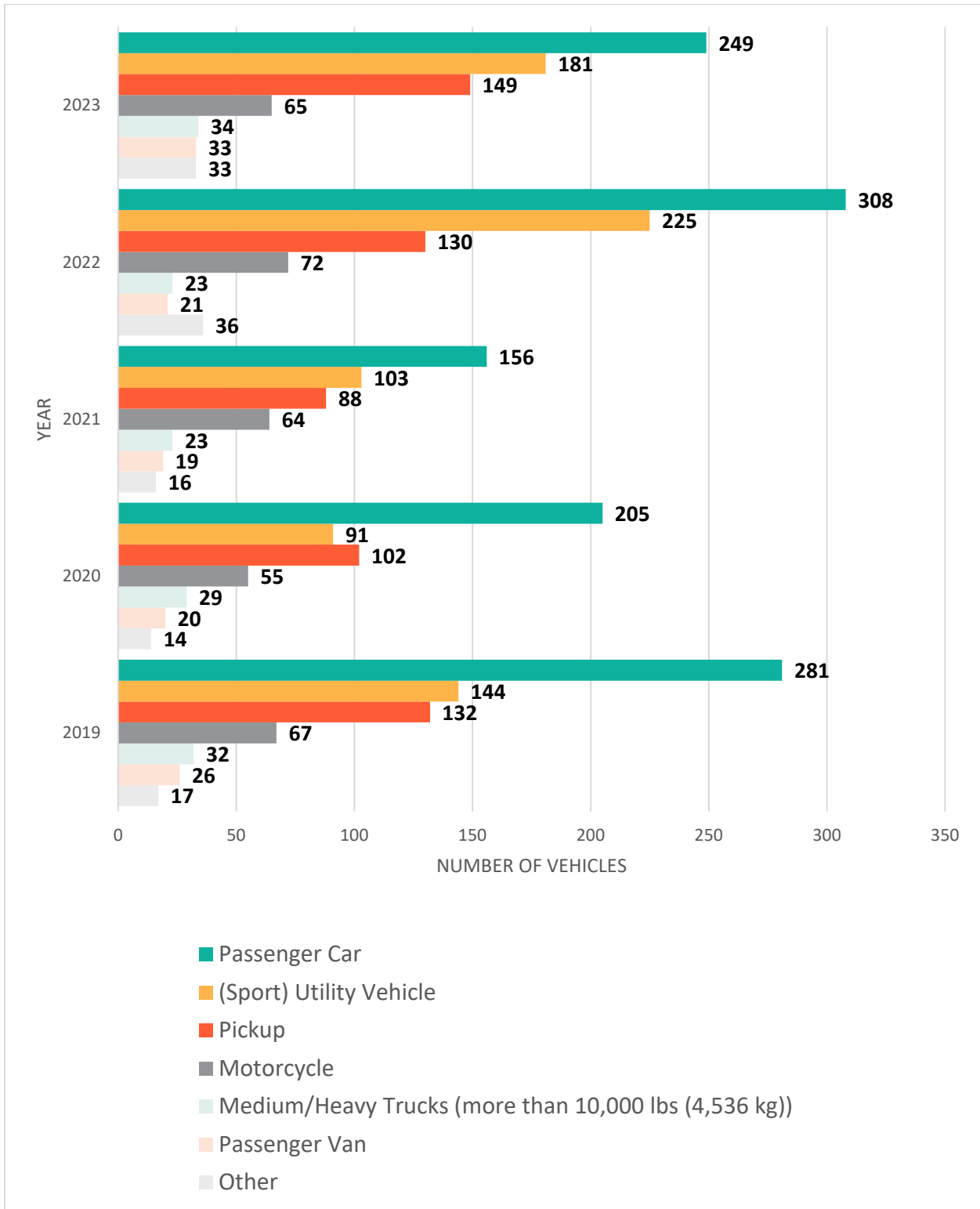
### Passenger Restrained



### Posted Speed



## Vehicle Type



## APPENDIX B: METHODOLOGY

On June 24, 2024, the TPO downloaded all crashes from Signal Four Analytics with a location of Marion County from January 1, 2019 to December 31, 2023. The initial download included 48,443 crash records. Upon reviewing the crash records, it was noticed that some records were included in the Marion County downloads even though they occurred outside of Marion County.

The first step was to remove those crashes that occurred outside of Marion County. To do this we filtered by Investigating Agency Name.

- Records kept included
  - Florida Highway Patrol
  - Ocala Police Department
  - Belleview Police Department
  - Dunnellon Police Department
  - Marion County Sheriff's Office
- Records removed included
  - Clearwater Police Department
  - Hialeah Police Department
  - Lakeland Police Department
  - Miami Gardens Police Department
  - Miami Police Department
  - Sanford Police Department
  - Sarasota County Sheriff's Office
  - Tallahassee Police Department
  - Tampa Police Department

With removing those Investigating Agencies that were outside of Marion County we removed 155 crash records, leaving 48,288 records to review.

The second step (following the FDOT Safety Crash Data Guidance) was to remove crashes that occurred in parking lots, on forest roads, and on private roadways.

- Records removed included
  - Forest Roads – 42 records
  - Parking Lots – 2,707 records
  - Private Roadways – 601 records

After removing those 3,350 records it left 44,938 records to review for this summary report.

The next step was to re-code crash severities that were left blank or labeled as non-traffic fatality to no injury. Non-traffic fatalities are when the only injury reported in the crash is a

fatality not related to traffic (such as a heart attack). There were 9 crashes between 2019 and 2023 with an initial crash severity of non-traffic fatality that were changed to no injury.

For the serious injury and fatal summary, we filtered the 44,938 total records to a crash severity to only include fatal and serious injury. This resulted in 1,859 crash records.





## COMMITMENT TO ZERO 2024 ANNUAL SAFETY EXECUTIVE SUMMARY

Transportation Safety is one of the primary emphasis areas of the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), and the Ocala Marion Transportation Planning Organization (TPO). In November 2022, the TPO Board adopted Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. Commitment to Zero is the TPO’s call to action to eliminate traffic fatalities and serious injuries from the county’s transportation system. It is not just a slogan, plan, or effort isolated to the TPO. Commitment to Zero is a community-wide shift in how the region talks about, approaches, and addresses traffic safety (<https://ocalamariontpo.org/safety-plan/>).

The Commitment to Zero Annual Safety Summary report includes a five-year snapshot of safety outcomes in Marion County and is intended to be a resource for citizens, elected leaders, and public agencies with an interest in transportation safety trends. This report is supplemented by the Commitment to Zero Dashboard located on the TPO’s website (<https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a/>). The source of the data used is from Signal 4 Analytics and FDOT Public Road Mileage and Travel (DVMT) Report. The five-year period is from 2019 to 2023.

### Safety Performance Measures

The safety performance measures tracked by the TPO are consistent with federally defined safety performance measures, also known as PM1. The table below lists the statistics for those measures from 2019 to 2023. As shown, the total annual fatality rate has increased in the past 5 years, and while the 2020 pandemic year featured the lowest total crash rate, it also saw the highest fatality rate across the five years, in terms of total fatalities per 100 million Vehicle miles traveled (VMT).

Safety Performance Measure	2019-2023	2019	2020	2021	2022	2023
Annual Total Crashes	44,938	8,896	7,865	9,299	9,354	9,524
Annual Total Crash Rate (Per 100 million VMT)	191.51	189.36	175.13	203.70	196.43	192.91
Annual Fatalities	491	88	104	92	108	99
Annual Fatality Rate (Per 100 million VMT)	2.10	1.87	2.32	2.02	2.27	2.01
Annual Serious Injuries	1,857	419	295	250	472	421
Annual Serious Injury Rate (Per 100 million VMT)	7.88	8.92	6.57	5.48	9.91	8.53
# of Pedestrian Fatalities	90	20	22	18	17	13
Pedestrian Fatality Rate (Per 100 million VMT)	0.39	0.43	0.49	0.39	0.36	0.26
# of Pedestrian Serious Injuries	100	24	16	16	16	28
Pedestrian Serious Injury Rate (Per 100 million VMT)	0.42	0.51	0.36	0.35	0.34	0.57
# of Bicycle Fatalities	15	1	2	3	5	4
Bicycle Fatality Rate (Per 100 million VMT)	0.06	0.02	0.04	0.07	0.10	0.08
# of Bicycle Serious Injuries	51	8	12	8	14	9
Bicycle Serious Injury Rate (Per 100 million VMT)	0.22	0.17	0.27	0.18	0.29	0.18

# MARION COUNTY CRASH STATISTICS

## 2019-2023

<b>ALL CRASHES</b>	<b># OF CRASHES</b>	<b>AVG. CRASHES PER YEAR</b>	<b>AVG. ANNUAL INCREASE</b>	
	<b>44,938</b>	<b>8,988</b>	<b>1.2%</b>	
<b>HIGH INJURY NETWORK</b>	<b>612</b> Fatal and Serious Injuries on the HIN or 32.9% of Total Fatalities and Serious Injuries in Marion County			
<b>FATAL CRASHES*</b>	<b># OF CRASHES</b>	<b># OF FATALITIES</b>	<b>FATALITIES by MONTH</b> Highest: OCTOBER and NOVEMBER Lowest: JULY and FEBRUARY	
	<b>447</b>	<b>491</b>		
<b>SERIOUS INJURY CRASHES*</b>	<b># OF CRASHES</b>	<b>SERIOUS INJURIES</b>	<b>SERIOUS INJURIES IN FATAL CRASHES</b>	
	<b>1,412</b>	<b>1,734</b>	<b>123</b>	
<b>DRIVER RELATED*</b>	<b>DRIVER AGE</b>	<b>PASSENGER AGE</b>	<b>RESTRAINT USED</b>	<b>ALCOHOL/DRUG RELATED</b>
	<b>23.2%</b> 60+ Years Old	<b>28.1%</b> Under 14 Years Old	<b>88%</b>	<b>15%</b>
<b>ROAD RELATED*</b>	<b>INTERSECTION RELATED</b>	<b>POSTED SPEED</b>	<b>LIGHT CONDITION</b>	
	<b>35%</b>	<b>40-55 MPH</b> 69%	<b>27.3%</b> Dark-Not Lighted Road	
<b>CRASH TYPES</b>	<b>TOP 3 TYPES</b>	<b>TOP 3 FATALITY</b>	<b>TOP 3 SERIOUS INJURY</b>	
	Rear End Fixed Object/Run-Off Road Same Direction Sideswipe	Fixed Object/Run-Off Road Pedestrian Head On	Rear End Fixed-Object/Off-Road Same Direction Sideswipe	

\*Fatal and Serious Injury crashes only  
For more information on safety, please visit the TPO website:  
<https://ocalamariontpo.org/safety-plan/>





**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Safety Matters Education and Awareness Video Series**

---

**Summary**

The Marion County Public Information Office (PIO) is taking the lead in the development of a community traffic safety video series in collaboration with the TPO and our local safety partners. This series is a result of TPO Board member discussions and directive to improve safety education and awareness in the community.

Bobbi Perez, PIO Director and her team, will unveil the first video of a planned series devoted to traffic safety topics involving community members and leaders. TPO staff will be a collaborative partner by assisting the PIO team with data and information and identification of participants.

If you have any questions, please contact me at: 352-438-2631.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: List of Priority Projects (LOPP) Policies and Procedures  
Guidance Updates**

---

### **Summary**

At the June 25 TPO Board Meeting, Chair Dreyer made a formal request to review and update the current schedule for development of the annual List of Priority Projects (LOPP). Based on this request, TPO staff conducted a review of the current LOPP Policies and Procedures Guidance document. A review has resulted in proposed changes to the LOPP schedule and other sections of the document involving roles, expectations and requirements.

Attached to this memo is a proposed revised LOPP Policies and Procedures Guidance document in tracked changes mode with all updates highlighted. The LOPP document was presented to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) on August 13, 2024.

### **Attachment(s)**

- List of Priority Projects (LOPP) Proposed Updates Presentation
- Proposed LOPP Schedule
- LOPP Policies and Procedures Guidance Update, Tracked Changes

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

The CAC supported the recommendations by consent, and the TAC recommended approval of the updates to the LOPP Policies and Procedures Guidance on August 13.

