



**TPO Board Meeting**

Marion County Commission Auditorium  
601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471

**June 23 2020**

**4:00 PM**

**AGENDA**

**1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

**2. ROLL CALL**

**3. PROOF OF PUBLICATION**

**4. PRESENTATIONS**

**A. SunTran Annual Report**

*SunTran staff will provide an annual summary report on the major activities.*

**B. Marion Transit Report**

*TPO staff will present a status report for Marion Transit, including recent CARES Act Funding.*

**C. 2045 Long Range Transportation Plan Status Update**

*TPO staff will present a regular update on the status of the 2045 LRTP and public engagement activities.*

**D. Florida Metropolitan Planning Organization Advisory Council Presentation**

*Carl Mikyska, Executive Director, will provide an overview presentation on TPO/MPO topics.*

**5. ACTION ITEMS**

**A. Fiscal Years 2020/21 to 2024/25 Transportation Improvement Program (TIP)**

*TPO staff will present public and partner agency comments and a revised draft of the fiscal year (FY) 2020/21 to 2024/25 TIP based on the 30-day public review process. Action is requested to adopt the TIP.*

**B. General Planning Consultant (GPC) Recommendations**

*Staff will present the recommendations by the Selection Committee for the TPO's 2020 General Planning Consultant contracts. Action requested.*

**C. Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement**

*Staff is requesting review and approval of the joint revised Intergovernmental Coordination and Review (ICAR) and Public Transportation Collaborative Planning agreements. Action requested.*

**D. TPO Board Bylaws Update**

*Staff is requesting review and approval of updates to the TPO Board Bylaws. Action requested.*

**E. Transportation Performance Measures Consensus Planning Document**

*Staff is requesting review and approval of the Consensus Planning Document. Action requested.*

**6. CONSENT AGENDA**

**A. Minutes - May 26, 2020**

**B. Transportation Disadvantaged Planning Grant Application**

**7. COMMENTS BY FDOT**

**FDOT District 5 Marion Status Report**

**8. COMMENTS BY TPO STAFF**

**9. COMMENTS BY TPO MEMBERS**

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

**11. ADJOURNMENT**

All meetings are open to the public, the TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or [liz.mitchell@marioncountyfl.org](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 August 25, 2020.*





**TO: TPO Board Members**

**FROM: Rob Balmes, Director**

**RE: SunTran Annual Report**

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Per the current Interlocal Agreement between the City of Ocala, Marion County and the Ocala/Marion County TPO, a SunTran annual report shall be provided in June each year to the TPO Board. This annual report will include policies, strategies, ridership, operations, routes, coordination procedures and other information pertinent to public transportation for the upcoming fiscal year.

SunTran staff will provide an annual report presentation to the TPO Board and be available to answer any specific questions or concerns.

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

# SunTran Annual Report TPO Meeting Tuesday, June 23, 2020



# THE SUNTRAN TEAM

- Steven Neal, Transit Manager
- Carolyn Dixon, Projects Administrator
- Debbie Miller, New General Manager
- Lisa Gilberti, New Operations Manager
- Senior Transit Planner (Job Posted)
- Growth Management Staff



Compliance

Financial Stability

Safety

Relationships

Growth

## SUNTRAN GOALS

# COMPLIANCE



Six active FTA grants

Funds from the FTA, FDOT,  
Marion County, and the City  
of Ocala

Monthly financial reporting to  
FTA

Quarterly financial reporting  
to FDOT

## GRANT MANAGEMENT



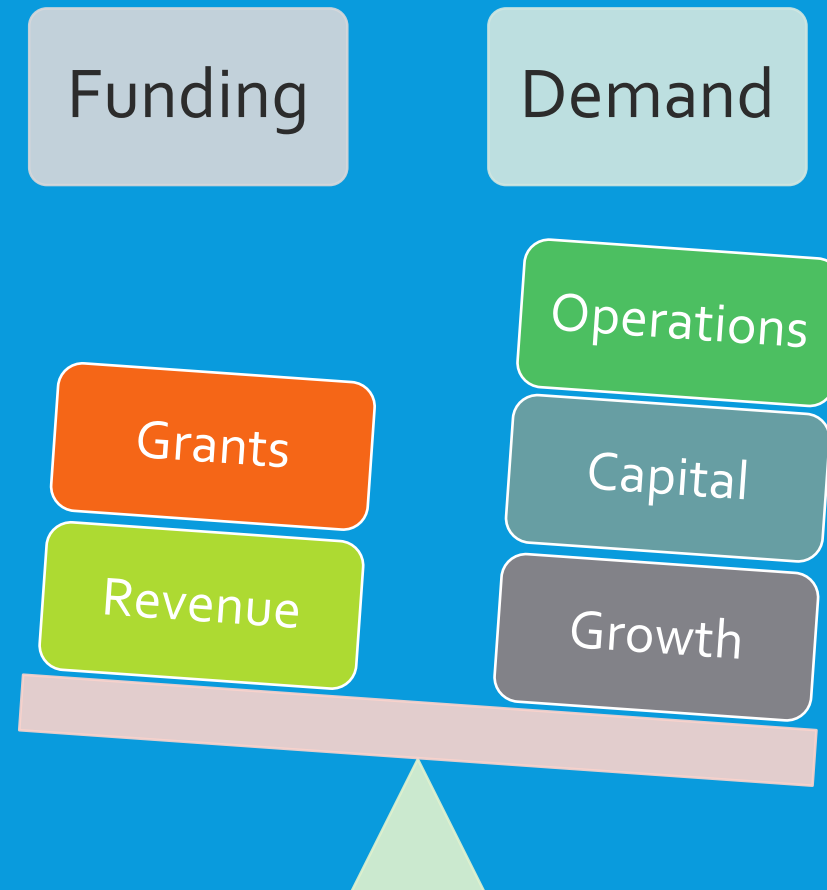
# OPERATIONAL COMPLIANCE

- Triennial reviews
- Safety requirements
- Title VI
- Drug and alcohol
- Procurement requirements
- Security
- Maintenance
- ADA

# FINANCIAL STABILITY



# BALANCING AVAILABLE FUNDS



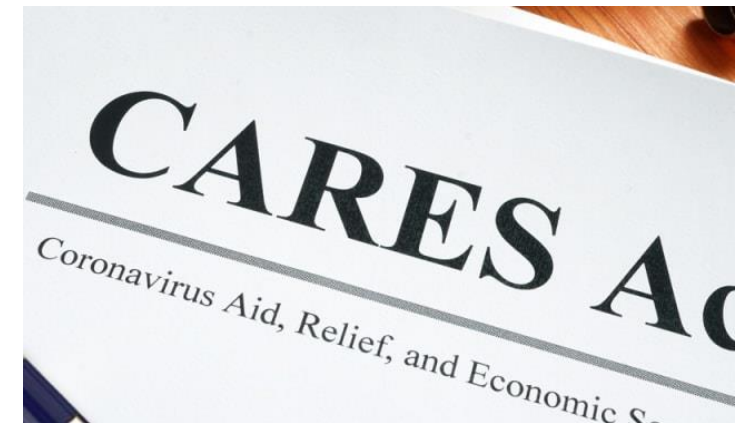
# CARES ACT

6.5 million (back-dated to  
January 2020)

No local or state match

Use for operating expenses

Address COVID-related  
needs



# SAFETY

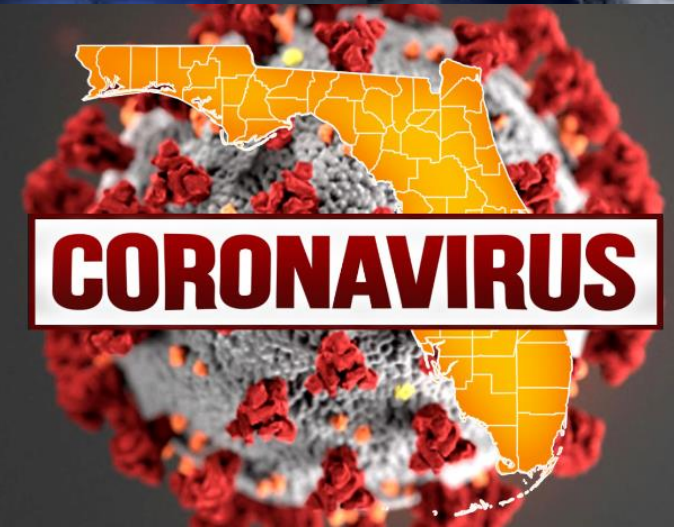
# COVID-19

Limited service  
for two months

New protocols to  
protect the riders  
and drivers

SunTran facility  
upgrades

Flexible  
operation plans



# RELATIONSHIPS



**INTERAGENCY COORDINATION TO ACHIEVE  
SHARED GOALS**

# BUILDING RELATIONSHIPS

Outreach  
program in 2020

New post-COVID  
communication

Address ridership  
needs

Work with the  
employers



GROWTH



# FLEET IMPROVEMENTS

Seven new buses

Two new cutaways

Avail upgrade to 4G

Maintenance  
improvements



# PROPOSED CAPITAL PROJECTS

Additional bus  
shelters



Replace benches



Restrooms/kiosk at  
the Train Station



ADA  
improvements





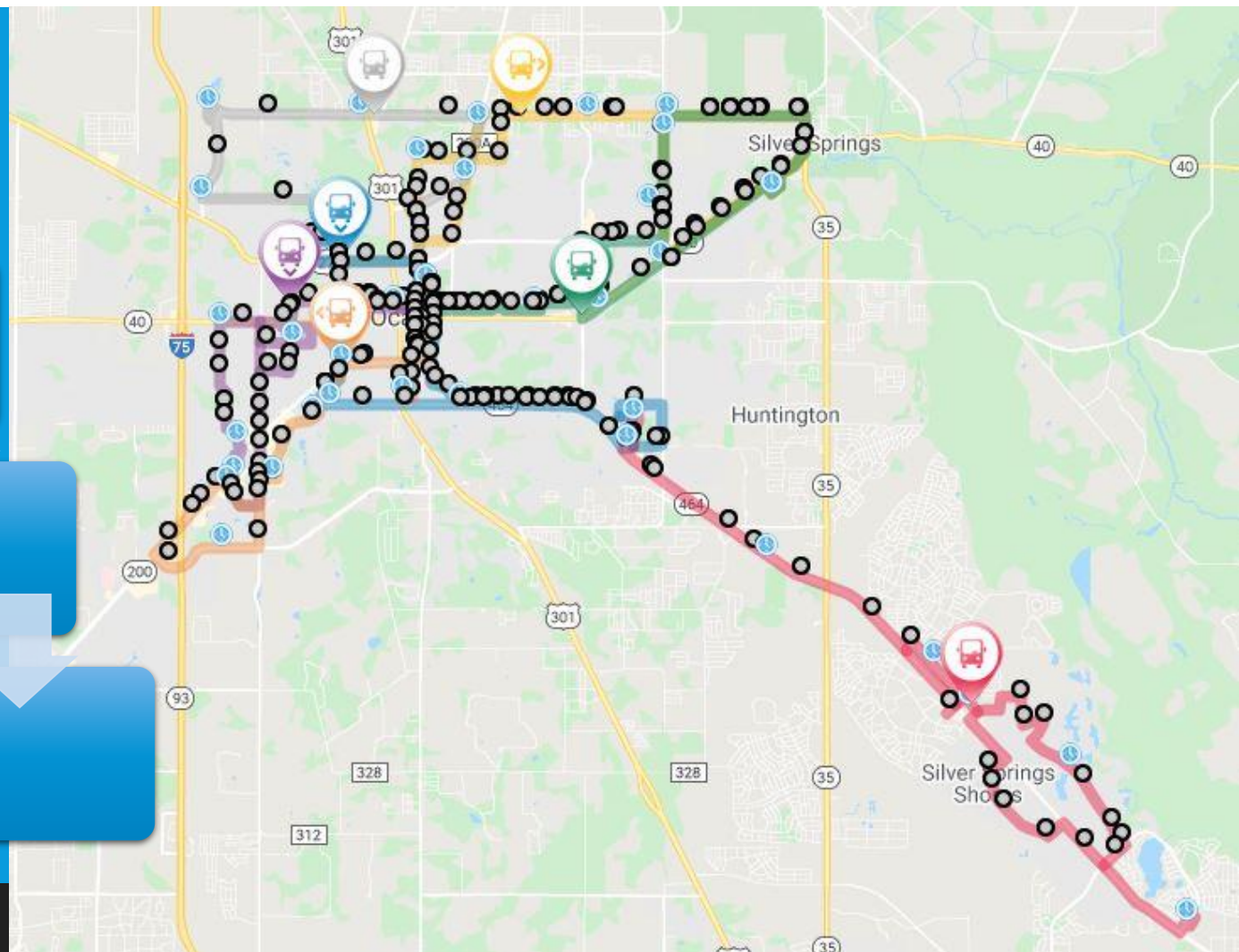
# ROUTE MODIFICATIONS

Purchasing new software (REMIX)  
to help rework certain routes

REMIX is used by most transit  
systems in Florida

Reduce wait times and increase  
ridership

Cost feasibility



# PROPOSED VA CLINIC ROUTE EXPANSION

Serve the  
new 4.5  
million VA  
Clinic

Completed  
in mid-2021

Modify the  
Orange  
Route





# PROPOSED SILVER ROUTE MODIFICATION

Add express service on a  
trial basis

From Downtown to DCF on  
SW 38<sup>th</sup> Ave

From DCF to the Centers on  
SW 60<sup>th</sup> Ave

About four trips per day  
when the Silver Route is not  
running to Ocala 489  
Business Park



# FUTURE NEEDS/PROJECTS

Research electric buses

Potential route to service the Marion Oaks area with the SR 200 corridor

Potential downtown circular

Rebranding





# Questions?

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**TO: TPO Board Members**

**FROM: Derrick Harris, Assistant Director**

**RE: Marion Transit Report**

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As you may recall, at our last board meeting (May 2020) some discussion took place regarding a Transportation Improvement Program (TIP) Amendment which provided an additional \$2,668,689 to Marion Transit as part of the federal CARES Act. Therefore, I reached out to Marion Transit Transportation Director, Tom Wilder and he informed me that those funds would be used for the following:

- Five (5) Cutaway buses
- Capital Software (RouteMatch) with additional add-ons which will help enhance the system, provide better data to the customer and the operator, and improve the reliability
- Replacing of bus tablets to provide enhanced connectivity, especially in the rural areas of the county
- Telecommunication equipment such as phones, servers, license and upgrades to current system
- In-vehicle driver/passenger protective equipment, two (2) additional cameras added to existing buses which currently have four (4) cameras, for a total of six (6) cameras throughout the buses

In addition, I was informed that some of the funds will be utilized to help offset the reduction in revenue experienced from less trips throughout the pandemic crisis, as well as increased expenses such as sanitizer, personal protective equipment, etc.

If you have any further questions, please don't hesitate to contact me directly at 438-2632.



## MEMORANDUM

TO: FDOT DISTRICT 5

FROM: Tom Wilder, Transportation Director

DATE: May 4, 2020

SUBJECT: COVID-19 – STATE OF EMERGENCY IMPACT FOR MARION TRANSIT

Marion Transit worked hard to ensure that our service was kept running for those who are transportation disadvantaged and live in the rural areas of Marion County. As we navigated the Governors Orders, we initially found several our drivers decided to stay at home causing a 31% reduction in force. This coincided with a 52% reduction in TRIPs from an average of 7000 per month to 3300 in April 2020. Even with less drivers, we can accommodate all eligible requests for transportation. While the reduction in TRIPs will greatly impact our expected revenue, unexpected additional costs included sanitizer, disinfectants (including purchasing hand sanitizer dispensers for each of our 43 buses) and protective masks and gloves for the drivers. To aid in prevention of spread, we also waived our fares (Approx. \$7500 per month) so that there would be no money exchanges between passengers and drivers. Future purchase of fareboxes may be beneficial to this cause. In closing, in an effort to maintain our workforce and prepare for TRIPs to slowly increase we are still paying benefits of drivers who are absent in hopes of restoring our workforce to pre-COVID-19 times with the knowledge that social distancing, disinfecting, sanitizing and protective gear will become the norm.

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**TO: TPO Board Members**

**FROM: Derrick Harris, Assistant Director**

**RE: 2045 LRTP Report**

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As you all know, the TPO is currently updating the 2045 Long-Range Transportation Plan (LRTP). We are currently in the phase of identifying needed improvements. Therefore, we have asked our Steering Committee, Technical Advisory Committee (TAC), and Citizen Advisory Committee (CAC) to provide feedback regarding projects and needed improvements. So, the TPO will be holding a virtual meeting on June 18<sup>th</sup> from 2 – 4 p.m. to kickoff a public involvement effort to obtain feedback from the public regarding needed projects. In addition, we will be offering the opportunity for anyone to attend in person who doesn't have access to internet or a computer. The in-person portion will be held at the Marion County Commission Auditorium from 2 – 4pm. After the meeting has concluded the website will remain open for a month in order to give people additional opportunities to provide input on needed projects in the area.

Obviously, the workshop will take place before the TPO Board meeting this month, so if you are reading this prior to the meeting please pass along to any of your contacts and constituents. At the meeting I will provide a brief overview of the feedback we received at the workshop and the link that will remain open through a portion of the summer. Again, the goal is to receive feedback from the public on any needed transportation improvements in the area.

If you have any further questions, please don't hesitate to contact me directly at 438-2632.

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**TO: TPO Board Members**

**FROM: Rob Balmes, Director**

**RE: Florida Metropolitan Planning Organization Advisory Council (MPOAC) Presentation**

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Carl Mikyska, Executive Director of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), will provide an overview presentation via WebEx on current topics that involve MPO/TPO planning in Florida. He will also discuss the 2020 Census and future implications for the Ocala Marion TPO.

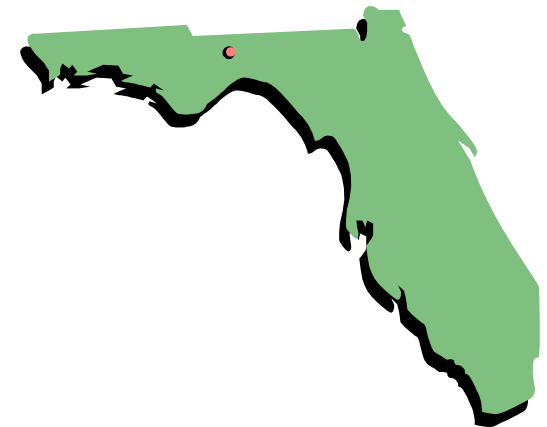
If you have any questions, please contact me at 438-2631.

# MPO Overview for the Ocala/Marion County TPO

Carl Mikyska, Executive Director  
Florida MPO Advisory Council

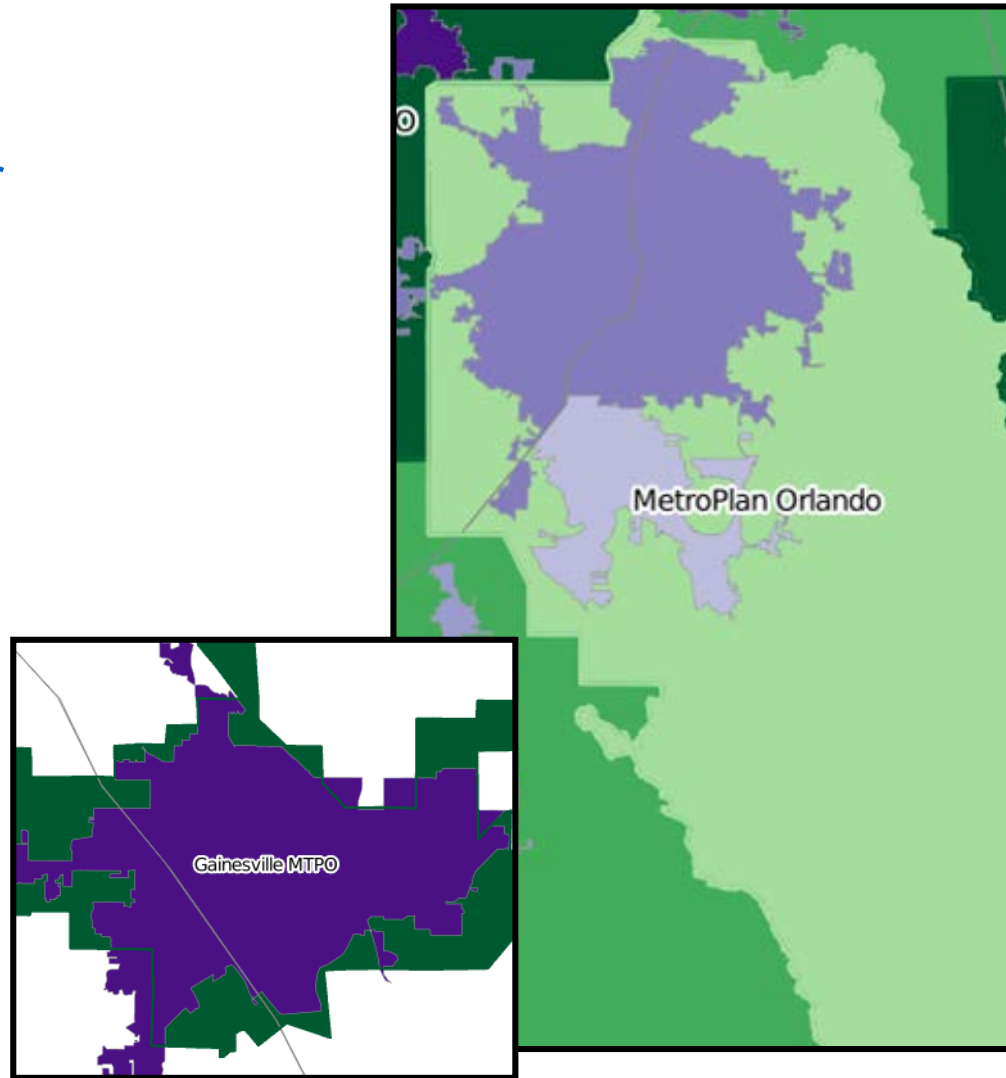
# Relevant Federal/Florida Law

- **23 USC 134** contains most of the authority and responsibility of MPOs
- Most recent amendment:
  - Fixing America's Surface Transportation (FAST) Act
- Florida Statutes Chapter 339.175
- Additional references to MPOs appear throughout Florida Statutes



# Establishment – Federal Law

- Areas with 50,000+ population must have or be a part of at least one MPO
- Areas 200,000+ are Transportation Management Areas (TMAs)
- MPOs are designated by agreement of governor and local governments