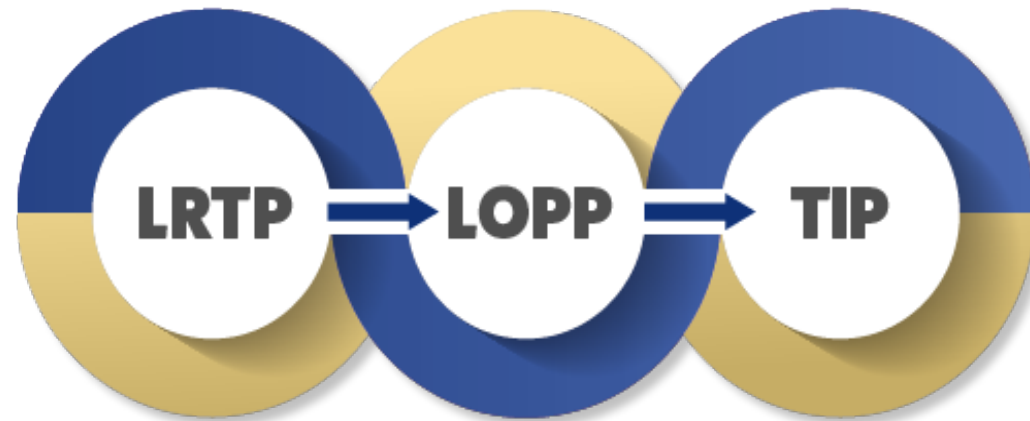
### **Action Requested**

Approval of the updates to the List of Priority Projects (LOPP) Policies and Procedures Guidance document.

If you have any questions or concerns, please contact me at: 352-438-2631.

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# List of Priority Projects (LOPP) Policies and Procedures Updates



**TPO Board Meeting  
August 27, 2024**

# **Proposed Updates**

## **Policies and Procedures Guidance**

# Annual LOPP Schedule

<b>LOPP Activity</b>	<b>Milestone Dates</b>
LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions Review prior project rankings and applications	January
Meetings and coordination with local jurisdictions (Bellevue, Dunnellon, Ocala, Marion County)	February

# Annual LOPP Schedule

LOPP Activity	Milestone Dates
Coordination with FDOT to review Work Program schedule and project application requirements	March - April
Deadline for new projects, project updates and priorities, and local jurisdiction application commitments	No later than March 31
Finalize Draft LOPP Project Lists and rankings	No later than April 30



# Annual LOPP Schedule

LOPP Activity	Milestone Dates
Presentation of draft LOPP to Board/Committees	May
Close of committee and public comment on Draft LOPP and rankings at TAC and CAC meetings	May
Local Jurisdiction FDOT Project Applications due to the TPO	No later than June 15

# Annual LOPP Schedule

LOPP Activity	Milestone Dates
Presentation of Final LOPP to Board/Committees	June
Adoption of LOPP by TPO Board	June
Submission of project applications to FDOT GAP Portal	No later than June 30
Submission of TPO Board Adopted LOPP to FDOT	No later than June 30

# Agency Roles and Expectations

## **TPO [additions]:**

- Develops and presents LOPP project lists to Committees and TPO Board
- Submission of Project Applications to FDOT GAP online portal

# Agency Roles and Expectations

## Local Jurisdictions [update]:

- Preparation of Project Applications for submission to the **TPO**

# Organization of LOPP Lists

- Top **20** Priorities
- Strategic Intermodal System (SIS)
- **Non-SIS Capacity**
- **Safety and Operations**
- ~~Complete Streets~~
- **Trails**
- **Bicycle and Pedestrian**
- ~~Transit~~
- **Planning**

# Top 20 Priorities Requirement

## To be eligible for the Top 20 List:

- Projects identified in the current LRTP
- Local projects must reference application and resubmittal commitments by March 31
- New Local projects must reference application commitments by March 31

# TAC Comments

- Specify close of Comment Period after TAC and CAC meetings in May
- Verify Local Projects consistent with Comprehensive Plan in applications
- Revisit Criteria Scores for draft lists in 2025

**Questions or Comments?**

**Requesting Approval of Updates**





**List of Priority Projects (LOPP)  
Policies and Procedures  
Proposed Schedule**

ANNUAL LOPP SCHEDULE	
LOPP Activity	Milestone Dates
LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions. Review prior project rankings and applications	January
Meetings and coordination with local jurisdictions (Belleview, Dunnellon, Ocala, Marion County)	February
Coordination with FDOT to review Work Program schedule and project application requirements	March - April
Deadline for new projects, project updates and priorities, and local application commitments	No later than March 31
Finalize Draft LOPP Project Lists and rankings	No later than April 30
Presentation of Draft LOPP to TPO Board/Committees	May
Close of committee and public comment on Draft LOPP and rankings at TAC and CAC meetings	May
Local Jurisdiction new and resubmittal FDOT Project Applications due to the TPO	No later than June 15
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
Submission of new and resubmittal project applications to FDOT Grant Application Process (GAP) online portal	No later than June 30
Submission of TPO Board Adopted LOPP to FDOT	No later than June 30

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# List of Priority Projects (LOPP)

## Policies and Procedures Guidance

*Adopted by Ocala Marion TPO Board on April 26, 2022*

***Updated on August 27, 2024***

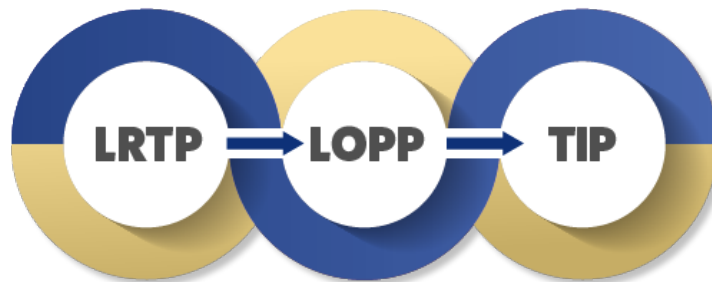
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's planning area. **A well-organized LOPP process is critical to obtaining federal and state funding.** This *LOPP Policy and Procedures Guide* is intended to provide the TPO and partner local governments with guidance to implement a successful process that is predictable and consistent from year-to-year.

## Purpose of the LOPP

The LOPP serves as the bridge between the TPO's Long Range Transportation Plan (LRTP) and the annual selection of projects by FDOT for inclusion in the Five-Year Work Program which the TPO's Transportation Improvement Program (TIP) will align with.



## STATUTORY REQUIREMENTS

Per Section 339.175(8), Florida Statutes, all Florida MPOs/TPOs are required to annually develop and submit a list of priority projects to FDOT. The prevailing principles to be considered by MPOs/TPOs when developing a list of project priorities are:

- Preserving existing transportation infrastructure
- Enhancing Florida's economic competitiveness
- Improving travel choices to ensure mobility

The LOPP must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved MPO/TPO long-range transportation plan
2. The Strategic Intermodal System Plan [s. 339.64]
3. The priorities developed pursuant to the Transportation Regional Incentive Program (TRIP) [s. 339.2819(4)]
4. The results of the transportation management systems
5. The MPO's/TPO's public-involvement procedures

## ALIGNMENT WITH OTHER PLANS

As noted above, it is critical for projects submitted within the LOPP to be aligned with the TPO's LRTP. Similarly, the projects that are being advanced should be consistent with the respective local government's Comprehensive Plan. A key concept for transportation projects being prioritized and programmed for funding is *planning consistency*.

It is important for projects to be described consistently as they proceed from the LRTP Cost Feasible Plan to the LOPP, the TIP, and ultimately into project development. This is a requirement for federally funded projects so changes to a project beyond certain thresholds will require amendments of the LRTP and TIP to ensure planning consistency is maintained.

### LOPP Process

The LOPP process is continuous and dynamic, with the highest priority projects advancing each year as funding is programmed and the project phases move forward. The highest priority projects in the LOPP will typically remain at the top of a given list from year-to-year until they move forward to be programmed for funding in the FDOT Work Program and TIP. Reaffirming priorities annually provides greater predictability for local sponsors, improves coordination with FDOT, and improves prospects for project funding. Once a project has been fully funded through construction in the FDOT Work Program/TIP [and is completed], it will no longer remain on the LOPP. Projects will typically advance more quickly or be ranked higher on a list based on prioritization factors such as the amount of local funding available (see *LOPP Prioritization and Ranking section*).

### SCHEDULE AND KEY MILESTONES

The success of ~~each year's~~ **the annual** LOPP ~~in paving the way for project funding process~~ depends on a schedule that ~~facilitates~~ **involves** effective coordination, communication, and prioritization. It is critical for the approved annual LOPP with associated documentation for all priority projects to be ready for submission to FDOT by the annual deadline which is typically July 1. The annual ~~Ocala Marion TPO~~ LOPP process will follow the ~~Typical LOPP Schedule~~ **detailed schedule** in the table below. ~~Specific deadlines and meeting dates (e.g., Call for Projects and Technical Assistance Meetings) will be communicated by the TPO to partner local governments during the Call for Projects period.~~

<b>TYPICAL ANNUAL LOPP SCHEDULE</b>	
<b>Key LOPP Activity</b>	<b>General Milestone Dates</b>
<del>Call for Projects</del> <b>LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions. Review prior project rankings and applications</b>	<del>November</del> — January
<del>Compilation of Initial Project Lists (unranked)</del>	<del>January</del> — February
<del>Technical Assistance Meetings and coordination with Project Sponsors</del> <b>local jurisdictions (Belleview, Dunnellon, Ocala, Marion County)</b>	February
<del>Coordination with FDOT to review Work Program schedule Identify and Project project Information Application application Needs requirements</del>	March - April
<del>Presentation of Draft LOPP to TPO Board/Committees</del> <b>Deadline for new projects, project updates and priorities, and local application commitments</b>	<b>No later than March 31</b>
<b>Finalize Draft LOPP Project Lists and rankings</b>	<b>No later than April 30</b>
<del>Presentation of Revised Draft LOPP to TPO Board/Committees (as needed)</del>	May
<b>Close of committee and public comment on Draft LOPP and rankings at TAC and CAC meetings</b>	<b>May</b>
<del>Finalization of Local Jurisdiction new and resubmittal</del> <b>FDOT Project Information Applications due to the TPO for Applicable Projects</b>	<del>May</del> <b>No later than June 15</b>
<del>Presentation of Final LOPP to TPO Board/Committees</del>	June
<del>Adoption of Final LOPP by TPO Board</del>	June
<b>Submission of new and resubmittal project applications to FDOT Grant Application Process (GAP) online portal</b>	<b>No later than June 30</b>
<del>Submission of the TPO Board Adopted Final LOPP and Project Information Applications to FDOT</del>	No later than June 30

### AGENCY ROLES AND EXPECTATIONS

The LOPP is a collaborative process between the TPO, Marion County, the cities of Belleview, Dunnellon, Ocala, and the Florida Department of Transportation. The following represents the general roles of each agency in the development of each year's LOPP.

#### Ocala Marion TPO

The TPO serves as the facilitator of the LOPP process and is responsible for the following activities:

- Support jurisdictions in the identification of projects eligible for consideration in the LOPP
- Provide information and guidance related to available project funding sources and applicable processes
- Leads project scoring and ranking process in collaboration with project sponsors
- **Develops and presents LOPP project lists to TPO Committees and Board**
- **As-needed support for the development of FDOT Project ~~Information~~ Applications **for Local Off-System projects****
- **Submission of all Project Applications to FDOT GAP online portal**
- **Submission of ~~each year's required~~ **annual TPO Board adopted** LOPP to FDOT**

#### Local Jurisdictions

During each year's LOPP process, Marion County, Belleview, Dunnellon, and Ocala are expected to provide and/or participate in the following:

- Submit a prioritized list of projects that has been approved by its respective board as defined in this guidance
- Participate in TPO-led meetings related to initial list reviews, project prioritization, and FDOT Project ~~Information~~ Application (~~PIA~~) needs
- Preparation of complete and accurate ~~PIA forms~~ **Project Applications** for submission to ~~FDOT~~ **the TPO**

#### Florida Department of Transportation

FDOT can provide valuable information to the TPO and project sponsors during the LOPP process. This includes providing cursory review of draft priority lists, confirming application requirements, and providing guidance and consultation on the organization of the various project lists.

### SUBMISSION OF PROJECTS

The process for the annual LOPP begins with each jurisdiction submitting a list of its highest priority projects for consideration. By submitting this list early in the process **and discussing at a coordination meeting**, the TPO can lead an efficient approach to analyze projects and appropriately direct the efforts of local governments in the development of only the necessary applications and information. An FDOT Project ~~Information~~ Application (~~PIA~~) ~~needs to~~ **must** be completed **or updated or on-file** for all projects being submitted for **Local Off-System** funding consideration. Projects that are in the current version of the LOPP should still be included in lists submitted by project sponsors. This helps the TPO and FDOT to determine if a new ~~PIA~~ **Project Application** is required or if an existing application only needs updated information **for re-submission**, such as updated project schedule or estimated costs.



## Organization of the LOPP

The LOPP includes the following **seven** lists by project category:

1. Top **20** Priorities (combined list of highest priority projects from applicable **categories-project lists** below)
2. Strategic Intermodal System (SIS)
3. Non-SIS Capacity
4. Safety and Operations
- ~~5. Complete Streets~~
- ~~6.5. Trails~~
- ~~7.6. Bicycle and /Pedestrian~~
- ~~8. Transit~~
- ~~9.7. Planning Studies~~

## Top 20 Priorities Requirements

To be eligible for inclusion on the Top 20 Priorities List, the following requirements must be met:

- Projects are identified in the TPO's current Long-Range Transportation Plan (LRTP)
- Local Off-Systems projects reference prior FDOT Project Applications and resubmittal application commitments by the deadline (no later than March 31)
- New Local Off-System projects reference application commitments by the deadline (no later than March 31)



### LOPP Prioritization and Ranking

The ranking methodology for the TPO's List of Priority Projects was developed to guide a clear and fair process to annually score and rank projects. This methodology was approved by the TPO Board on April 26, 2022 as part of an overall update to LOPP policies and procedures. The ranking methodology is intended to:

- Support the goals of the TPO's 2045 Long Range Transportation Plan (LRTP)
- Provide a clear and transparent process that is easily implementable by TPO staff
- Provide a balance of quantitative criteria and flexibility to strategically prioritize projects
- Leverage accessible and readily available data from sources such as the LRTP, Congestion Management Process (CMP), and Safety Action Plan to facilitate project ranking
- Place increased emphasis on improving congestion, safety, freight mobility, and resiliency of the transportation network

### RANKING ELEMENTS

Development of the LOPP will consist of two key components to comprehensively screen and rank projects:

1. Criteria Score
2. Strategic Refinement

Each of these components is described below.

#### Criteria Score

The criteria score is a quantitative component that evaluates projects based upon of specific criteria outlined and described below. There are a total of **100** points available for the quantitative score. Each of the criteria categories have been selected to advance the TPO's LRTP goals, federal Performance Measures (where applicable), and other local/TPO priorities.

#### Strategic Refinement

This component recognizes that when the Draft LOPP ranking is viewed in entirety, there may remain a desire to make refinements to the rank of an individual project or small number of projects based upon strategic needs. This refinement would be conducted only if necessary, to address factors not otherwise adequately captured in the development of the Draft LOPP. This step would be considered during Draft LOPP review by the CAC, TAC, and Board during their May meetings.

- The CAC and TAC will evaluate the Draft LOPP and determine if there are any strategic refinements to the priority order for an individual project or small number of projects. If so, any recommended adjustments will require committee vote to be formal recommendations that are transmitted to the Board.
- The Draft LOPP and any CAC/TAC recommended strategic refinements will be reviewed by the TPO Board. The Board will first consider the Draft LOPP for approval and then separately consider any recommended strategic refinements for approval.

The TPO will update the LOPP based upon the actions of the Board. The CAC, TAC and Board will review the Final LOPP for approval during their June meetings.



### CRITERIA SCORE

The Criteria Score consists of twelve (12) criteria that are summarized in the Criteria Scoring Matrix (page 11). The criteria are described below.

#### Prior Year Rank

##### 1. Prior Year Rank Measure

This scoring criteria recognizes the rank of a given project in the prior LOPP. Consideration of a project's prior ranking helps support program stability and predictability by acknowledging the TPO's previously approved position of projects. Prior year rank also emphasizes the primary goal of moving projects toward full implementation.

Projects receive points based upon their prior LOPP ranking according to the following:

- Prior Year LOPP ranking of 1-5 = 10 points
- Prior Year LOPP ranking of 6-10 = 8 points
- Prior Year LOPP ranking of 11-15 = 6 points
- Prior Year LOPP ranking of 16-20 = 4 points
- Prior Year LOPP ranking above 20 or not ranked = 0 points

#### Project Cycle

##### 2. Project Phase Measure

This scoring criteria evaluates the status of projects in their development phase and allocates more points to projects that are further along in project development. Points are allocated based on a project's highest funded phase. The project development cycle includes the following phases:

- Planning or Feasibility Study [optional]
- Environmental Review/Project Development & Environment (PD&E)
- Design
- Right of Way [if additional right of way is needed]
- Construction

Each project will go through an environmental review phase to determine whether it will advance. This step ensures that each project is comprehensively evaluated for potential impacts to environmental, sociocultural, archaeological, and historical resources.

Note: Projects can only be scored by one phase at a time.

Projects receive points based upon the highest funded phase:

- Project is fully funded through all phases (Maintain in TIP and Work Program) = 10 points
- Project is fully funded through all phases except Construction (Requesting Construction Funding) = 8 points
- Project is fully funded through Design (Requesting ROW) = 6 points
- Project is fully funded through PD&E phase (Requesting Design Funding) = 4 points
- Project is fully funded through Planning/Feasibility phase (Requesting PD&E phase) = 2 points

### Local Funding Commitment

#### 3. Local Funding Commitment Measure

Projects receive points based upon the amount of local matching funding committed and available for the project:

- 50% Local Match Commitment = 10 points
- 25% Local Match Commitment = 7.5 points
- Less than 25% Local Match Commitment = 5 points
- No Local Match Commitment = 0 points

### Regional Connectivity and Partnerships

Considers if a project is supported by a formal partnership between two or more agencies or record of ongoing coordination to complete a project. For example, whether the project is a Transportation Regional Incentive Program (TRIP) or is a project that has documented support of two or more jurisdictions.

#### 4. Regional Connectivity and Partnership Measure

Projects receive points based on the following:

- Project represents a formal partnership between two or more agencies = 10 points
- Project has a demonstrated record of ongoing coordination between two or more agencies = 5 points
- Project does not represent a formal partnership and/or ongoing coordination between two or more agencies = 0 points

### Safety

This scoring criteria identifies projects that include safety improvements or address a safety issue. Projects are scored based on the High Injury Network and crashes identified as part of the development of the TPO's *Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion* document.

#### 5. Safety Measure – Killed, Seriously Injured Crashes (KSI)

Points are allocated if KSI crashes have been documented within the project limits:

- Yes = 5 points
- No = 0 points

#### 6. Safety Measure – High Injury Network

Points are allocated if the project limits are located on the High Injury Network:

- Yes = 5 points
- No = 0 points

### Congestion Management

#### 7. Congestion Management Measure

Identifies projects that improve capacity for vehicular traffic on congested corridors. Projects are scored based on the data within the most recent version of the TPO's *Congestion Management Plan and State of the System Report*, which identifies current and projected levels of congestion based on the volume-to-capacity (V/C) ratios.

Projects receive points based on the following:

- Project on Extremely Congested Corridor (V/C > 1.08) = 10 points
- Project on Congested Corridor (V/C > 1.00) = 7.5 points
- Project on Corridor Approaching Congestion = 5 points
- Project on Corridor that is Not Congested = 0 points

### Multimodal

This scoring criteria evaluates projects that enhance multimodal options and connectivity.

#### 8. Multimodal Measure – Alignment with 2045 LRTP Bicycle, Sidewalk and Trail Priorities

Points are assigned based upon whether the project is and/or connects to a specific Bicycle Facility, Sidewalk and/or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list:

- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP and connects to an existing Non-Motorized Facility – 10 pts
- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP – 5 points
- Not a specific Bicycle Facility, Sidewalk and/or Trail Project facility – 0 points

### Transportation Resilience

Identifies projects that improve the resiliency and reliability of the area's transportation system based upon the TPO's *Transportation Resilience Guidance (January 2022)* and the *Marion County Local Mitigation Strategy*.

#### 9. Transportation Resilience Measure – Evacuation Routes

Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route:

- Project improves a designated evacuation route = 10 points
- Project improves a corridor directly connecting to a designated evacuation route = 5 points
- Project does not improve, or directly connect to, a designated evacuation route = 0 points

### Economic Development and Logistics

Identifies projects that accommodate and promote economic growth by improving access to areas of high employment growth and through the efficient movement of freight, based upon data compiled in the 2045 LRTP.

#### 10. Economic Development and Logistics Measure – Employment Growth

Points are allocated to projects that improve access to employment growth areas as defined in the 2045 LRTP:

- Project limits within or adjacent to High Employment Growth Area = 5 points
- Project limits within or adjacent to Medium-High Employment Growth Area = 4 points
- Project limits within or adjacent to Medium Employment Growth Area = 3 points
- Project limits within or adjacent to Medium-Low Employment Growth Area = 2 points
- Project limits within or adjacent to Low Employment Growth Area = 0 points

#### 11. Economic Development and Logistics Measure – Freight

Points are allocated to projects that enhance efficient and reliable movement of freight and goods within Marion County, based upon the Freight Score assigned to the segment in the 2045 LRTP:

- Project limits include High Freight Score segment = 5 points
- Project limits include Medium Freight Score segment = 3.5 points
- Project limits include Low Freight Score segment = 2 points
- Project limits do not include a Freight Score segment = 0 points

### Equity

Identifies projects that would serve Marion County's Equity Areas identified in the 2045 LRTP. Equity Areas were defined based on the location of five disadvantaged populations by Census Block (People living in poverty; Minority population; People without a vehicle; Seniors; and Youth).

#### 12. Equity Measure – Disadvantaged Populations

Points are allocated based on whether the project is adjacent to, or traverses the Equity Areas identified in the 2045 LRTP:

- Project is adjacent to, or traverses an Equity Area with three (3) Disadvantaged Populations = 10 points
- Project is adjacent to, or traverses an Equity Area with two (2) Disadvantaged Populations = 7.5 points
- Project is adjacent to, or traverses an Equity Area with one (1) Disadvantaged Population = 5 points
- Project is not adjacent to, or does not traverse an Equity Area = 0 points

### CRITERIA SCORING MATRIX

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	4	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	4	-
Local Funding commitment	3. Points are allocated based on amount of local matching funding committed and available for the project.	10	4	-
Regional Connectivity and Partnerships	4. Points are allocated if the project represents a formal partnership or ongoing coordination between two or more agencies.	10	4	-
Safety	5. Points are allocated if fatal and serious injury (KSI) crashes have been documented within the project limits.	5	3	PM1
	6. Points are allocated if the project limits are located on the High Injury Network.	5		
Congestion Management	7. Points are allocated based on the level of congestion identified on the corridor where the project is located.	10	1, 2, 3	PM3
Multimodal	8. Points are allocated if the project is or connects to a specific Bicycle Facility, Sidewalk or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list.	10	1, 3, 5	PM1/PM3
Transportation Resilience	9. Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route.	10	3, 5, 6	-
Economic Development and Logistics	10. Points are allocated to projects that improve access to employment growth areas.	5	2, 5	PM3
	11. Points are allocated to projects that enhance the efficient and reliable movement of freight and goods within Marion County.	5		
Equity	12. Points are allocated to projects based on their proximity to disadvantaged populations.	10	1	-
<b>TOTAL MAXIMUM CRITERIA SCORE</b>		<b>100</b>		

### \*LRTP Goals

1. Promote Travel Choices that are Multimodal and Accessible
2. Provide Efficient Transportation that Promotes Economic Development
3. Focus on Improving Safety and Security of the Transportation System
4. Ensure the Transportation System Meets the Needs of the Community
5. Protect Natural Resources and Create Quality Places
6. Optimize and Preserve Existing Infrastructure

### \*\*Performance Measures (if applicable)

- PM1 – Safety Measures - including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents
- PM2 – Pavement and Bridge Condition Measures - including roadway, bridge, and transit capital asset condition and how well they are maintained
- PM3 – System Performance Measures - including highway congestion, travel reliability, freight movement reliability, and mobile source emissions

### CRITERIA SCORING REFERENCES

The following are the sources of information used to calculate the scores for projects in the LOPP. This includes references to online or static TPO maps and/or external sources of information.

#### Prior Year Rank

- 2021 List of Priority Projects  
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

#### Project Cycle

- 2021 List of Priority Projects  
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>
- Information submitted to the TPO from local governments
- Florida Department of Transportation (FDOT) Central Roads webpage, Marion County  
<https://www.cflroads.com/projects/County/Marion>

#### Local Funding Commitment

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring  
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

#### Regional Connectivity and Partnerships

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring  
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

#### Safety

- High Injury Network (Commitment to Zero Safety Action Plan Page)  
<https://ocalamariontpo.org/safety-plan>  
<https://ocalamariontpo.org/wp-content/uploads/2022/04/Workshop-Boards.pdf>
- Crashes (serious injuries, fatalities), University of Florida Signal 4 Analytics website  
<https://signal4analytics.com>
- Crashes (fatalities, serious injuries), TPO Commitment to Zero Dashboard and Annual Report  
<http://ocalamariontpo.org/transportation-statistics/>

#### Congestion Management

- Congested corridors identified in the CMP - Online CMP map  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=20f986cb985a4fe99348ab7c8b43637e>

#### Multimodal

- Boxed funds multimodal projects and locations – Online 2045 LRTP map  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>  
(click on Bicycle Projects, Sidewalk Projects, Trail Projects)

### Transportation Resilience

- Current Evacuation Routes in Marion County – Online Transportation and Community Features map  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

### Logistics and Economic Development

- Current Freight Corridors (1) and Activity Areas with Access to High Employment Growth Areas (2) – Online Transportation and Community Features map – 2 Layers.  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

### Equity

- Marion County Equity Areas – Online 2045 LRTP map  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>  
(click on Marion County Equity Areas – 3 disadvantaged population tiers)





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.  
SECRETARY

### Marion County Project Status Update as of July 31, 2024

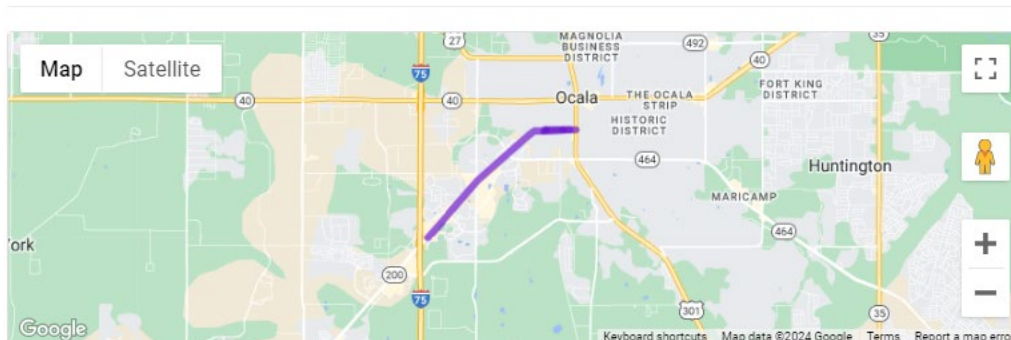
The following is a brief status update on major FDOT road construction projects in Marion County as of the July cutoff. The next cutoff date is August 31, 2024. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us).