# Boundaries

- Census Urbanized Area Boundary

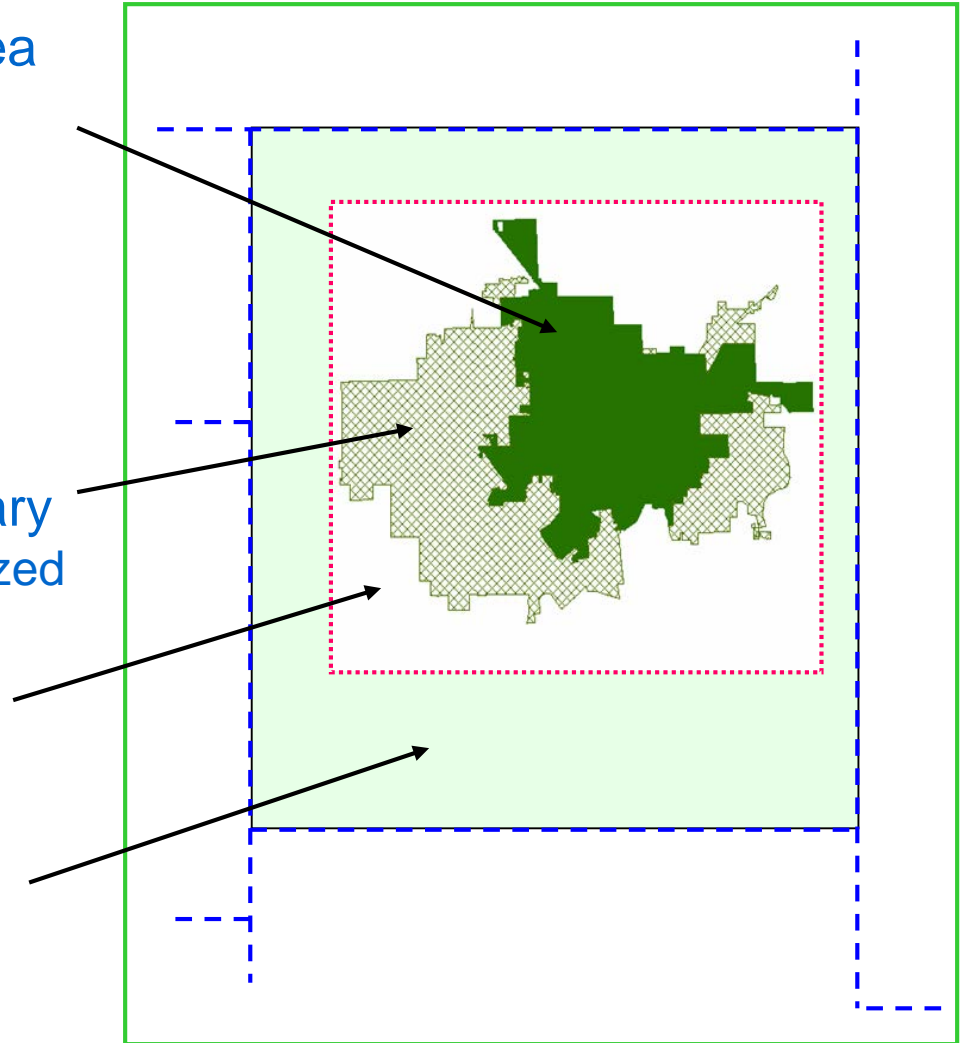
...an area comprising an incorporated or census designated place, and the surrounding densely settled area that together have a minimum population of 50,000 or more...

- Adjusted Census Urbanized Area Boundary (also called FHWA Urbanized Area Boundary)

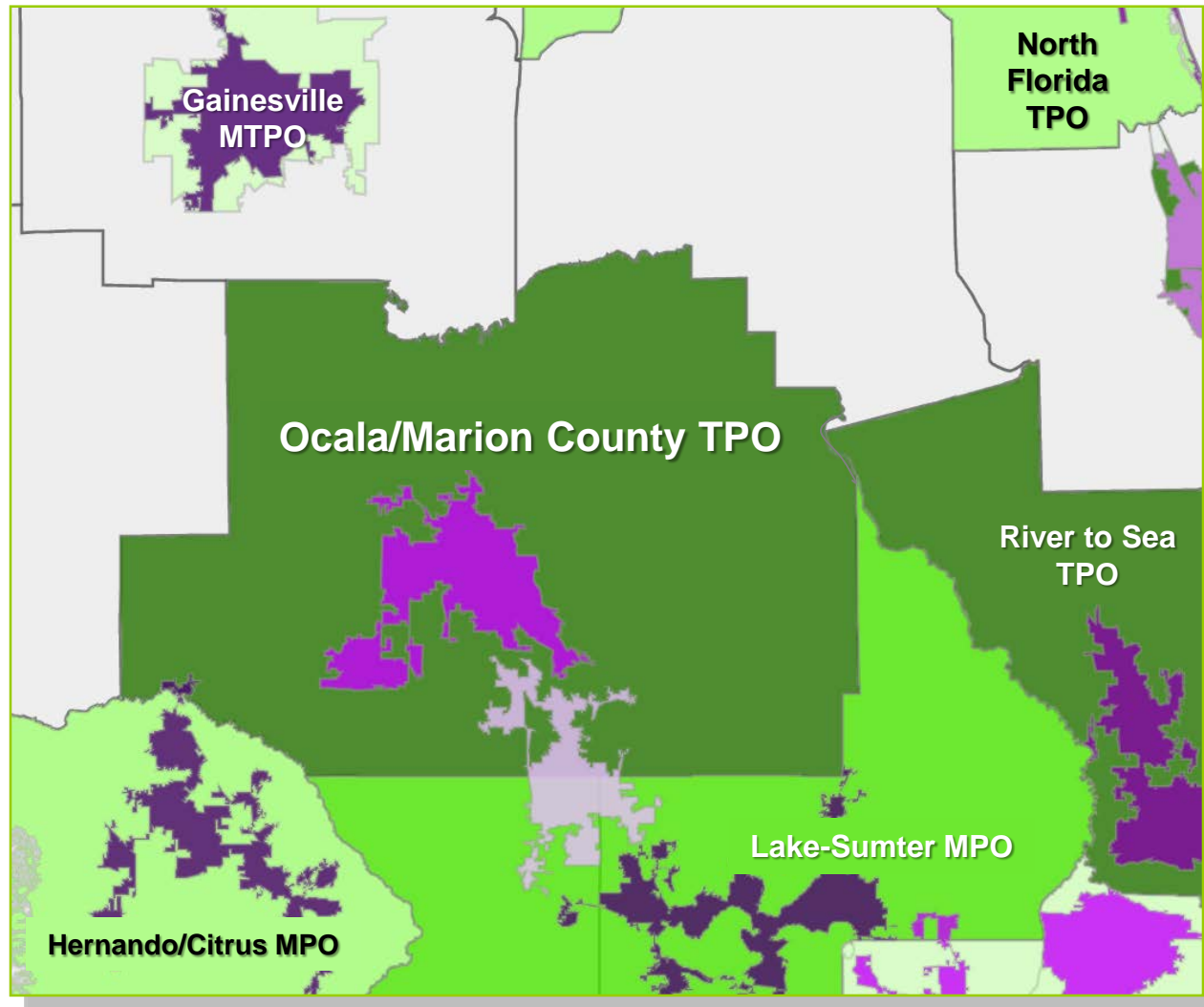
- Metropolitan Planning Area Boundary \*

- Study Area Boundary \*

**\* Metropolitan Planning Responsibilities**

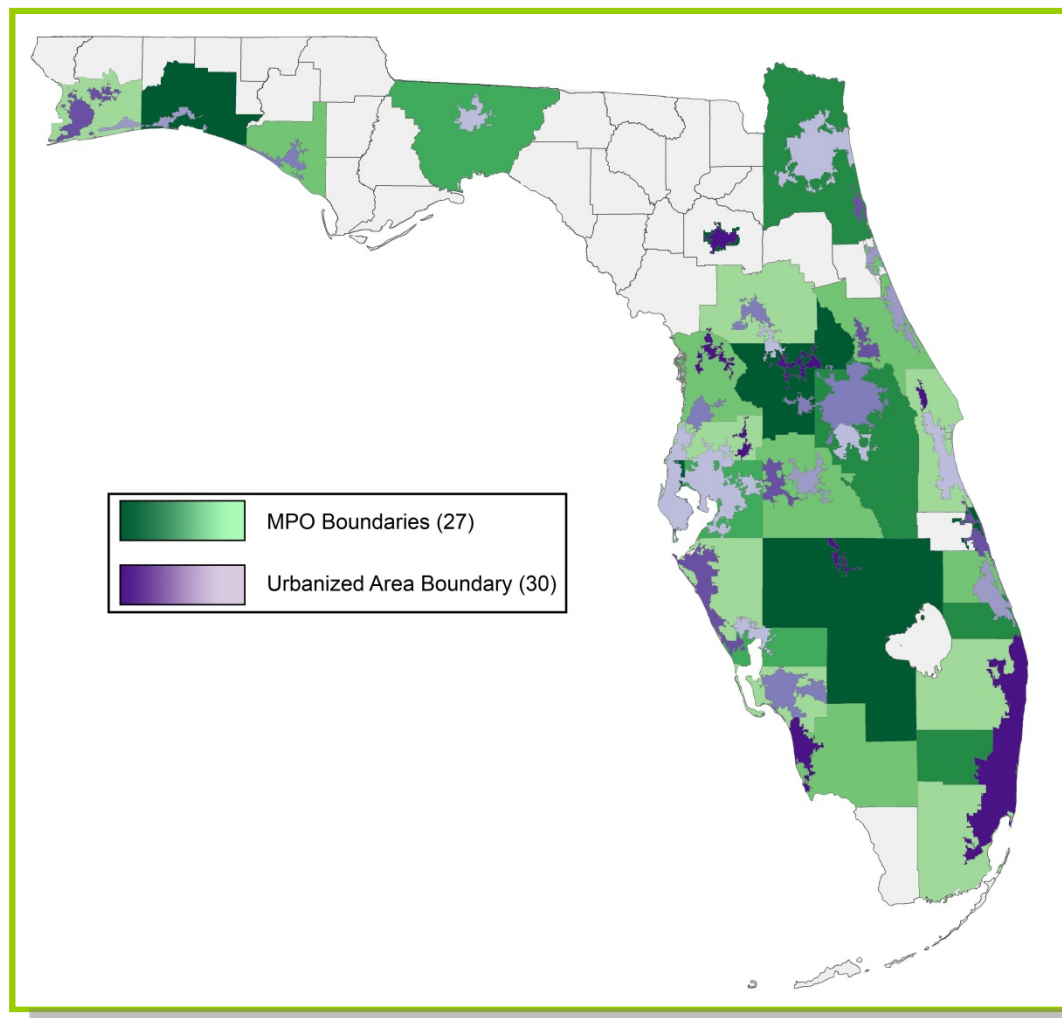


# Boundaries





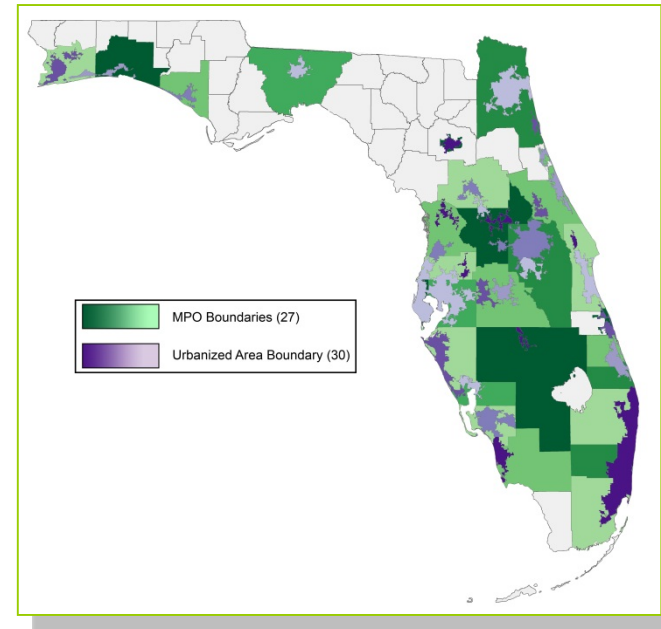
# Urbanized Areas v. MPO Planning Areas



# Urbanized Areas v. MPO Planning Areas



- Separate urbanized areas historically functioned separately economically
- As urbanized areas grow together, economic impacts follow
- Some areas with more than one urbanized area and/or MPO are planning as “regions”
- Examine what MPO Planning Boundary makes sense in terms of the economy and regional transportation issues



# Membership – Federal Law

- MPO governing board membership in TMA areas is to include three groups of individuals:
  - Local elected officials
  - “officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation.”
  - “appropriate State officials”



# Membership – Florida Law

- 5 to 25 members
- As a rule, voting members must be “elected officials of general-purpose local governments”
- County commissioners must be “not less than one-third of the MPO membership”
- Alternation of municipal representation permitted
- Area modal authorities may have voting membership
- Representatives of FDOT serve as nonvoting advisors
- Other nonvoting advisors may be appointed to the MPO
- MPOs contained entirely within a charter county of over 1 million population are permitted to develop their own membership structure

# Additional Organizational Requirements – Florida Law

## ■ Technical Advisory Committee

- planners
- engineers
- representatives of:
  - local aviation authorities/departments
  - local port authorities/departments
  - local public transit authorities/departments
  - school superintendents of each county within the jurisdiction of the M.P.O
- “other appropriate representatives of affected local governments.”