## MARION COUNTY

### UPCOMING PROJECTS:

#### [439234-1](#) | S.R. 200 Resurfacing from east of I-75 to U.S. 301

439234-1 SR 200 from east of I-75 to US 301



- Contract: E51F6
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start Date: Summer 2024
- Estimated Completion Date: Spring 2025
- Construction Cost: \$16.6 million
- Description: The purpose of this Florida Department of Transportation project is to provide safety and operational enhancements on State Road 200 (Southwest (SW) College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. To enhance safety, raised concrete medians will be constructed throughout the corridor to reduce vehicle conflict points while encouraging safer driving speeds. Also, three Pedestrian Hybrid Beacons (PHBs) will be constructed at the following locations: between SW 35th Terrace and SW 34th Avenue, between SW 32nd Avenue and SW 26th Street, and between SW 12th Avenue and SW 10th Avenue. A PHB provides increased visibility and safer crossings for vulnerable road users at midblock locations. The corridor will be milled and resurfaced to extend the life of the existing roadway. Sidewalk and pedestrian features will be installed at intersections for added

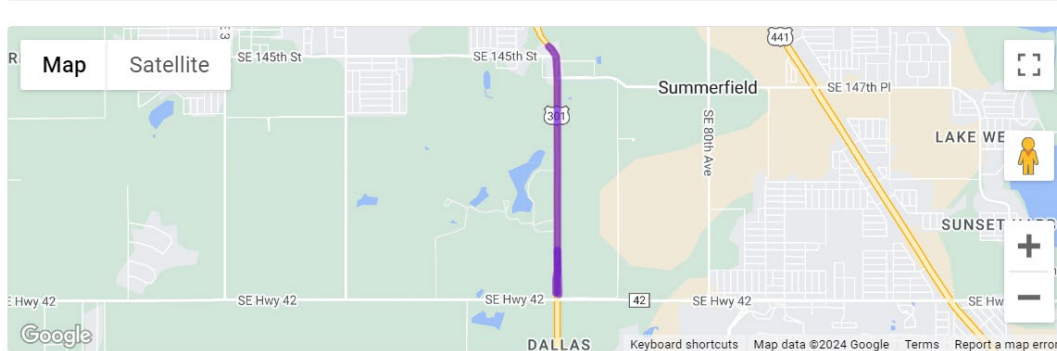
*Improve Safety, Enhance Mobility, Inspire Innovation*

[www.fdot.gov](http://www.fdot.gov)

safety and to comply with ADA (Americans with Disabilities Act). Other improvements include traffic signal and lighting upgrades, drainage enhancements, and new signs, striping, pavement markings, and landscaping.

## [445302-1](#) | U.S. 301 (S.R. 35) Resurfacing from north of C.R. 42 to north of SE 144<sup>th</sup> Place Road

445302-1 US 301 (SR 35) north of CR 42 to north of SE 144 PL Road



- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Estimated Start Date: Summer 2024
- Estimated Completion Date: Spring 2025
- Construction Cost: \$5.6 million
- Description: This Florida Department of Transportation (FDOT) project will mill and resurface U.S. 301 (also known as State Road 35) from north of County Road (C.R.) 42 to north of Southeast 144th Place Road to extend the life of the existing roadway. Safety and operational improvements will be added, including constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional improvements include widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as key holes) next to right turn lanes, guardrail reconstruction, and new lighting at the curve from north of Southeast 147th Street to Southeast 144th Place Road. Audible and vibratory pavement markings will be added along the shoulders in specific areas to enhance safety. New signs and pavement markings will be placed throughout the corridor.

## CURRENT PROJECTS:

### [426179-1](#) | Silver Springs State Park Pedestrian Bridges

426179-1 Silver Springs State Park Pedestrian Bridges



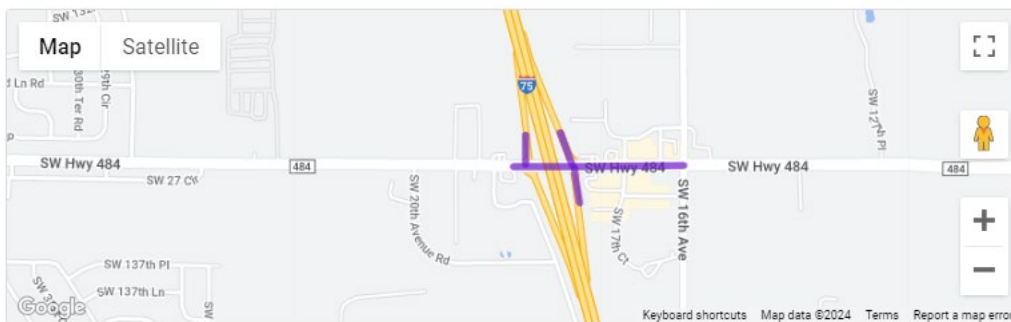
- Contract: T5796
- Contractor: Lambert Bros., Inc.
- Start Date: January 8, 2024

- Estimated Completion Date: Early 2025
  - Construction Cost: \$3.4 million
  - Description: The Florida Department of Transportation (FDOT) will construct two 8-foot-wide boardwalks within Silver Springs State Park—the Half Mile Creek boardwalk to the north and the Fort King Waterway boardwalk to the south. The 748-foot Half Mile Creek boardwalk will connect to an existing path on the west side of the park before stretching across the creek and meeting an underutilized trail to the east. The other, a 550-foot boardwalk, will run south from the existing Ross Allen Island boardwalk before crossing the Fort King Waterway with a 65-foot timber bridge. After the bridge, the boardwalk will continue for approximately 120 feet south before meeting a 180-foot limerock trail leading to an existing group campsite. All boardwalks and trails associated with this project will comply with the Americans with Disabilities Act (ADA).
- Update: Pile driving and span construction at Half Mile Creek is ongoing.

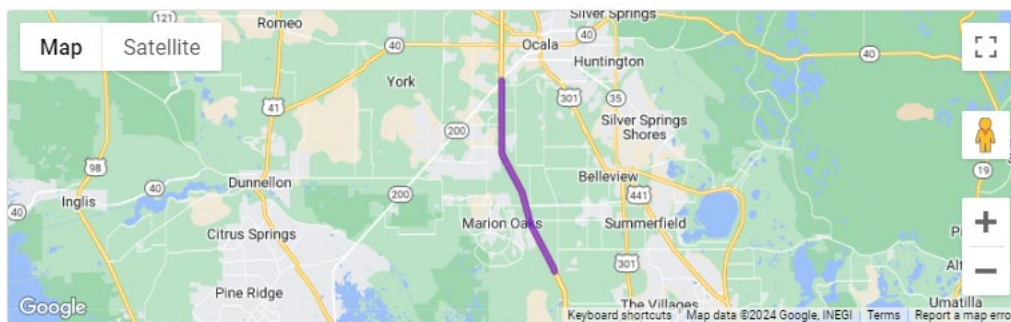
**[433651-1](#) | C.R. 484 and I-75 Interchange Roadway Improvements**

**[443170-1](#) | I-75 Resurfacing from Sumter County line to S.R. 200**

433651-1 CR 484 from SW 20th Avenue to CR 475A



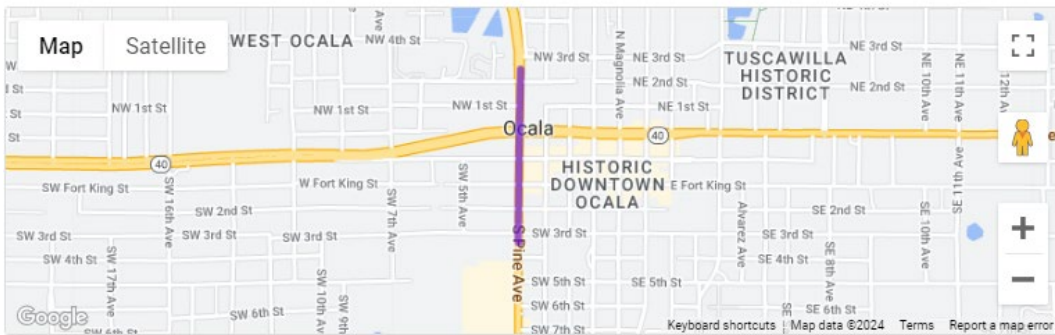
443170-1 I-75 Resurfacing from Sumter County Line to S.R. 200



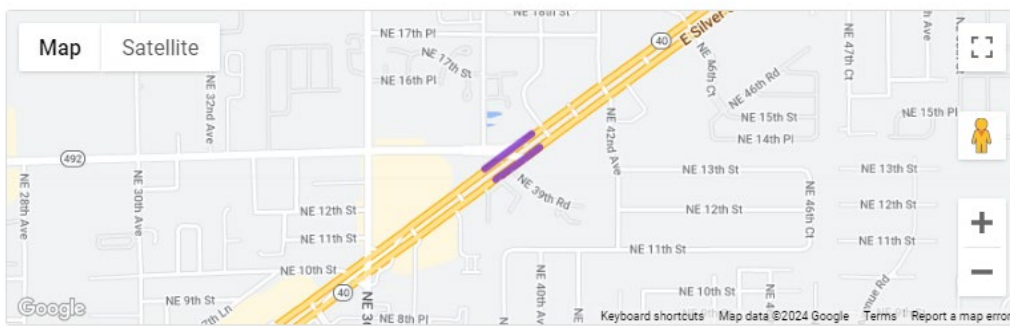
- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start Date: January 4, 2023
- Estimated Completion Date: Spring 2025
- Construction Cost: \$40 million
- Description: The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484 from 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: The estimated end date was updated to Spring 2025 due to weather and various utility complications. (433651-1) The contractor is working on curb, gutter, and sidewalk grading throughout the project limits. Utility conflicts that are affecting the ability to install drainage at the C.R. 484 and C.R. 474A intersection are being coordinated and resolved. (443170-1) The contractor is expecting to pave the friction course, beginning the first or second week of August. Guardrail installation is ongoing.

[433661-1](#) | U.S. 441 and S.R. 40 Intersection Improvements  
[445800-1](#) | S.R. 40 and S.R. 492 Intersection Improvements

433661-1 US 441 from SW 3rd St. to NW 2nd St.



445800-1 SR 40 at SR 492 Intersection Improvements

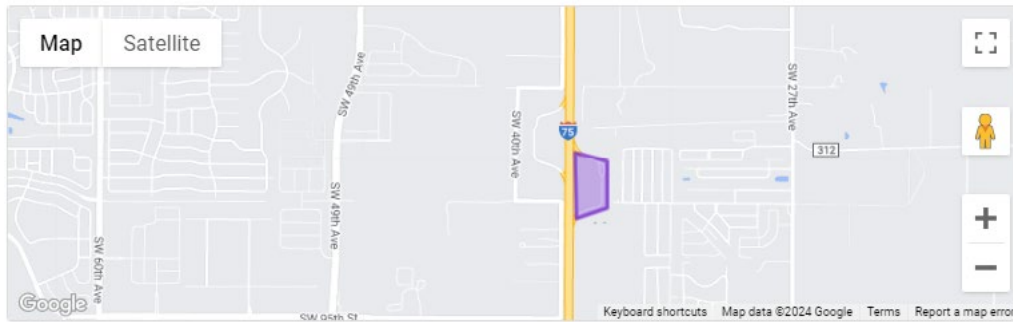


- Contract: T5747
  - Contractor: C.W. Roberts Contracting, Inc.
  - Construction Cost: \$6.7 million
  - Start Date: April 4, 2023
  - Estimated Completion Date: Summer 2024
  - Description: The project includes milling and resurfacing, median modifications, turn lane modifications, curb & gutter, drainage improvements, sidewalk, ADA improvements, traffic signal upgrades, signing and pavement markings, and utility relocations.
- Update: (433661-1) The contractor is completing the concrete work for sidewalks and the traffic separators. They are progressing with light pole installation.  
(445800-1) This project is complete.

[438562-1](#) | I-75/S.R. 93 Northbound Rest Area North of S.R. 484 to South of S.R. 200



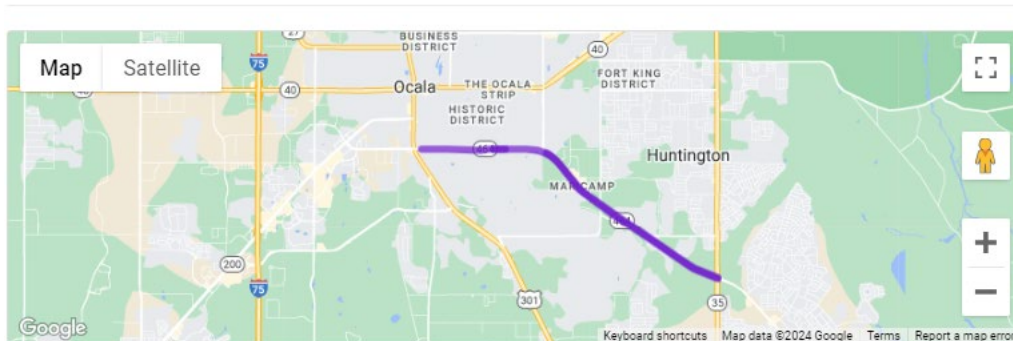
#### 438562-1 I-75 NB Rest Area Reconstruction between CR 484 and SR 200



- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023
- Estimated Completion Date: Early 2025
- Construction Cost: \$31 million
- Description: This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to serve the traveling public better and meet current standards. Parking will be expanded for passenger vehicles, RVs, and trucks. Work will include resurfacing the existing truck parking to become the car parking lot, constructing new truck parking and ramps, renovating the building, adding new utilities and a perimeter wall, and other incidental construction. The rest area will be closed to the public until the project is complete.
- Update: Much of the contractor's work is focused on the construction of the buildings, installing tile in the restrooms, piping, ductwork, and more. Roofing is also underway.

#### [441141-1](#) | S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35

##### 441141-1 SR 464 from SW 2nd Ave to SR 35

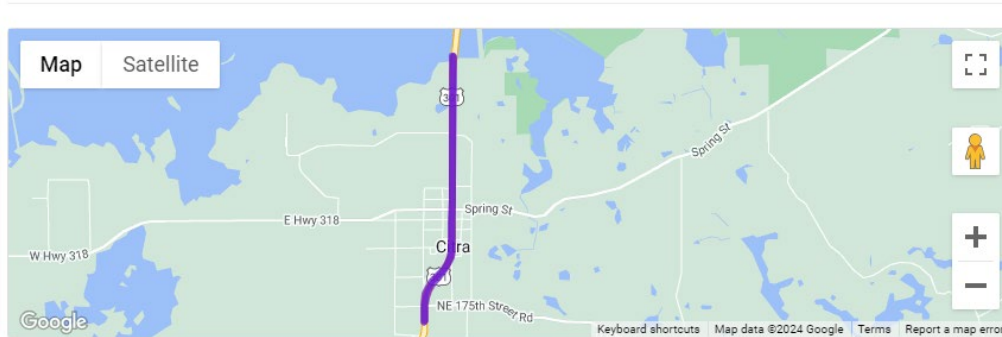


- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 23, 2023
- Estimated Completion Date: Spring 2025
- Construction Cost: \$26.1 million
- Description: The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to Baseline Road (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.

Update: The contractor is performing curb and gutter installation, sodding, and gravity wall construction. Signal work continues at various intersections.

### [445212-1](#) | U.S. 301 Resurfacing from South of Northeast 175th Street to the Alachua County Line

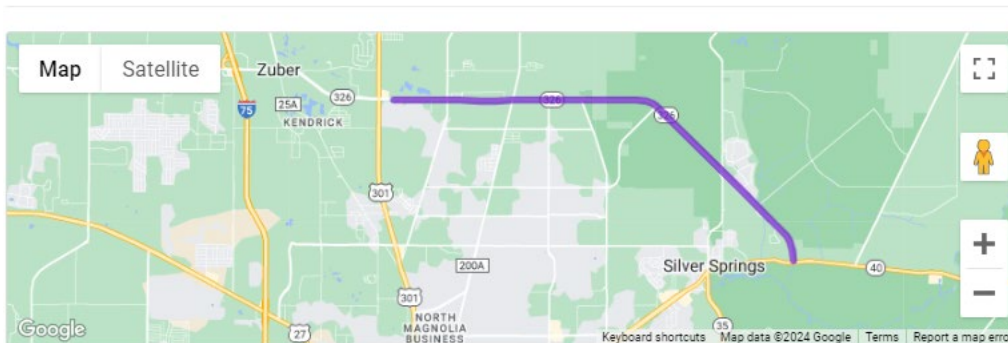
445212-1 US 301 from south of NE 175th St to the Alachua County Line



- Contract: E59B1
- Contractor: V.E. Whitehurst & Sons, Inc.
- Start Date: November 3, 2023
- Estimated Completion Date: Summer 2024
- Construction Cost: \$5.4 million
- Description: The purpose of this project is to resurface U.S. 301 from south of Northeast 175th Street to the Alachua County line in Citra to extend the life of the existing roadway. The project will repave the travel lanes and add a 7-foot-wide buffered bicycle lane on both sides of the roadway from the south end of the project to Spring Street (County Road 318). New turn lanes are planned at the U-turn locations north of the Citra Church of God and south of the Royal Palm RV Park. Asphalt will be added at other U-turn locations to provide more space for larger turning vehicles. Traffic signal upgrades are also planned at Spring Street.
- Update: Daytime lane closures are in place to pave the last of the friction course. Intersection upgrades. Signal improvements are ongoing at Spring Street (C.R. 318).

### [445217-1](#) | S.R. 326 Resurfacing from Northwest 12th Avenue to S.R. 40

445217-1 SR 326 from NW 12TH Ave to SR 40



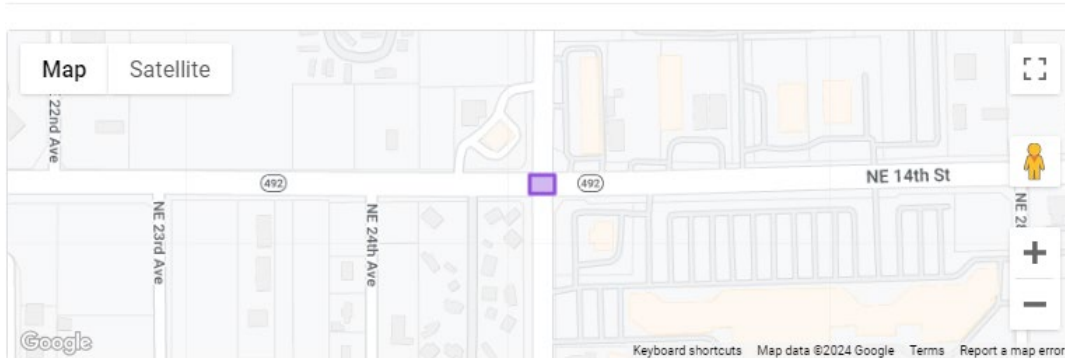
- Contract: T5786
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: October 14, 2023
- Estimated Completion Date: Late 2024
- Construction Cost: \$11 million
- Description: This project will make improvements to State Road (S.R.) 326 from Northwest 12th Avenue to S.R. 40 near Marion County. The project will extend the life of the existing roadway through milling and resurfacing all primary and secondary travel lanes. Construction improvements include replacing

mailboxes, installing asphalt aprons at various locations, paving side street connections, and reconstructing driveways. The project will also replace signage as needed and add new pavement markings. An eastbound to northbound left turn lane will be added at Northeast 49th Street. At Northeast 40th Avenue Road, an eastbound to southbound right turn lane and a westbound to southbound left turn lane will be added. A new signal will be installed at the Northeast 25th Avenue and Northeast 36th Avenue intersections. New signal heads will allow for protected left turns at the Northeast 58th Avenue intersection.

- Update: The contractor is addressing road widening at 36<sup>th</sup>, 40<sup>th</sup>, and U.S. 441. Structural paving continues.

### [447603-1](#) | Intersection Improvements at S.R. 492 (NE 14th Street) and NE 25th Avenue

447603-1 NW 10th/NE 14th St (SR 492) to NE 25th Ave



- Contract: T5803
- Contractor: Highway Safety Devices, Inc.
- Start Date: May 13, 2024
- Estimated Completion Date: Fall 2024
- Construction Cost: \$1 million
- Description: This project aims to make intersection and safety improvements at Northeast 14th Street (State Road 492) and Northeast 25th Avenue. The project includes signal reconstruction, milling and resurfacing, new signing and pavement markings, mast arm installation, light pole installation, and ITS (Intelligent Traffic Systems) upgrades.
- Update: Drilled shafts and mast arm assembly are complete. The contractor is installing pedestrian bases and tying in electrical components.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Apportionment Plan Update**

---

**Summary**

On August 8, 2024, the TPO received a concurrence letter from Governor Ron DeSantis regarding the Board-adopted Apportionment Plan. The Governor has concurred with the Florida Department of Transportation’s recommendation that the Apportionment Plan meets state and federal requirements as outlined in 339.175, Florida Statutes, and Title 23 Code of Federal Regulations (CFR), Part 450.

Attached to this memo is the official letter from Governor DeSantis. The final adopted Apportionment Plan, with the Governor’s concurrence letter, is located on the TPO Board page of the website:

<https://ocalamariontpo.org/wp-content/uploads/2024/08/Final-Apportionment-Plan-with-Governor-Concurrence-August-8-2024.pdf>

**Attachment(s)**

- Apportionment Plan, Governor DeSantis Concurrence Letter

If you have any questions, please contact me at: 352-438-2631.





**RON DESANTIS**  
GOVERNOR

August 8, 2024

Ocala-Marion Transportation Planning Organization  
2710 E. Silver Springs Boulevard  
Ocala, FL 34470

To Whom It May Concern:

In accordance with s. 339.175, Florida Statutes, and Title 23 CFR Part 450, please consider this letter as formal concurrence with the Department of Transportation's recommendation that the Ocala-Marion Transportation Planning Organization's apportionment plan meets the requirements of s. 339.175, Florida Statutes and Title 23 CFR 450.312(a).

The TPO's continued adherence to the requirements of Florida Law are of utmost importance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ron DeSantis".

Ron DeSantis, Governor

CC: Mr. Jared Perdue, P.E., Secretary, Florida Department of Transportation



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: 2050 Long Range Transportation Plan (LRTP) Update**

---

**Summary**

The TPO has scheduled Community Workshop #1 for the 2050 LRTP at the College of Central Florida Webber Conference Center. The event will be held on September 18, 2024 from 5:00 PM to 7:30 PM. The meeting will be an open house format with two brief recurring presentations.

The 2050 LRTP project website page will include further information about the Community Workshop in the coming weeks:

<https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>

**Attachment(s)**

- 2050 LRTP Community Workshop Save the Date

If you have any questions, please contact me at: 352-438-2631.

**NAVIGATING THE FUTURE**

# 2050

Long Range Transportation Plan

## Community Workshop #1

Please join us at Community Workshop #1 of the 2050 Long Range Transportation Plan (LRTP) – Navigating the Future. The LRTP serves as a comprehensive framework for guiding transportation improvements in Marion County over the next 25 years and includes all modes of transportation – roadway, transit, bicycle, pedestrian, trails and freight.

The Community Workshop will be an open house format with display boards and tables, maps, and opportunities for sharing direct feedback to the TPO. Brief informational presentations will also be provided by the TPO and consultant team, Kimley-Horn and Associates, at 5:15 pm and 6:15 pm.

The meeting is open to all members of the public. For more information or to request special accommodations, please contact the TPO at: 352-438-2630 or [OcalaMarionTPO@marionfl.org](mailto:OcalaMarionTPO@marionfl.org).

## JOIN US!

**DATE: SEPTEMBER 18, 2024**

**TIME: 5:00PM - 7:30PM**

**VENUE: COLLEGE OF CENTRAL FLORIDA,  
WEBBER CENTER  
3001 SW COLLEGE ROAD, OCALA, FL 34471**

2050 LRTP WEBSITE





**TO: Board Members**

**FROM: Sara Brown, Transportation Planner**

**RE: TIP Modification #3 Update**

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**Summary**

On July 11, 2024, FDOT reached out to the TPO to process a modification of the FY 24 to FY 28 TIP for the I-75 at NW 49<sup>th</sup> Street Interchange project due to some additional project refinements. We are sharing this modification for your information.

**Attachment(s)**

- FDOT TIP Modification Request Letter
- Current and Modified Project Pages

If you have any questions, please contact me at: 352-438-2632.