# Additional Organizational Requirements – Florida Law

## ■ Citizens' Advisory Committee

- Broadly representative of the affected area and interests
- “Minorities, the elderly, and the handicapped must be adequately represented.”
- Members serve at pleasure of MPO



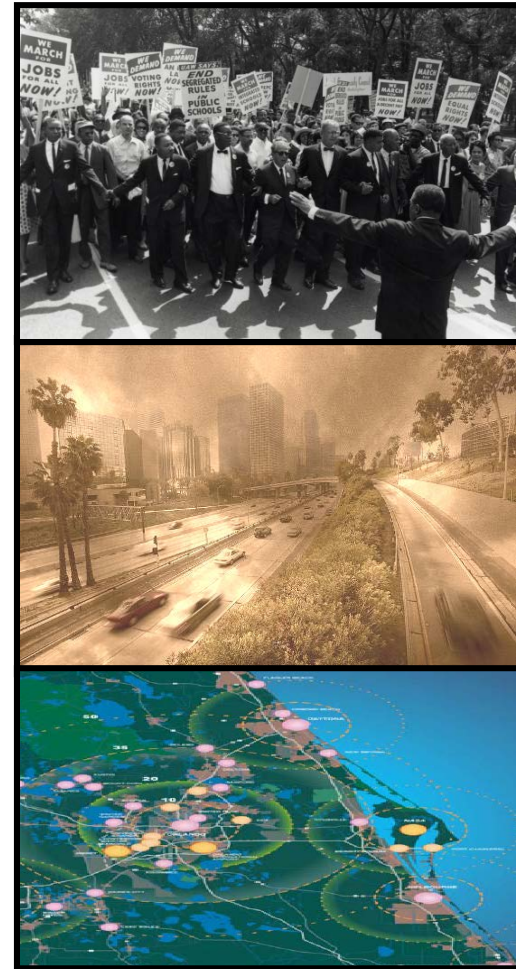
# Broad Responsibility

- Managing the '3 C' planning process
  - Continuing
  - Comprehensive
  - Cooperative
- Preparing a Metropolitan Transportation Plan
  - More commonly known as the Long Range Transportation Plan (LRTP)
- Preparing a shorter-range transportation improvement program (TIP)



# Compliance with Federal Laws/Orders

- All transportation planning activities and products must take into account:
  - Civil Rights
  - Environmental impacts and preservation
  - Consistency with adopted growth management and economic development plans





# Process Requirements

- Open, public, and inclusive
- Includes consideration of a variety of planning factors



# Process Requirements

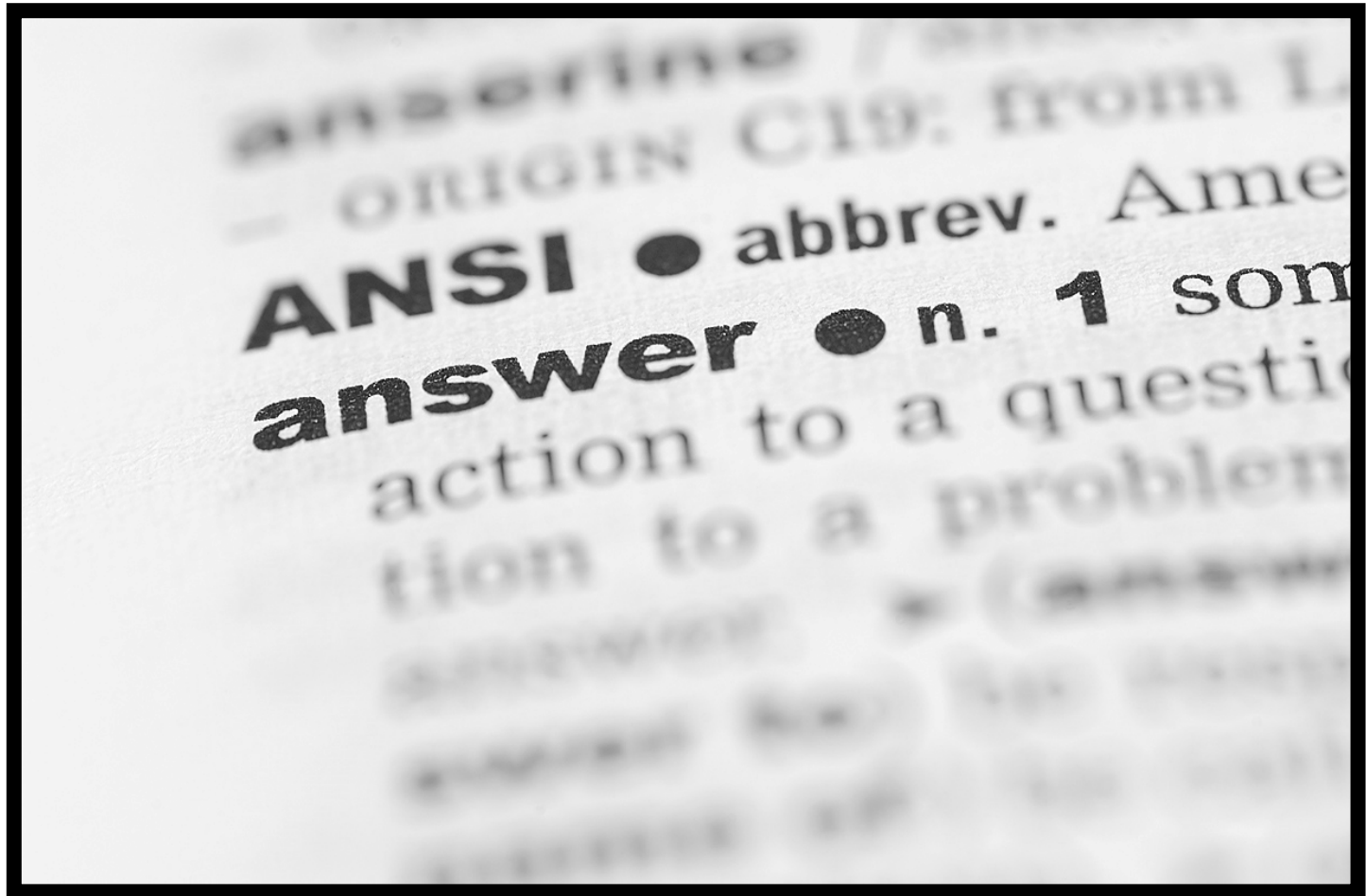
- Must fulfill all requirements necessary to receive federal aid
- Must abide by state public records and sunshine law



- Must participate “in the planning and programming of transportation facilities, including, but not limited to, airports, intercity and high-speed rail lines, seaports, and intermodal facilities”

# Questions?

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**TO: TPO Board Members**

**FROM: Anton Schauerte, TPO Transportation Planner**

**RE: DRAFT FY 2020/21 – 2024/25 Transportation Improvement Program**

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At the May board meeting, staff presented the FY 2020/21 – 2024/25 Transportation Improvement Program (TIP) for your review. The listing of scheduled projects in this document are pulled from the Florida Department of Transportation's Tentative Work Program and has not changed since the draft was presented at the previous board meeting. The 30-day public comment period is from May 19 to June 23, 2020.

As a reminder, notable additions to this year's update include:

- 435209-1: I-75 at NW 49<sup>th</sup> Street from end of NW 49<sup>th</sup> St. to end of NW 35<sup>th</sup> St. – Interchange (addition of \$57.1 million)
- 238648-1: US 41 from SW 110<sup>th</sup> St. to N. of SR 40 – Add Lanes and Reconstruct (reduction of \$10.4 million)
- 410674-2: SR 40 from end of 4 lanes to east of CR 314 – Add Lanes and Reconstruct (Construction delayed, estimated to begin in 2029)

In addition to the notable changes outlined above, the chart on the following page shows an overview of major comments provided by various agencies/organization and the public. All comments provided through June 16, 2020 are shown in Appendix F of the final TIP (attached).

TPO staff will present an overview of the comments below to the TPO Board at the upcoming June meeting. Staff is requesting the TPO Board adopt the final TIP, provided any comments and proposed changes that may arise between June 16<sup>th</sup> and June 23<sup>rd</sup> would be made at the time of final adoption.

If you have any questions please contact me at [anton.schauerte@marioncountyfl.org](mailto:anton.schauerte@marioncountyfl.org).

*Cooperative and comprehensive planning for our transportation needs*  
*Marion County • City of Belleview • City of Dunnellon • City of Ocala*

<b>Entity</b>	<b>Comment</b>	<b>TPO Response</b>
FHWA	-Explain specifically how TIP takes public input into consideration	A table has been added in Appendix F showing the comments received and how TPO has addressed each comment. Text has been added to public involvement section informing reader of Appendix F
FHWA	-Decide if “TPM Consensus Document” will be included in TIP or adopted separately	Adopted Separately- The TPO will present this document to the TPO Board on 6/23/2020 to be adopted as a stand-alone item
City of Ocala	-Change type of funding for 2 “Operating for Fixed Route” projects (p.84, p.90) from 5307 to Block Grants	Update has been made
Technical Advisory Committee (TAC)	-Simplify naming of roads / make consistent throughout document -3 maps have incorrect starting or ending point	Both updates have been made
TPO Staff	-Project Description portion of numerous projects in “Transit/Funding/Grants” were incorrectly labeled	Updates have been made
Public Comment (1 Comment)	Paraphrase: Intersection of NE 8 Ave. and 14 <sup>th</sup> Street is congested and unsafe due to short left-turn lane on 8 <sup>th</sup> Ave. Overpass is needed.	Comment was forwarded to City of Ocala, Engineering Department (Transportation Engineering Division). The TPO will make any additional action regarding the comment/intersection, if directed to, by the Department.





OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION

# Transportation Improvement Program FY 2020/21 - FY 2024/25

Adopted:

RESOLUTION OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION (TPO)  
ENDORING THE TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) FOR FISCAL YEAR 2020/21 – 2024/25.

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

WHEREAS, Title 23 U.S.C 134(h), 23 CFR Section 450 and Florida Statute 339.175(7) require each Metropolitan/Transportation Planning Organization to annually submit a Transportation Improvement Program; and

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

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the Transportation Improvement Program for FY 2020/21 – 2024/25.