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

07/11/2024 | 9:40 AM EDT

Mr. Robert Balmes, AICP, CTP, Executive Director  
Ocala-Marion Transportation Planning Organization (TPO)  
2710 E Silver Springs Blvd  
Ocala, FL 34470

**RE: Request to Revise Fiscal Year (FY) 2023/24-2027/28 Transportation Improvement Program (TIP)**

Dear Mr. Balmes:

In May 2024 Ocala-Marion TPO amended the FY 2023/24-2027/28 TIP to reflect updates to project #435209-1 - I-75 @ 49<sup>th</sup> St Interchange. As District Five further refines project details and costs for this project, additional funds have been added to the Right of Way (ROW), Railroad/Utilities (RRU) and Design-Build Construction (DSB) phases.

Since the additional funding increases do not meet the threshold for a formal TIP amendment, FDOT is requesting the TPO modify the TIP page with the information below.


The project is listed in the FY 2025/26-2028/29 TIP with the updated project details, however, to request authorization of federal funding prior to October 1, 2024, the project must also be accurately reflected in the current TIP.

<b>Item Number:</b> 435209 1		<b>Project Description:</b> I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST					<b>*SIS*</b>	
<b>District:</b> 05		<b>County:</b> MARION		<b>Type of Work:</b> INTERCHANGE (NEW)			<b>Project Length:</b> 0.001MI	
		<b>Fiscal Year</b>						
<b>Phase / Responsible Agency</b>		<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>P D &amp; E / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	2,636,410						2,636,410
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	163,820	12,797	19,250				195,867
	DS-STATE PRIMARY HIGHWAYS & PTO	575,493						575,493
<b>Phase: P D &amp; E Totals</b>		<b>3,375,723</b>	<b>12,797</b>	<b>19,250</b>				<b>3,407,770</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	5,031,148	287,719					5,318,867
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	263,449	82,719	12,139				358,307
	DS-STATE PRIMARY HIGHWAYS & PTO	75,892	164,302					240,194
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>5,370,489</b>	<b>534,740</b>	<b>12,139</b>				<b>5,917,368</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	CIGP-COUNTY INCENTIVE GRANT PROGRAM		118,395	7,230,216	31,605			7,380,216
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	989	4,961	50,000	20,000			75,950
	DS-STATE PRIMARY HIGHWAYS & PTO				5,703,941			5,703,941
	LF-LOCAL FUNDS			11,700,000				11,700,000
	SA-STP, ANY AREA			2,596,246				2,596,246
	SL-STP, AREAS <= 200K			1,000,000				1,000,000
	TRIP-TRANS REGIONAL INCENTIVE PROGM			189,538	532,669			722,207
	TRWR-2015 SB2514A-TRAN REG INCT PRG		257,500	51,500				309,000
<b>Phase: RIGHT OF WAY Totals</b>		<b>989</b>	<b>380,856</b>	<b>22,817,500</b>	<b>6,288,215</b>			<b>29,487,560</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	LF-LOCAL FUNDS			4,644,137				4,644,137
<b>DESIGN BUILD / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	ACNP-ADVANCE CONSTRUCTION NHPP			61,877,614				61,877,614
	ACSL-ADVANCE CONSTRUCTION (SL)			2,724,134				2,724,134
	CM-CONGESTION MITIGATION - AQ			4,872				4,872
	DDR-DISTRICT DEDICATED REVENUE			3,858,750				3,858,750
	LF-LOCAL FUNDS			12,060,162				12,060,162
	SA-STP, ANY AREA					212,400		212,400
	SL-STP, AREAS <= 200K			6,006,996				6,006,996
	TRIP-TRANS REGIONAL INCENTIVE PROGM			10,409,760				10,409,760
	TRWR-2015 SB2514A-TRAN REG INCT PRG			4,407,071				4,407,071
<b>Phase: DESIGN BUILD Totals</b>				<b>101,349,359</b>		<b>212,400</b>		<b>101,561,759</b>
<b>Item: 435209 1 Totals</b>		<b>8,747,201</b>	<b>928,393</b>	<b>128,842,385</b>	<b>6,288,215</b>	<b>212,400</b>		<b>145,018,594</b>

As always, feel free to contact the Liaison Group at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us) if you would like to discuss further.

Sincerely,

DocuSigned by:



9DBC1D0E3EB04EE...

Jonathan Scarfe  
MPO Liaison Administrator

c: Kia Powell, FDOT  
FDOT D5 Work Program

**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 #): LRTP Cost Feasible (pages 112-113) (Table 7.10)



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 <2024:**

\$8,627,904

**Future >2028:**

\$0

**Total Project Cost:**

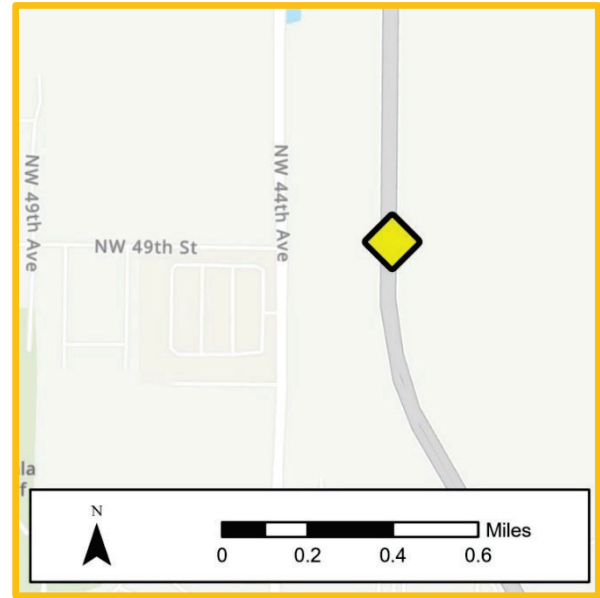
\$135,250,955

Phase	Fund Category	Funding Source	2024	2025	2026	2027	2028	Total
ROW	LF	Local	\$11,700,000	\$5,768,850	\$0	\$0	\$0	\$17,468,850
ROW	CIGP	State	\$100,000	\$2,630,216	\$0	\$0	\$0	\$2,730,216
ROW	DIH	State	\$19,189	\$50,000	\$0	\$0	\$0	\$69,189
ROW	DDR	State	\$0	\$3,948,826	\$0	\$0	\$0	\$3,948,826
ROW	SA	Federal	\$0	\$3,873,030	\$0	\$0	\$0	\$3,873,030
ROW	SL	Federal	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW	TRIP	State	\$0	\$3,740,934	\$0	\$0	\$0	\$3,740,934
ROW	TRWR	State	\$0	\$418,360	\$0	\$0	\$0	\$418,360
RRU	LF	Local	\$0	\$1,760,000	\$0	\$0	\$0	\$1,760,000
DSB	ACNP	Federal	\$0	\$56,903,700	\$0	\$0	\$0	\$56,903,700
DSB	DDR	State	\$0	\$3,858,750	\$0	\$0	\$0	\$3,858,750
DSB	LF	Local	\$0	\$13,083,288	\$0	\$0	\$0	\$13,083,288
DSB	ACSL	Federal	\$0	\$2,516,655	\$0	\$0	\$0	\$2,516,655
DSB	SL	Federal	\$0	\$4,633,813	\$0	\$0	\$0	\$4,633,813
CST	TRIP	State	\$0	\$6,828,120	\$0	\$0	\$0	\$6,828,120
CST	TRWR	State	\$0	\$3,789,320	\$0	\$0	\$0	\$3,789,320
<b>Total:</b>			<b>\$11,819,189</b>	<b>\$114,803,862</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$126,623,051</b>

**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 #): LRTP Cost Feasible (pages 112-113) (Table 7.10)

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.

<b>Prior &lt;2024:</b>	<b>Future &gt;2028:</b>	<b>Total Project Cost:</b>
\$8,747,201	\$0	\$145,018,594



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

Phase	Fund Category	Funding Source	2024	2025	2026	2027	2028	Total
PD&E	DIH	State	\$12,797	\$19,250	\$0	\$0	\$0	\$32,047
PE	DDR	State	\$287,719	\$0	\$0	\$0	\$0	\$287,719
PE	DIH	State	\$82,719	\$12,139	\$0	\$0	\$0	\$94,858
PE	DS	State	\$164,302	\$0	\$0	\$0	\$0	\$164,302
ROW	LF	Local	\$0	\$11,700,000	\$0	\$0	\$0	\$11,700,000
ROW	CIGP	State	\$118,395	\$7,230,216	\$31,605	\$0	\$0	\$7,380,216
ROW	DIH	State	\$4,961	\$50,000	\$20,000	\$0	\$0	\$74,961
ROW	DS	State	\$0	\$0	\$5,703,941	\$0	\$0	\$5,703,941
ROW	SA	Federal	\$0	\$2,596,246	\$0	\$0	\$0	\$2,596,246
ROW	SL	Federal	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW	TRIP	State	\$0	\$189,538	\$532,669	\$0	\$0	\$722,207
ROW	TRWR	State	\$257,500	\$51,500	\$0	\$0	\$0	\$309,000
RRU	LF	Local	\$0	\$4,644,137	\$0	\$0	\$0	\$4,644,137
DSB	ACNP	Federal	\$0	\$61,877,614	\$0	\$0	\$0	\$61,877,614
DSB	DDR	State	\$0	\$3,858,750	\$0	\$0	\$0	\$3,858,750
DSB	LF	Local	\$0	\$12,060,162	\$0	\$0	\$0	\$12,060,162
DSB	ACSL	Federal	\$0	\$2,724,134	\$0	\$0	\$0	\$2,724,134
DSB	CM	Federal	\$0	\$4,872	\$0	\$0	\$0	\$4,872
DSB	SA	Federal	\$0	\$0	\$0	\$212,400	\$0	\$212,400
DSB	SL	Federal	\$0	\$6,006,996	\$0	\$0	\$0	\$6,006,996
DSB	TRIP	State	\$0	\$10,409,760	\$0	\$0	\$0	\$10,409,760
DSB	TRWR	State	\$0	\$4,407,071	\$0	\$0	\$0	\$4,407,071
<b>Total:</b>			<b>\$928,393</b>	<b>\$128,842,385</b>	<b>\$6,288,215</b>	<b>\$212,400</b>	<b>\$0</b>	<b>\$136,271,393</b>



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Safety Partners Activity Summary**

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**Summary**

Per the request of Board Chair Kristen Dreyer, TPO staff have been coordinating with partners in Marion County to produce a summary listing of major program and project-related activities involving transportation safety. The primary purpose of producing a summary listing is to help better inform elected officials and partner agencies on the various ongoing programs and responsibilities being undertaken to improve safety throughout Marion County. A draft summary document is included with this memo.

**Attachment(s)**

- Safety Partners Summary

If you have any questions, please contact me at: 352-438-2631.

# Transportation Safety Programs and Activities in Marion County

The following provides a summary of current ongoing transportation safety programs and activities by partner agencies in Marion County. This information is subject to change each year based on priorities and budget.

## City of Belleview/Belleview Police Department

- Monitoring Mid-Block Pedestrian Crossings on US 441/301 for safety improvements
- Citywide Sidewalk Connectivity Master Plan
- Traffic calming plan through Lake Lillian Park and crosswalk pedestrian improvements

## City of Dunnellon/Dunnellon Police Department

- \*Safety-specific roadway improvement projects
- School Zone Traffic Enforcement Plan
- Installation of School Zone Safety Cameras
- Joint Safety Program collaboration

## City of Ocala

- \*Safety-specific roadway improvement projects
- City-wide Local Road Safety Plan
- Speed Management/Traffic Calming Plan
- Southeast Ocala Neighborhood Traffic Calming Study
- Howard Middle School Zone Study
- Meadowbrook Academy School Zone Study
- SW 27th Avenue at SW 19th Ave. Road Safety Review
- Traffic signal corridor retiming, maintenance and replacement program
- Pavement marking refurbishment program
- Sidewalk repair program
- Road resurfacing, vegetation management and stormwater conveyance system maintenance programs

## City of Ocala Police Department

- High Visibility Enforcement (HVE) Bike/Pedestrian Operation
- Participating in Southern Slow Down
- Hosting Best Foot Forward pedestrian operation
- Recently added a new Traffic Enforcement Officer
- Working with MCSO on future joint enforcement ops
- Social media posts and safety videos

## Community Traffic Safety Team (CTST)

- Monthly coordination meetings
- Organize and lead community safety events

## Florida Department of Health, Marion County

- Car seat check site
- Free car seat with class
- Education and awareness
- National Walk to School Day
- Battle of the Belts (High Schools)

## Florida Department of Transportation, District 5

- \*Safety-specific roadway improvement projects
- District 5 Office of Safety
- Central Florida Safety Strategic Plan
- Stop on Red events, Marion County
- Mobility Week events, Marion County
- Sponsorship Bike/Walk Central Florida, Marion County

## Florida Highway Patrol (FHP)

- FLHSMV Arrive Alive Campaign
- Florida Driver's Handbook

## HCA Ocala Hospital

- Monthly Stop the Bleed Classes
- Florida Teen Safe Driving Coalition Working Group
- CarFit Partner
- Senior Lifestyles and Injury Prevention Seminars

## Marion County

- \*Safety-specific roadway improvement projects
- CR 314 from NE 170th Avenue Road to NE 127th Street Road/NE 231st Avenue, Safety Study
- Traffic studies for roadway improvements
- Traffic operations webpage for road maintenance and closures. Public detour/lane/road closure notices
- Back to school events at community centers
- Bike helmet giveaways during community events, annual carnival, trunk or treat, back-to-school event
- Safe trick-or-treating events; annual carnival
- Inclement weather messaging for roadway flooding, non-working traffic signals, traffic sign damage reporting
- Crime prevention campaigns: billboards, commercials, socials; pedestrian safety, back to school
- 2024 Safety Matters community outreach
- Social media posts and safety videos

## Marion County Sheriff

- High Visibility Enforcement (HVE) Bike/Ped Operation
- Participating in Southern Slow Down
- Participating in Best Foot Forward crosswalk operation
- Working with OPD on future joint enforcement ops/S.T.E.E.R.
- Social media posts and safety videos

## Marion County Fire Rescue

- FDOT District 5/I-75 Traffic Incident Management Team
- Certifications and events for bike helmet fitting, car seat installation, Car Fit, Impact Teen Driver, Safe Kids, Stop the Bleed programs
- Mature Adults Healthy Walk/Stepping Out
- Safe Mobility for Life Mature Adults
- Pedestrian Safety for Kids programming
- Parking lot safety for Kids programming
- Educational handouts

## Marion County Tax Collector

- Disseminate Florida Driver's Handbook

## Ocala-Marion TPO

- Commitment to Zero Safety Action Plan
- Commitment to Zero Dashboard and Annual Report
- Education and awareness (social media, fact sheets)
- Federal performance measures annual reporting

\*The following provides a listing of traffic safety-specific improvement projects currently programmed for construction in Marion County.

### **City of Dunnellon**

- Crosswalk Installation at two locations on East Pennsylvania Avenue/CR 484 (County managed)
- Pedestrian Crossing improvements over Rainbow Bridge on East Pennsylvania Avenue/CR 484 (County managed)

### **City of Ocala**

- NE 8th Avenue from SR 40 to SR 492, Roundabouts
- SR 40 at NW 46th Avenue Signalization
- SW 43rd Court at SW 20th and SW 40th Streets, Signalization Projects
- SR 464 at SE 25th Avenue, westbound right-turn lane on SR 464 and intersection improvements
- SW 44th Avenue (North of Sonoma), Roundabout
- SW 40th/SW 38th Realignment at SR 40, Operational/Safety Improvements
- SE 1st Avenue (SE 3rd St to SE 5th St), Sidewalk Improvement

### **Marion County**

- CR 484 at SW 135th Street Road, Safety Project
- CR 42 At SE 182nd Avenue Road, Safety Project
- CR 42 at CR 25, Safety Project

### **FDOT, Marion County**

- US 441 at SR 464, Operational/Safety Improvements
- SR 40 at SW 27th Avenue, Operational/Safety Improvements
- US 301/441 from SE 102nd in Belleview to SR 200 in Ocala, Sidewalks/Shared Use Path
- SR 200 from east of I-75 to US 301/Pine Avenue Median Installation, Lane Narrowing, Pedestrian Hybrid Beacons



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: FDOT Strategic Intermodal System (SIS) Plans**

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**Summary**

On July 23, the Florida Department of Transportation (FDOT) formally announced the approval of the 2035 to 2050 Strategic Intermodal System (SIS) Long-Range Cost Feasible Plan. This release completes three current time bands of SIS plans, all of which are listed on the FDOT website: <https://www.fdot.gov/planning/systems/sis/plans.shtm>

The SIS plan documents are organized by FDOT District and include the SIS Adopted 5-Year Plan, Second Five Year Plan and the Long-Range Cost Feasible Plan. The First and Second Five-Year Plans will be subject to updates in the upcoming fiscal year. The TPO's 2050 Long Range Transportation Plan development process will integrate all the SIS projects located in Marion County.

**Attachment(s)**

- 2035 to 2050 FDOT SIS Cost Feasible Plan, District 5 section

If you have any questions, please contact me at: 352-438-2631.





# SIS Cost Feasible Plan 2035-2050

2024 Edition





# Purpose of SIS Cost Feasible Plan

The 2050 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) represents a phased plan for capacity improvements to the SIS, utilizing forecasted revenues, guided by objectives set forth in the Florida Transportation Plan (FTP). The main purpose of the CFP is to efficiently plan for and fund future capacity improvements. The plan illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2050 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The CFP is typically updated every three to five years as new revenue forecasts become available.

The 2050 SIS CFP represents an update of the 2045 SIS CFP and complies with the statutory requirement that calls for a long-range cost feasible plan.

## Methodology and Process

The development of the CFP is completed in the following steps:

1. Development of revenue forecast.
2. Identification of district project priorities.
3. Development of draft CFP by Central Office Systems Implementation Office.
4. Review and comment by district and local partners.
5. Update based on district and partner comments.
6. Review of final draft by Executive Management.
7. Approval of CFP by FDOT Executive Board.
8. Publishing of CFP.

## CFP Project Selection

The costs of selected projects are balanced against available district and state managed revenues/funds to ensure that each project is “cost feasible.” Priorities assigned by the districts and statewide ranking system are also considered as part of the project selection process. As part of this process, several iterations of the plan are developed for district review and approval by FDOT leadership.



As part of this effort, the Districts provided project information that was supplemented by additional statewide analysis. These projects then served as the base pool of potential CFP projects.

**When considering each project for inclusion in the CFP, the following questions were asked:**

- Is the project of statewide importance?
- Does the project support statewide SIS goals?
- Does the project contribute to the expansion of major roadway trade and tourism corridors? Florida’s continued long-term economic viability depends on reliable freight and passenger mobility through its major gateways.
- Does the project contribute to the completion of corridor? SIS routes should provide a continuous corridor with similar capacity and operational characteristics.
- Does the project contribute to the overall connectivity of the SIS? SIS routes are interconnected to form a statewide system that enhances mobility.

# Florida Transportation Plan (FTP)

The FTP is the single overarching statewide plan guiding Florida’s transportation future. Updated every five years, the FTP represents a collaborative effort between state, regional, and local transportation partners from both the public and private sector. The FTP consists of the following elements:

- 👁️ **Vision Element** - provides a long-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida’s transportation system.
- 📄 **Policy Element** - describes how the Department will accomplish the vision and goals and defines strategies that will guide transportation partners statewide over the next 25 years.
- 📊 **Performance Element** - evaluates how the state’s transportation system performs on key measures of safety, asset condition, and mobility.
- 👤 **Implementation Element** - details the short-term actions, roles, and processes which will implement the FTP over the next five years. Additionally, this element details how FDOT will track progress towards accomplishing the vision and goals.

The Systems Implementation Office (SIO) utilizes FTP goals as a guide to identify SIS policies, select projects, measure performance, and implement project development in accordance with short and long-range plans.

## FTP Goals and Objectives

As mentioned previously, the FTP contains the goals and objectives the Department works to achieve. The SIS CFP plays a direct role in meeting the following goals and objectives:

### Invest in transportation systems to support a globally competitive economy.

Florida’s economic competitiveness is closely related to the state’s ability to provide connectivity and mobility for both people and freight. Transportation investments are a key contributor to statewide economic growth and diversification over the next 50 years.

### Make transportation decisions to support and enhance livable communities.

Cities, suburbs, small towns and rural areas, and open space all appeal to different groups of Floridians. Although transportation alone cannot make a community livable, effective transportation planning and investment can support the viability of these desired community types.

### Make transportation decisions to promote responsible

As Florida grows and develops an important priority must be to ensure Florida’s environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters.

### Provide a safe and secure transportation system for all users.

Safety is the number one priority for the Department and factors into all planning and operational improvements undertaken by FDOT. FDOT and its partners have established a vision of a fatality-free transportation system. FDOT’s highest commitment to its customers is to build, maintain, operate, and manage a transportation system that significantly reduces the risk of a crash, fatality, or serious injury.

### Make transportation decisions to promote responsible environmental stewardship.

As Florida grows and develops an important priority must be to ensure Florida’s environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters.



# Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS), established in 2003, is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. The SIS includes the state's largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways.

As of 2023, designated SIS facilities included 18 commercial service airports and three general aviation reliever airports, 12 deep-water seaports, 2,431 miles of rail corridors, 1,079 miles of waterways, 15 passenger terminals, eight rail freight terminals, two spaceports, and nearly 4,700 miles of highways, corridors, connectors, and Military Access Facilities. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of the public, supports the movement of freight, and provides transportation links to external markets.

## 2022 SIS Policy Plan Update

“FDOT is required by Florida Statutes to produce a Strategic Intermodal System Plan consistent with the FTP at least once every five years. While the FTP addresses the whole of the state's transportation system, regardless of ownership, the SIS Policy Plan addresses only SIS designated facilities. Recognizing the interdependence of these two plans, FDOT updated the FTP and the SIS Policy Plan together beginning in 2014. In conjunction with the FTP update, FDOT has worked with the steering committee, an additional advisory group, partners, and the public to update the SIS Policy Plan. The FTP provides guidance for other state, regional, and local plans, including the SIS Policy Plan. The integrated update process ensures that FTP implementation focuses first and foremost on the transportation facilities most critical for connecting Florida's regions and connecting Florida to other states and nations.

The SIS Policy Plan establishes the policy framework for designation, identification, project prioritization, and planning and collaboration for the SIS. The plan describes objectives, cross-cutting policy areas, focus areas, and strategies to guide FDOT and transportation partners statewide in accomplishing the vision and goals of the SIS. The update of the SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP Policy Element. The SIS Policy Plan includes three objectives to guide future SIS plans and investments over the next five years:

**Economic Development:** Provide transportation systems to support statewide and regional economic development.

**Intermodal Connectivity:** Expand transportation choices and integrate modes for interregional and regional trips

**Interregional Connectivity:** Ensure the efficiency and reliability of multimodal transportation connectivity among Florida's regions and between Florida and other states and countries.

The partner and public involvement process of the 2022 SIS Policy Plan update informed the three cross-cutting policy areas that guided the focus of the SIS Policy Plan development process.

**Redefine Capacity:** To meet current and future needs, the focus of SIS investments must expand from traditional capacity projects to a full range of solutions for improving mobility, reliability, and connectivity.

**Increase Flexibility:** The rapid pace of change in Florida's economy and the emerging technology and mobility solutions available to meet the needs of residents, visitors, and businesses suggest the need for greater flexibility moving forward.

**Clarify Interregional Connectivity:** As Florida continues to grow and change, so too do the needs of its multiple regions. During the plan update process, local governments, and other partners highlighted the need for greater clarity in the definition of interregional connectivity.

## Policy Plan Focus

The plan identified focus areas to strategically address all aspects of these cross-cutting policy changes. Each focus area has associated designation, planning, and collaboration strategies that enable the SIS to fully support the FTP goals and SIS objectives while addressing the needs identified during the partner and public involvement process. The five (5) policy plan focus areas are as follows:

- 🛡️ **Safety** - Demonstrate the SIS program's contribution to eliminating fatalities and serious injuries on Florida's transportation system.
- 🌪️ **Resilience** - Reduce vulnerabilities of SIS infrastructure to risks including extreme weather, sea-level rise, coastal and inland flooding, wildfires, and extreme heat.
- 🚗 **Technology and innovation** - Prepare the SIS for emerging technologies such as automated, connected, electric, and shared vehicles.
- 🏙️ **Urban mobility and connectivity** - Address the impact of congestion in both major and developing urban areas on the efficiency and reliability of the SIS for interregional travel, especially in areas where there are limited options for adding capacity to SIS corridors or limited modal alternatives to SIS highways.
- 🏡 **Rural mobility and connectivity** - Support rural revitalization and economic development and facilitate emergency evacuation and response, while supporting environmental stewardship goals and community visions.

## SIS Designation

Section 339.63, Florida Statutes, (F.S.) provides a list of the facility types to be designated as SIS facilities. Upon its creation, the SIS was intended to include only the transportation facilities that meet a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects are anticipated to have a greater impact statewide. The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee, with the subject criteria being reviewed annually. Three SIS system-wide data and designation reviews have been conducted and published since the SIS was created. The most recent review was completed in 2020, which analyzed SIS data and facility designations.



# SIS Eligibility

Section 339.1, F.S. requires that revenue from the State Transportation Trust Fund be set aside for SIS projects. Only certain types of projects are eligible for SIS funding. After preservation, maintenance, and safety are addressed, the remaining funds are used for SIS capacity improvement projects.

Many of the restrictions on SIS funding are guided by the definition of a “capacity project” for each mode. The Funding Eligibility lists the types of projects that can and cannot use SIS funding.