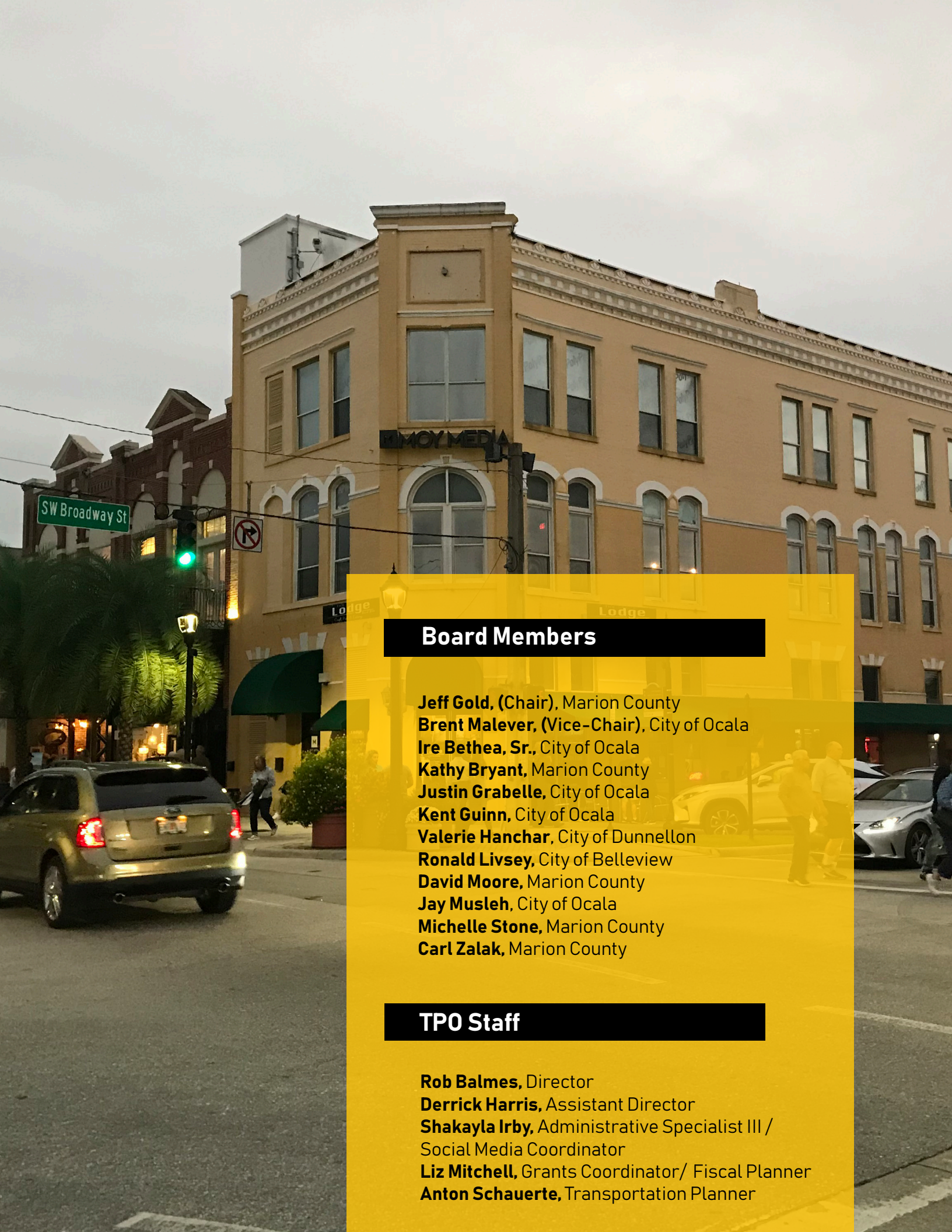
CERTIFICATE

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 23<sup>rd</sup> day of June 2020.

By: \_\_\_\_\_  
Jeff Gold, Chair

Attest: \_\_\_\_\_  
Robert Balmes, TPO Director





## Board Members

**Jeff Gold**, (Chair), Marion County  
**Brent Malever**, (Vice-Chair), City of Ocala  
**Ire Bethea, Sr.**, City of Ocala  
**Kathy Bryant**, Marion County  
**Justin Grabelle**, City of Ocala  
**Kent Guinn**, City of Ocala  
**Valerie Hanchar**, City of Dunnellon  
**Ronald Livsey**, City of Belleview  
**David Moore**, Marion County  
**Jay Musleh**, City of Ocala  
**Michelle Stone**, Marion County  
**Carl Zalak**, Marion County

## TPO Staff

**Rob Balmes**, Director  
**Derrick Harris**, Assistant Director  
**Shakayla Irby**, Administrative Specialist III /  
Social Media Coordinator  
**Liz Mitchell**, Grants Coordinator/ Fiscal Planner  
**Anton Schauerte**, Transportation Planner



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# INTRODUCTION

## PURPOSE

The Ocala Marion Transportation Planning Organization (TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The TIP is a five-year schedule of transportation projects proposed by government agencies and other stakeholders within the TPO's Metropolitan Planning Area (MPA), which includes all of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is updated on an annual basis. The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, and reconstruction; bicycle and pedestrian; transit and aviation. Other projects that are regionally significant, regardless of funding source, are also incorporated into this document.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the 3-C planning process, is carried out by the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The LRTP, which is also developed by the TPO, documents the community's transportation vision and goals 20 years into the future. The TIP outlines the short-term "action steps" necessary for achieving Marion County's long-term transportation vision by indicating specific improvements. In short, the TIP acts as the budget for carrying out the LRTP. The purpose of the TIP



is also to coordinate transportation projects between local, state, and federal agencies, thereby ensuring the efficient use of limited transportation funds.

All transportation projects contained in the TIP are financially feasible, located within the designated metropolitan planning area and funded by 23 United States Code (U.S.C.) and 49 U.S.C. Chapter 53 funds. For a project to be considered financially feasible, the anticipated cost must not exceed the anticipated revenue.

## TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation,

including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates the 2010 Census designated Urbanized Areas (UZA) and Urban Cluster areas of Marion County, which are all served by the TPO. This also includes portions of Lady Lake-the Villages and the Homosassa Springs-Beverly Hills-Citrus areas within the Ocala Metropolitan Statistical Area (MSA), Marion Oaks, Rainbow Lakes and Ocala Estates-Lake Bryant.

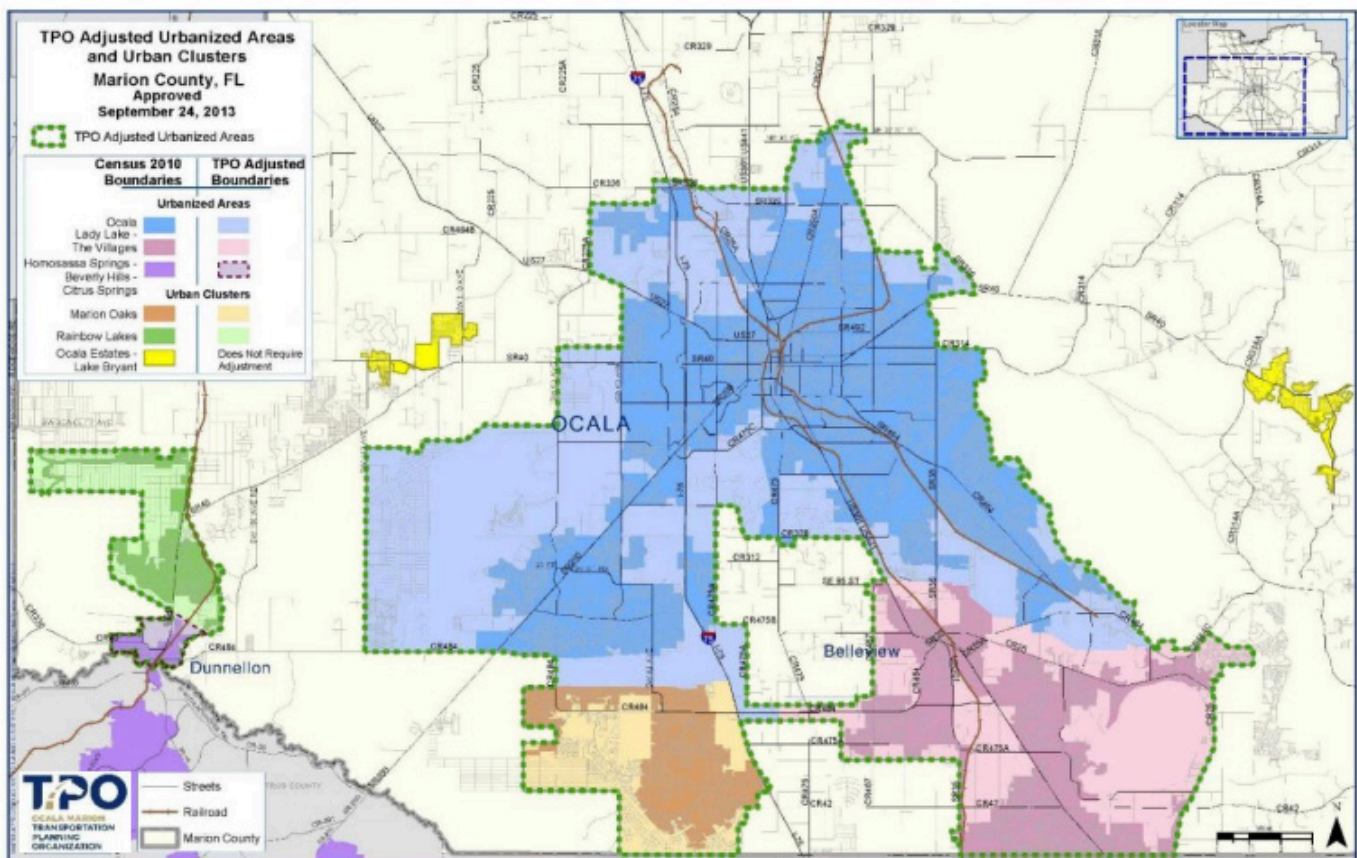


Figure 1: Map of TPO Planning Area



## DEVELOPMENT OF THE TIP

Public and local government involvement for the development of the TIP is accomplished through regularly scheduled meetings of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) and the TPO Board. The TPO also strives to engage both citizens and stakeholders to assist in the development of the TIP. The TPO seeks public input for thirty (30) days once the TIP DRAFT is publicly noticed, in accordance with 23 Code of Federal Regulation (C.F.R.) 450.316 and 23 C.F.R. 450.326(b). A Glossary of Terms and Acronyms used in the TIP and other TPO documents can be found in Appendix G.

### TPO Boards and Committees

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

The TPO also submits its draft TIP to the TPO Board for review and to receive additional feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is presented to the TPO Board for adoption in May or June of each year. TPO staff presented the draft TIP to the TAC and CAC on May 12th and June 9th, the TPO Board on May 26th and June 23rd, the Dunnellon City Council on June 8th and the Belleview City Commission on June 16th.

## Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's [Public Involvement Plan \(PIP\)](#). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC, TPO Board, Dunnellon City Council and Belleview City Commission meetings. The TAC and CAC meetings were held virtually and therefore were accessible to those with internet access. The TPO Board, Dunnellon and Belleview meetings were held in-person, with the added capability to participate virtually. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter, LinkedIn) and sending e-blast notifications. Beginning on May 19th, a legal notice of the draft version of the TIP was placed in the Ocala Star Banner for 30 days. The public comment period for the TIP began on May 19th and concluded on June 23rd. A copy of the notice can be found in Appendix E and a list of public comments, including the TPO's response to each comment, can be found in Appendix F. On May 19th, the TPO sent the Draft TIP for review and comment to the following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

## CERTIFICATION

The most recent certification review of the Ocala Marion TPO was conducted by FDOT in February 2020. FDOT certified the transportation planning process for Fiscal Year 2020/2021. The next certification review will occur in February 2021.

## CONSISTENCY WITH OTHER PLANS

The projects and project phases listed in the 2020/21-2024/25 TIP are consistent, to the maximum extent possible, with public transit development plans, aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2040 Long Range Transportation Plan (LRTP), Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), Congestion Management Plan (CMP) and the Transportation Development Plan (TDP).

### 2040 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2040 Long Range Transportation Plan is the current LRTP for Marion County and development of the 2045 LRTP is currently in progress. The 2045 is scheduled for adoption in November 2020. A list of TIP projects referenced in the 2040 LRTP can be found in Appendix I.

### Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety,

provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies.

### Strategic Intermodal System (SIS) Policy Plan

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

### Freight Mobility and Trade Plan (FMTP)

FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.

### Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed

information, such as the department's assets, asset management strategies, and long-term expenditure forecasts, in order to help inform decision-making at both the State and Local levels.

## **Congestion Management Plan (CMP)**

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

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

The TPO anticipates beginning the update of the CMP in 2020 and expects to complete the update in 2021. This plan serves two purposes; to meet state statute and to meet federal requirements for when the TPO becomes a Transportation Management Area (TMA). A TPO is considered a TMA when their urbanized area population exceeds 200,000. This is expected when the results of the 2020 census are finalized. Therefore, completing an update to the CMP will keep the TPO in compliance with both state statute and federal statutes.

## **Transportation Development Plan (TDP)**

The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO planning area for a 10-year span. Updated every five years to ensure transit services offered meet the mobility needs of the local communities, the TDP provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.

## **TIP REVISIONS**

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added, or deleted. There are three types of revisions to the TIP; a major amendment, a minor amendment, and an administrative modification. Major amendments require adoption by the TPO Board and public comment, while a minor amendment and administrative modification do not. [23 C.F.R. 450.104].

### **Administrative Modifications**

An administrative modification include minor changes to project/project phase costs, funding sources of previously included projects, and project/project phase initiation dates. is needed if there are changes in project timing within the five years of the program, changes in non-discretionary funding sources, and changes that cost less than \$200,000. An administrative modification does not require public comment.

## Minor Amendments

A minor amendment is required to the TIP if a project is added or deleted that is either less than \$3 million in construction costs or a non-capacity expansion project. Changes to a project that cost up to \$3 million also require a minor amendment. Minor amendments do not require a formal public comment period.

## Major Amendments

Major amendments to the TIP are required if a project that is over \$3 million in construction costs is added or deleted, if a capacity expansion project is added or deleted, or there is a significant change in cost (\$3 million or more).

## TRANSPORTATION DISADVANTAGED

The Transportation Disadvantage (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational

and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

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

## EFFICIENT TRANSPORTATION DECISION MAKING

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in this TIP through the ETDM process.

Grant	Grant Dates	Local	State	Federal	Total
5311 (Operating)	10/1/2020-9/30/2021	\$670,000		\$670,000	\$1,340,000
5310 (Capital)	10/1/2020-9/30/2021	\$42,114	\$42,114	\$336,911	\$421,139
TD Trip & Equipment Grant	07/01/2020-06/30/2021	\$94,899	\$854,091		\$948,990
Board of County Commissioners Transit and Match Funding	10/01/2020-09/30/2021				\$879,121
<b>Grand Total</b>		<b>\$807,013</b>	<b>\$896,205</b>	<b>\$1,006,911</b>	<b>\$3,589,339</b>

Figure 2: Transportation Disadvantaged Funding



# PERFORMANCE MANAGEMENT

## PERFORMANCE-BASED PLANNING

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

### #1- Safety

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

### #2- Infrastructure Condition

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

### #3- Congestion Reduction

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

#### #4- System Reliability

To improve the efficiency of the surface transportation system

#### #5- Freight Movement and Economic Vitality

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

#### #6- Environmental Sustainability

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

#### #7- Reduced Project Delivery Delays

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

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

## PERFORMANCE MEASURES & TARGETS

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures, and requirements for State DOTs, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to

determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt the State's performance targets, or develop their own targets.



**Safety**



**Bridge and Pavement Condition**



**System Performance**



**Transit Asset Management**





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

The State of Florida is committed to Vision Zero, a traffic safety policy aimed at achieving zero traffic

fatalities or serious injuries. As such, FDOT has set a statewide target of “0” for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Strategic Highway Safety Plan (SHSP), and the Florida Transportation Plan (FTP). FDOT set its safety performance targets on August 31, 2017. On February 27, 2018, the Ocala Marion TPO adopted its own safety performance targets. By adopting its own safety performance targets, the TPO is required to update the targets annually. The TPO most recently updated its safety targets on February 25, 2020. Figure 3 shows the safety performance targets set by FDOT and the TPO for each of the five performance measures.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which is published in its Traffic Counts & Trends Manual. Additionally, the TPO is involved in the Marion County Community Traffic Safety Team (CTST); Safety Through Engineering; Education and Responsibility (STEER); the Youth Bike Rodeo; CarFit; Walk Your Kids to School Day; and the Safe Routes to School program.

Safety Performance Measures	FDOT Target (2020)	TPO Target (2020)	Marion County Results (2019)
Number of Fatalities	0	88	86
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.86	1.48
Number of Serious Injuries	0	433	392
Rate of Serious Injuries per 100 Million VMT	0	9.19	8.44
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	55	54

Figure 3: Performance Measure Targets and Results - Safety



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

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics : International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is

classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO agreed to support the FDOT statewide targets on October 23, 2018.

The two-year and four-year targets represent bridge and pavement conditions at the end of calendar years 2022 and 2024.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	56%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	40%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
Bridge Deck Area Measures			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	79%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

Figure 4: Performance Measure Targets and Results - Bridge and Pavement Condition



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

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a

LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

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

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

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO agreed to support the FDOT statewide targets on October 23, 2018.

System Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥ 75%	≥ 70 %	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	≥ 50 %	96%
Truck Travel Time Reliability (TTTR)	1.75	2	1.31

Figure 5: Performance Measure Targets and Results - System Performance



from the oversight of the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets below, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets.

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

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved

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

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

Figure 6: Performance Measure Targets and Results - Transit Asset Management



# FINANCIAL PLAN



The financial plan is determined during the development of the LRTP, as part of its Cost Feasible Plan. Once all projects have been determined as “needs”, the LRTP steering committee prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The cost feasible plan in the LRTP then becomes a prioritized project list. This list, known as the List of Priority Projects (LOPP), is then sent to FDOT annually, to be included in the next work program for funding. FDOT will decide which projects from the prioritized list or List of Prioritized Projects (LOPP) that can be reasonably funded with its cost/funding projections. The LOPP can be found in Figure 10 on page 23.

The 2020/21-2024/25 TIP is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran, and Marion Transit. A summary of funds by funding source is included in Figure 8 ([23 CFR. 450.324(a) and Subsection 339.175(8), F. S.]).

All projects in the TIP are designated for funding from Title 23 and 49 of U.S.C funding sources and all regional transportation projects requiring federal action. Projects in the TIP are derived from the FDOT Work Program and must include a balanced 36-month forecast of revenue and expenditures and a five-year finance plan supporting the FDOT Work Program [339.135(4)(b)(5) F. S.]. Additionally, only projects that are reasonably expected to be funded may be included in the TIP.

Figure 7 provides a summary of the funding categories, associated acronyms, and whether the funding source is federal, state, or local.

Acronym	Funding Category	Funding Source
ACFP	Advanced Construction Freight Prog	Federal
ACID	Advanced Construction Safety	Federal
ACNP	Advanced Construction NHPP	Federal
ACSA	Advanced Construction (SA)	Federal
ACSL	Advanced Construction (SL)	Federal
ACSN	Advanced Construction (SN)	Federal
ACSS	Advanced Construction (SS)	Federal
ACTA	Advanced Construction (TA)	Federal
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DIH	District In-House	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
FAA	Federal Aviation Administration	Federal
FTA	Federal Transit Administration	Federal
LF	Local Funds	Local
NHRE	National Highway Performance Program	Federal
PL	Metropolitan Planning	Federal
RHP	Rail Highway Crossing, Protective Devices	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SN	Surface Transportation Program, Population <=5K	Federal
TALL	Transportation Alternative Program, Population <=200K	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TRIP	Transportation Regional Incentive Program	State
TRWR	Wheels on the Road, TRIP	State

Figure 7: List of Funding Categories and Associated Funding Sources



Figure 8 provides a summary of the distribution of funds by funding category and by Fiscal Year.

Funding Category	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
ACFP	-	\$9,125,700	-	\$49,995	-	\$9,175,695
ACID	\$565,000	-	-	-	-	\$565,000
ACNP	-	\$32,312,804	-	-	-	\$32,312,804
ACSA	\$2,672,962	-	-	-	-	\$2,672,962
ACSL	\$19,747	-	-	-	-	\$19,747
ACSN	\$1,030,761	-	-	-	-	\$1,030,761
ACSS	\$1,353,218	\$407,200	\$4,102,536	\$786,286	-	\$6,649,240
CIGP	-	-	-	-	\$8,522,752	\$8,522,752
D	\$7,119,759	\$4,747,870	\$4,760,342	\$4,723,193	\$4,736,430	\$26,087,594
DDR	\$7,173,399	\$2,492,098	\$3,415,615	\$33,919,182	\$15,415,217	\$62,415,511
DIH	\$196,472	\$96,043	\$116,860	\$61,105	\$125,840	\$596,320
DPTO	\$845,820	\$733,150	\$769,342	\$807,344	\$832,375	\$3,988,031
DRA	-	-	\$25,348,332	-	-	\$25,348,332
DS	\$5,562,364	-	-	-	\$857,999	\$6,420,363
DU	\$1,008,079	\$1,041,831	\$1,090,203	\$1,140,993	\$1,346,686	\$5,627,792
DWS	-	\$2,170,339	-	-	-	\$2,170,339
FAA	-	\$1,800,000	\$5,850,000	-	-	\$7,650,000
FTA	\$2,325,554	\$2,395,321	\$2,467,181	\$2,541,196	\$2,617,431	\$12,346,683
LF	\$2,489,382	\$13,375,811	\$2,631,951	\$3,059,247	\$11,276,568	\$32,832,959
NHRE	-	-	\$5,522,605	-	-	\$5,522,605
PL	\$687,026	\$494,973	\$494,973	\$494,973	\$494,973	\$2,666,918
RHP	\$33,077	-	-	-	-	\$33,077
SA	\$12,696,779	-	\$20,695,207	-	-	\$33,391,986
SL	\$5,870,510	\$4,069,077	\$5,344,067	\$9,169,646	\$9,485,714	\$33,939,014
SN	\$1,077,160	\$3,105,650	\$236,113	\$2,794,946	-	\$7,213,869
TALL	-	\$772,678	-	\$24,932	\$253,001	\$1,050,611
TALN	-	\$252,377	-	\$252,270	-	\$504,647
TALT	\$826,584	\$1,923,087	-	\$2,224,590	-	\$4,974,261
TRIP	-	-	-	-	\$4,696,516	\$4,696,516
TRWR	-	-	-	-	\$3,407,729	\$3,407,729
<b>Total</b>	<b>\$53,553,653</b>	<b>\$81,316,009</b>	<b>\$82,845,327</b>	<b>\$62,049,898</b>	<b>\$64,069,231</b>	<b>\$343,834,118</b>

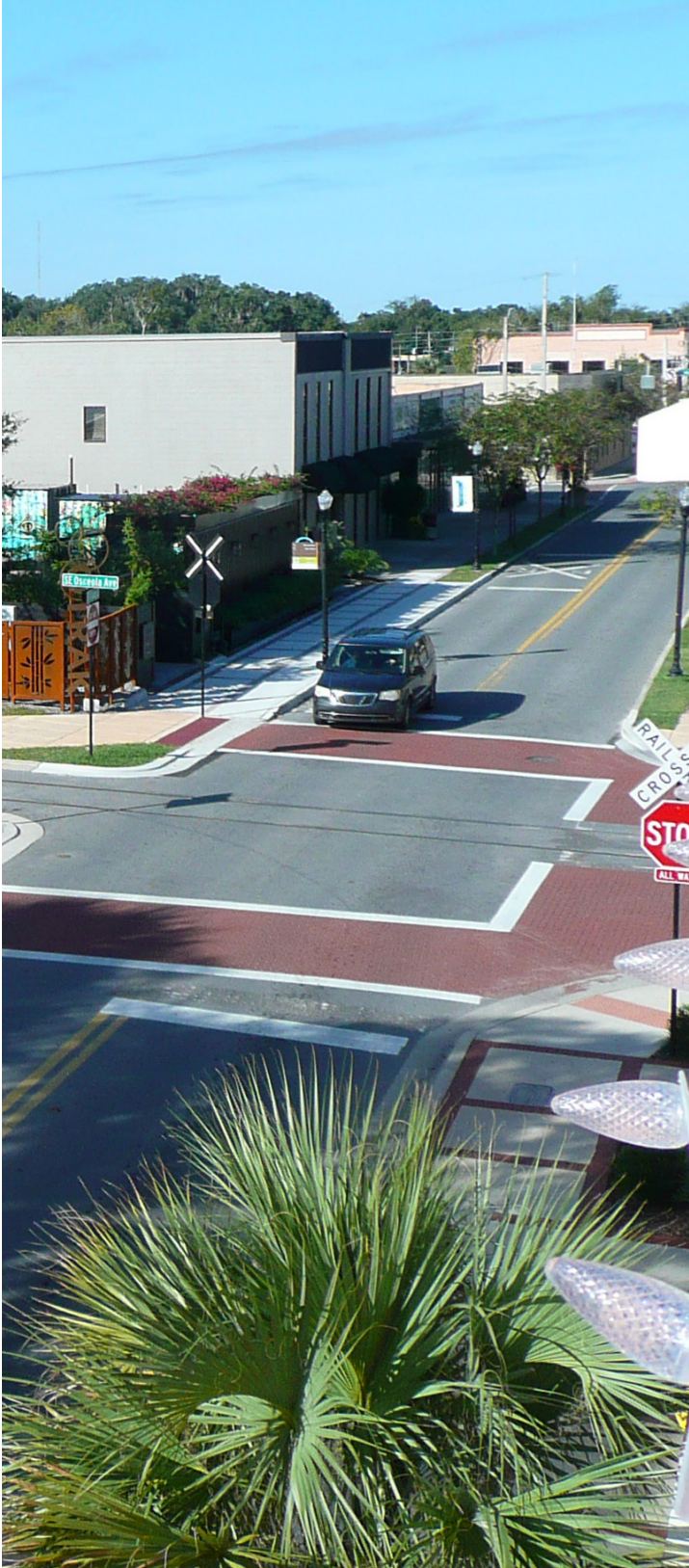
Figure 8: 5-Year Summary of Projects by Funding Category

Figure 9 provides a summary of the total funding over a five-year period by federal, state and local resources.