# SIS Planning Process and Funding Strategy

The SIS planning process is based on policy guidance that was developed for the Florida Intrastate Highway System (FIHS) during the 1990's. This process provides the framework for planning, programming, and implementing transportation projects. It shows the progression of a project from policy and planning to implementation. The process also ensures that the limited transportation funds are invested in the most effective manner.

The SIS planning process is based on an approach of rational planning and systematic decision-making. Development of the SIS Policy Plan leads to the preparation of the SIS Multimodal Unfunded Needs Plan, which includes a wide variety of capacity projects. From this plan, the SIS CFP is developed, and the further components of the SIS Funding Strategy.

The SIS Funding Strategy includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. All the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 years. It is a combined document composed of the Adopted and Tentative SIS Work Program, the 2nd Five-Year Plan, and CFP. A discussion of each of the FDOT SIS plans followed on the next page.





# Adopted and Tentative SIS Work Program

The Adopted Work Program (1st Five-Year Plan) is the focus of the entire FDOT planning process. By statute, the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The program represents a financially feasible planning document which consists of all FDOT projects for the current fiscal year and the following four years. Approximately 75% of the discretionary funding in the Adopted Work Program is targeted towards SIS capacity projects, which include a wide range of transportation projects impacting all transportation modes throughout the state.

## SIS 2nd Five-Year Plan

Projects that are scheduled to be funded in the five years following the Tentative SIS Work Program (year 6 through year 10) is considered part of the SIS 2nd Five-Year Plan. The plan is developed during the FDOT project development cycle, in the same manner as the SIS Work Program (1st Five). Upon the commencement of the annual FDOT project development cycle, the first year of the previous SIS 2nd Five-Year Plan becomes the new fifth year of the Tentative SIS Work Program, and the new 10th year is developed from projects in the SIS Cost Feasible Plan

## SIS Cost Feasible Plan

As previously stated, the SIS Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2050 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The CFP is typically updated every three to five years as new revenue forecasts become available.

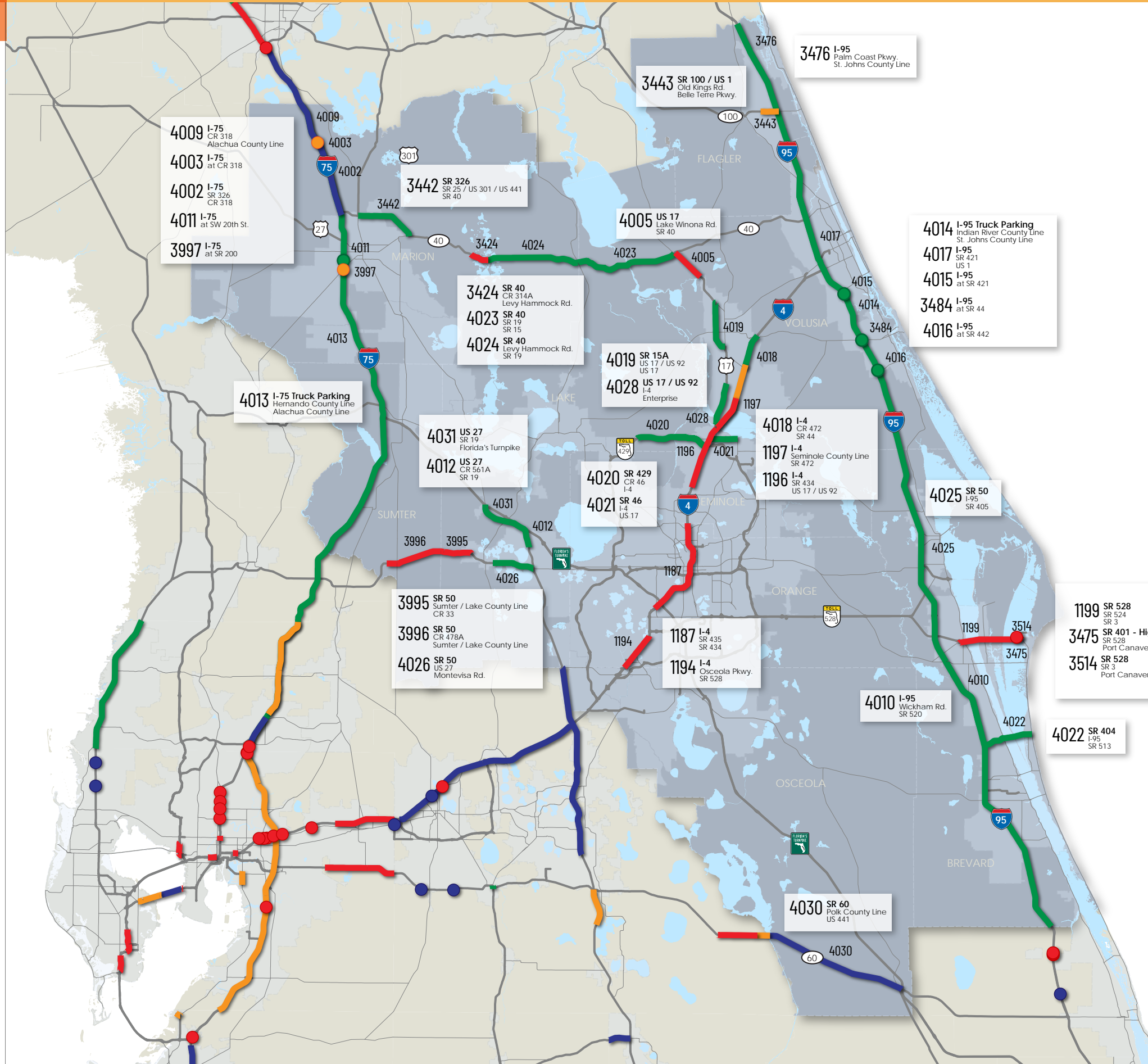
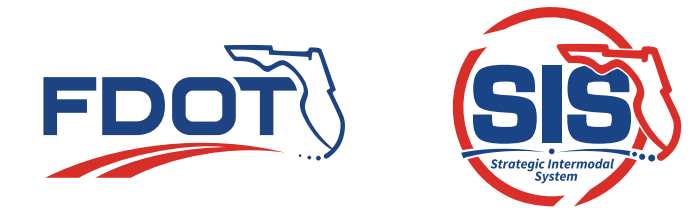
This update of the SIS CFP does not provide specific projects for modes other than highways (aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the SIS CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the SIS CFP planning period. The reserves are available for each mode for specific projects that will be identified and selected in the future.





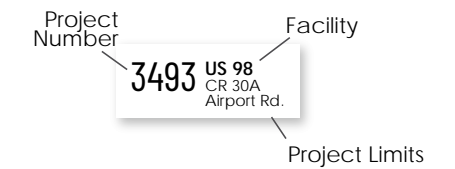
**FY 2034/2035 - FY 2049/2050**

Florida Department of Transportation  
 Systems Implementation Office



## LEGEND

### PROJECT LABELS



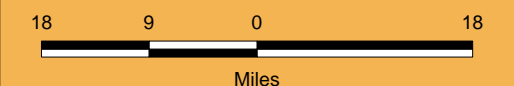
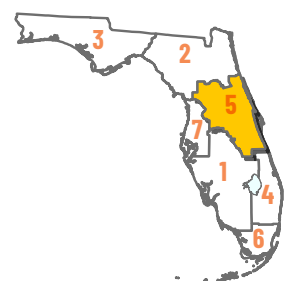
Note: Project Limits are approximate. See table for further details.

### IMPROVEMENTS - HIGHEST FUNDING PHASE

- Bridge, Interchange, Intersection: Red circle
- Corridor: Red line
- CON - Construction & Mega Projects: Red line
- RW - Right of Way: Orange line
- PE - Preliminary Engineering: Blue line
- PDE - Project Development and Environmental: Green line

### OTHER FEATURES

- Interstate Highway: Blue shield icon
- U.S. Highway: White shield icon
- State Highway: Black circle icon
- Toll Roads: Green shield icon
- SIS Highways: Grey line
- Other State Highways: Light grey line



Map produced by the FDOT Systems Implementation Office.  
 Data current as of March 15, 2024.

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
1187	I-4	SR 435 / Kirkman Road	E of SR 434							1,145,003	2035	16	UP
1194	I-4	E of Osceola Pkwy (CR 522)	W of SR 528 / Beachline					1,377,839	1,377,839				UP
1196	I-4	E of SR 434	E of SR 15 / 600 (US 17 / 92)				11,662	688,151	699,813				UP
4018	I-4	CR 472	SR 44	4,000		4,000							MGLANE
1197	I-4	Seminole / Volusia County Line	0.5 mi E of SR 472				49,143		49,143				UP
4002	I-75	SR 326	CR 318		12,515	12,515							MGLANE
4011	I-75	at SW 20th Street		3,000		3,000							N-INCH
4009	I-75	CR 318	Alachua County Line		7,619	7,619							MGLANE
3997	I-75	at SR 200					15,000		15,000				M-INCH
4003	I-75	at CR 318			12,117	12,117	15,000		15,000				M-INCH
4013	I-75 Truck Parking	Hernando / Sumter County Line	Marion / Alachua County Line	2,500		2,500							PLAN
4010	I-95	Wickham Road	SR 520	4,000		4,000							A2-8
3484	I-95	at SR 44		3,000		3,000							M-INCH
4017	I-95	SR 421	US 1	4,000		4,000							A2-10
4015	I-95	at SR 421		3,000		3,000							M-INCH
4016	I-95	at SR 442 / Indian River Boulevard		3,000		3,000							M-INCH
3476	I-95	Palm Coast Parkway	Flagler / St. Johns County Line	3,500		3,500							A2-8
4014	I-95 Truck Parking	Indian River / Brevard County Line	Flagler / St. Johns County Line	2,500		2,500							PLAN
3443	SR 100 / SR 5	Old Kings Road	Belle Terre Parkway	3,500	4,945	8,445	4,121		4,121				A2-6
4019	SR 15A	US 17 / 92	US 17	3,500		3,500							A2-6
3442	SR 326	SR 25 / US 301 / US 441	SR 40	3,500		3,500							A2-4
4023	SR 40	SR 19	SR 15	3,500		3,500							A2-4
4024	SR 40	Levy Hammock Road	SR 19	3,500		3,500							A2-4
3424	SR 40	CR 314A	Levy Hammock Road				11,606	27,534	39,140				A2-4
3475	SR 401	SR 528	Port Canaveral					158,500	158,500				BRIDGE
4022	SR 404 / Pineda Causeway	I-95	SR 513 / South Patrick Drive	3,500		3,500							A2-6
4020	SR 429 / Wekiva Parkway	CR 46	I-4	3,500		3,500							A2-6
4021	SR 46	I-4	US 17	3,500		3,500							A2-8
4025	SR 50	I-95	SR 405	3,500		3,500							A2-6
4026	SR 50	US 27	Montevisa Road	3,500		3,500							A2-6
3996	SR 50	East of CR 478A	Sumter / Lake County Line				1,619	95,500	97,119				A2-4
3995	SR 50	E of Sumter / Lake County Line	CR 33				23,158	58,860	82,018				A2-4
1199	SR 528	SR 524	SR 3					280,100	280,100				A2-6
3514	SR 528	E of SR 3	Port Canaveral Interchange					143,500	143,500				A2-6
4030	SR 60	Polk County Line	US 441		35,000	35,000							A2-4
4005	US 17	Lake Winona Road	SR 40					53,063	53,063				A2-4
4028	US 17 / 92	I-4	Enterprise	3,500		3,500							A2-6
4031	US 27	End of SR 19 / Urban Boundary	Florida's Turnpike North - Ramps	3,500		3,500							A2-6
4012	US 27	CR 561A	End of SR 19 / Urban Boundary	3,500		3,500							A2-6

Funded CFP District Totals

150,196

3,014,356 1,145,003

= 4,309,555

LEGEND

(A) FY 2034/2035 - 2039/2040
(B) FY 2040/2041 - 2044/2045
(C) FY 2045/2046 - 2049/2050
Mega Projects Phased Over Time

NOTES

- (1) All values in thousands of Present Day Dollars (2024).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A2-10: Add 2 Lanes to Build 10
- A4-6: Add 4 Lanes to Build 6
- A4-8: Add 4 Lanes to Build 8
- A4-10: Add 4 Lanes to Build 10
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A2-AUX: Add 2 Auxilliary Lanes
- A2-SUL: Add 2 Special Use Lanes
- A4-SUL: Add 4 Special Use Lanes
- A2-MGL: Add 2 Managed Lanes

- ACCESS: Access Change
- BRIDGE: New / Modify Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- ITS: Intelligent Transp. System
- MGLANE: Managed Lanes
- M-INCH: Modify Interchange
- M-INT: Modify Intersection
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. and Env.
- PTERM: Passenger Terminal
- SERVE: Add Svc/Front/CD System
- STUDY/PLAN: Planning Study
- TRUKPK: Truck Parking
- TURN: Add Turn Lane
- UP: Ultimate Plan