Funding Source	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
Federal	\$30,166,457	\$57,700,698	\$45,802,885	\$19,479,827	\$14,197,805	<b>\$167,347,672</b>
State	\$20,897,814	\$10,239,500	\$34,410,491	\$39,510,824	\$38,594,858	<b>\$143,653,487</b>
Local	\$2,489,382	\$13,375,811	\$2,631,951	\$3,059,247	\$11,276,568	<b>\$32,832,959</b>
<b>Total</b>	<b>\$53,553,653</b>	<b>\$81,316,009</b>	<b>\$82,845,327</b>	<b>\$62,049,898</b>	<b>\$64,069,231</b>	<b>\$343,834,118</b>

Figure 9: 5-Year Summary of Projects by Funding Source

# PROJECT SELECTION PROCESS



The TPO has recently changed its project selection and priority process. The process includes prioritizing projects that are closest to receiving construction funding, help achieve performance measures, are multimodal, have available funding and/or include local funding sources and partnerships.

The TPO's project selection process is consistent with 23 C.F.R 450.332(b), the TPO's 2040 LRTP, and with the aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO service area, to the maximum extent feasible [s.339.175(8)(c)(7), F.S.]. A list of obligated projects, found in Appendix B, is a continuation of projects in the current TIP, and in some cases started in previous TIPs [23 CFR 450.334].

## RANKING CRITERIA

The ranking criteria was narrowed down based on the adopted 2040 Long-Range Transportation Plan's (LRTP) Goals and Objectives. The goals from the 2040 LRTP that were used in this prioritization and selection process were Multimodal Choices (Goal #1), Economic Development and Growth (Goal #2), Safety and Security (Goal #3), Cooperation (Goal #4), and System Preservation (Goal #6). The ranking criteria is grouped into the following six categories:

### 1. Multimodal:

The ranking criteria looks at whether a project incorporates different modes of transportation into the project or is multimodal. Therefore, if a project incorporates bike lanes, sidewalks, transit options, or offers a new alternative, such as a trail, it receives one point for being multimodal.

### 2. Performance Measure:

Based on the latest federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, which requires MPO/TPOs to measure the performance of projects. This is done by measuring projects on safety, system performance, pavement/bridge condition, and transit asset management. Therefore, the LOPP gives weight to any project that meets one of the performance measures, and an additional point if the project meets two. Please note: most projects could only obtain one point for a performance measure, as most performance measures require a project to either be on or demonstrate how it improves the performance of a corridor on the National Highway System (NHS). Therefore, most projects that obtained two points in this category were a part of the NHS.

### 3. Project Development:

This ranking criteria looks at where the projects are in their development. For example, if a project is in the Project Development & Environmental (PD&E) stage it gets one point, and it receives an additional point for each stage the project is in up until construction, which would be four points. Please note: projects can only qualify for one of the phases, with one to four points possible.

### 4. Funding Availability:

Due to limited funding, if a project has a lower cost associated with it, and/or a lower cost still needed for completion, the project can receive one additional point.

### 5. Local Revenue/Funding Source:

An additional category that staff thought was pertinent to the ranking system was local revenue. Therefore, if a project has local revenue being added to the project it receives an additional point.

### 6. Local Partnership:

The ranking criteria considers whether a project has a formal partnership between two agencies. For example, a project could be a Local Agency Program (LAP) project, or a project that FDOT manages or helps manage for another jurisdiction. In this case, the project would receive an additional point.

The Top 20 List of Priority Projects (LOPP) is shown in Figure 10 below. The following projects are identified in both the LOPP and TIP (referenced in the “Additional Information” section of the respective project page). Projects displayed show New Rank - FM Number (Page in TIP)

#1 - 435209-1 (p. 34)      #12 - 433652-1 (p.52)  
 #3 - 433651-1 (p.50)      #14 - 436755-1 (p.67)  
 #6/18 - 435484-1/2 (p. 63)      #15 - 238648-1 (p.40)  
 #8 - 433660-1 (p.42)      #16 - 410674-2 (p.49)  
 #11 - 433661-1 (p.43)

FY 2026 List of Priority Projects (LOPP)							
New Rank	Previous Rank	FM Number	Project Name	From	To	Description	Phase
1	1	435209-1	NW 49th Street Interchange		-	- New Interchange	ROW
2	2	-	SW 49th Avenue Phase 1	SW 66th St	SW 42nd St	Capacity project	CST
3	8	433651-1, 2, &3	CR 484/I-75 Interchange Operational Improvements	SW 20th Ave	CR 475A	Operations and Capacity Improvements	CST
4	16	-	SW 49th Avenue	CR 484	Marion Oaks Trail	Capacity project	CST
5	17	-	Emerald Road Extension	SE 92nd Loop	Emerald Road	New 2 Lane Road	CST
6	12	435484-1	Pruitt Trail	SR 200	Trailhead	Heart of Florida	CST
7	4	-	SW 44th Avenue	SR 200	SW 20th Street	New 4 Lane Capacity Project	CST
8	5	433660-1	US 441 Intersection Op Improvement II	SR 464	SR 464	Add dedicated turn lanes and pedestrian improvements	CST
9	7	431935-1	SR 40 Downtown Operational Improvement	US 441	NE 8th Ave	Pedestrian and Traffic Operation Improvements	ROW
10	11	238651-1	SR 200	CR 484	Citrus County Line	Adding 2 Lanes	CST
11	9	433661-1	SR 40/US 441 Intersection Operational Improvement	NW 2nd St	SW Broadway St	Add Dedicated Turn Lanes, Pedestrian Improvements, & Enhanced Illumination	CST
12	10	433652-1	SR 40/I-75 Interchange Operational Imprvemnts	SW 40th Ave	SW 27th Ave	Operations Improvement at I-75 Interchange & SW 27th Ave Intersection	CST
13	14	-	Countywide ITS Operations & Maintenance		-	- Operation & Maintenance	CST
14	21	436755-1	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	Local Trail Project	ROW
15	18	238648-1	US 41	SW 111th Pl Ln	SR 40	Add 2 Lanes	CST
16	19	410674-2	SR 40 East (End of 4 Lanes to E. of 314)	End of 4 Lanes	East of 314	Add 2 Lanes, and 2 Bridge Structures	CST
17	13	-	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Heart of Florida	DES
18	12	435484-2	Pruitt Trail	Trailhead	Bridges Road	Heart of Florida	DES
19	15		SW 49th Avenue	CR 484	Marion Oaks Manor	Add 2 Lanes	DES
20	6	-	CR 484 - Pennsylvania Ave Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	Pedestrian Bridge over Rainbow Springs and Multi-Modal Improvements along CR 484	DES

Figure 10: List of Top 20 Priority Projects



# PROJECTS

This section of the TIP consists of a map of projects throughout Marion County and five smaller scale maps, two lists that indicate projects and their associated page number, a list of project phase acronyms and 61 individual project pages. Only projects tied to a location are shown in the Marion County map and Maps A-E.

A summary of changes to regionally significant transportation projects from the previous Fiscal Years 2019/20 to 2023/24 TIP is available in Appendix H.

## Project Table of Contents:

Marion County Map .....	25
Map A .....	26
Map B .....	27
Map C .....	28
Map D .....	29
Map E .....	30
List of Projects by Project Type .....	31
Project Phase Acryonyms .....	32
List of Projects .....	33-100

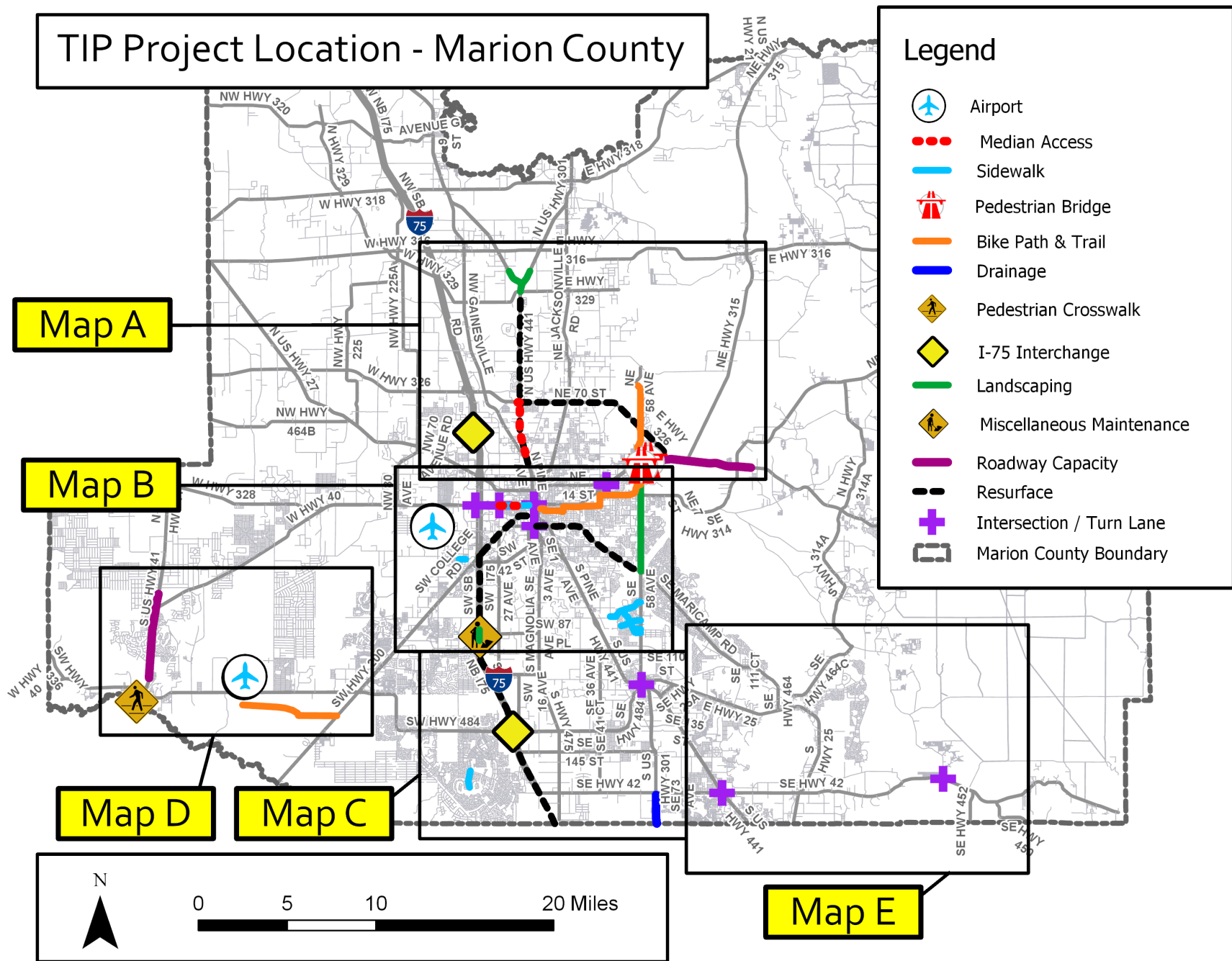


Figure 11: TIP Project Location Map - Marion County

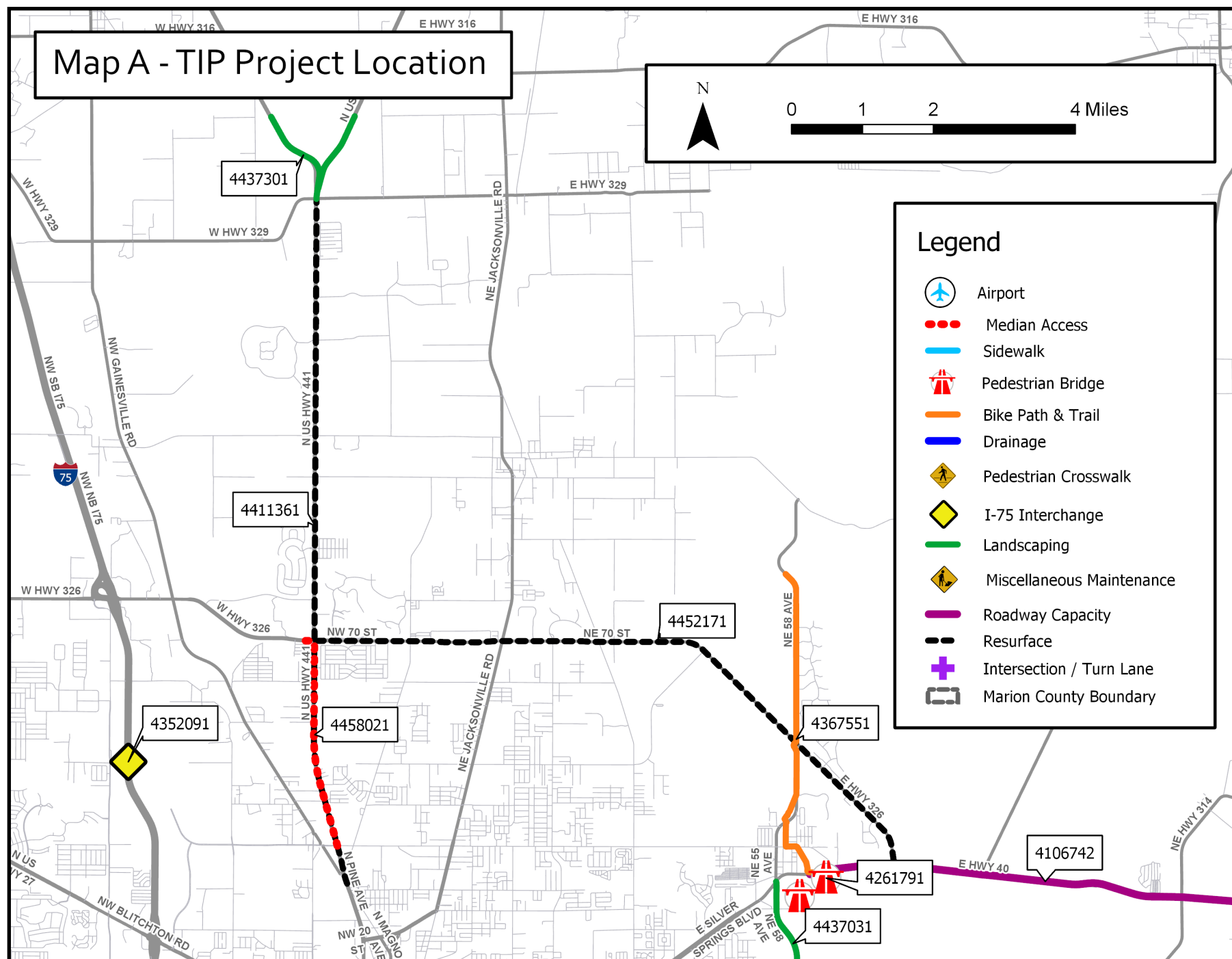


Figure 12: TIP Project Location - Map A



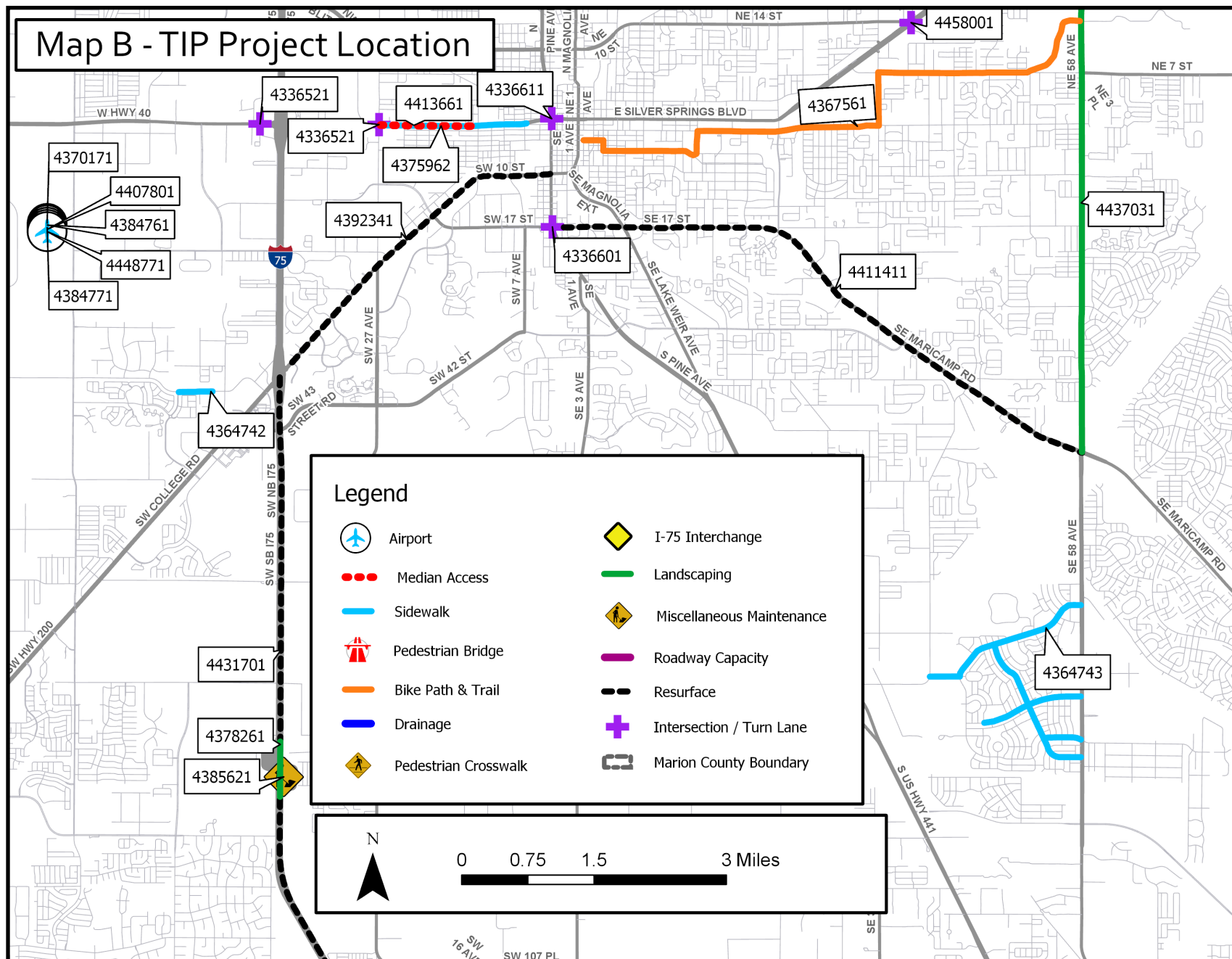


Figure 13: TIP Project Location - Map B

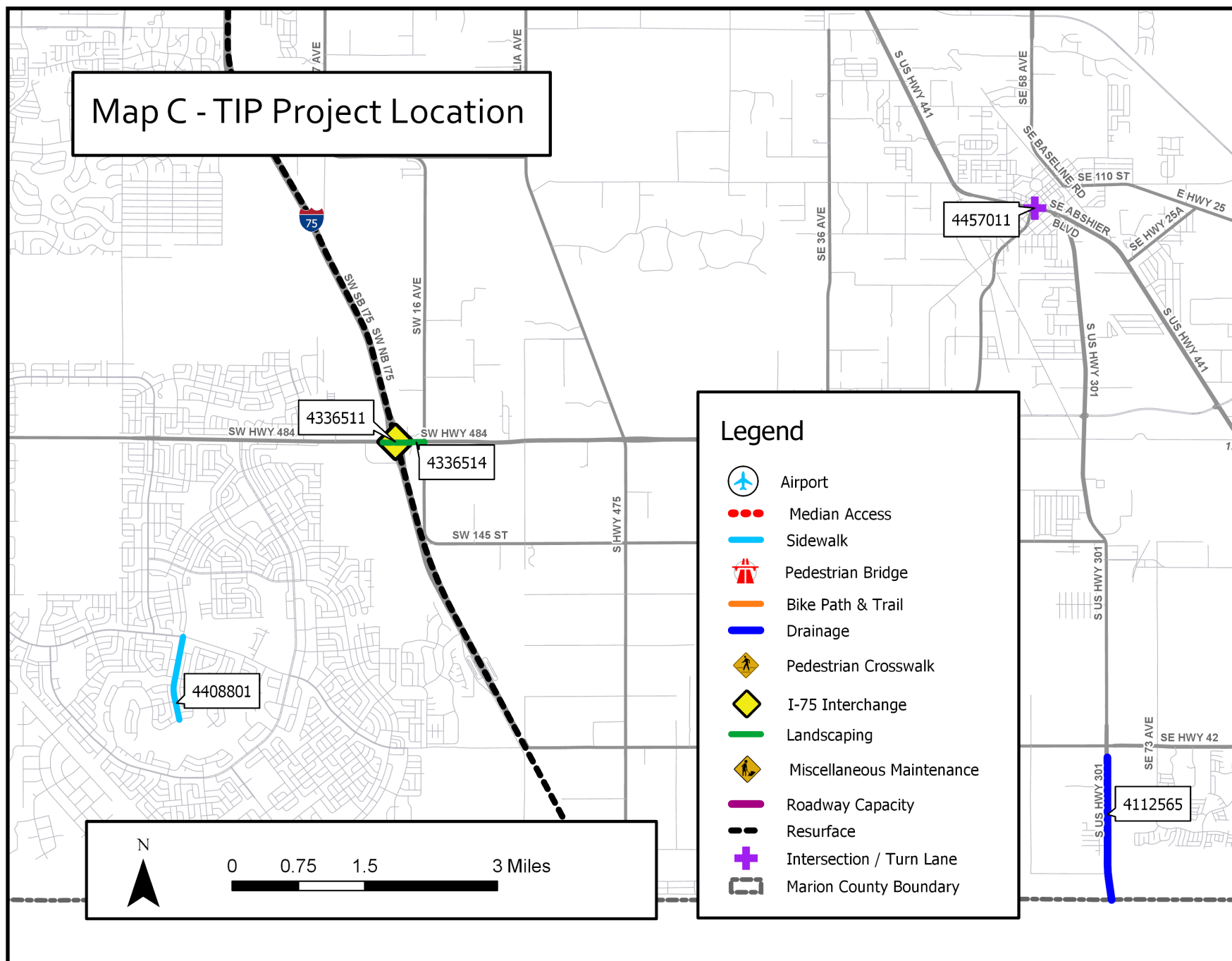


Figure 14: TIP Project Location - Map C



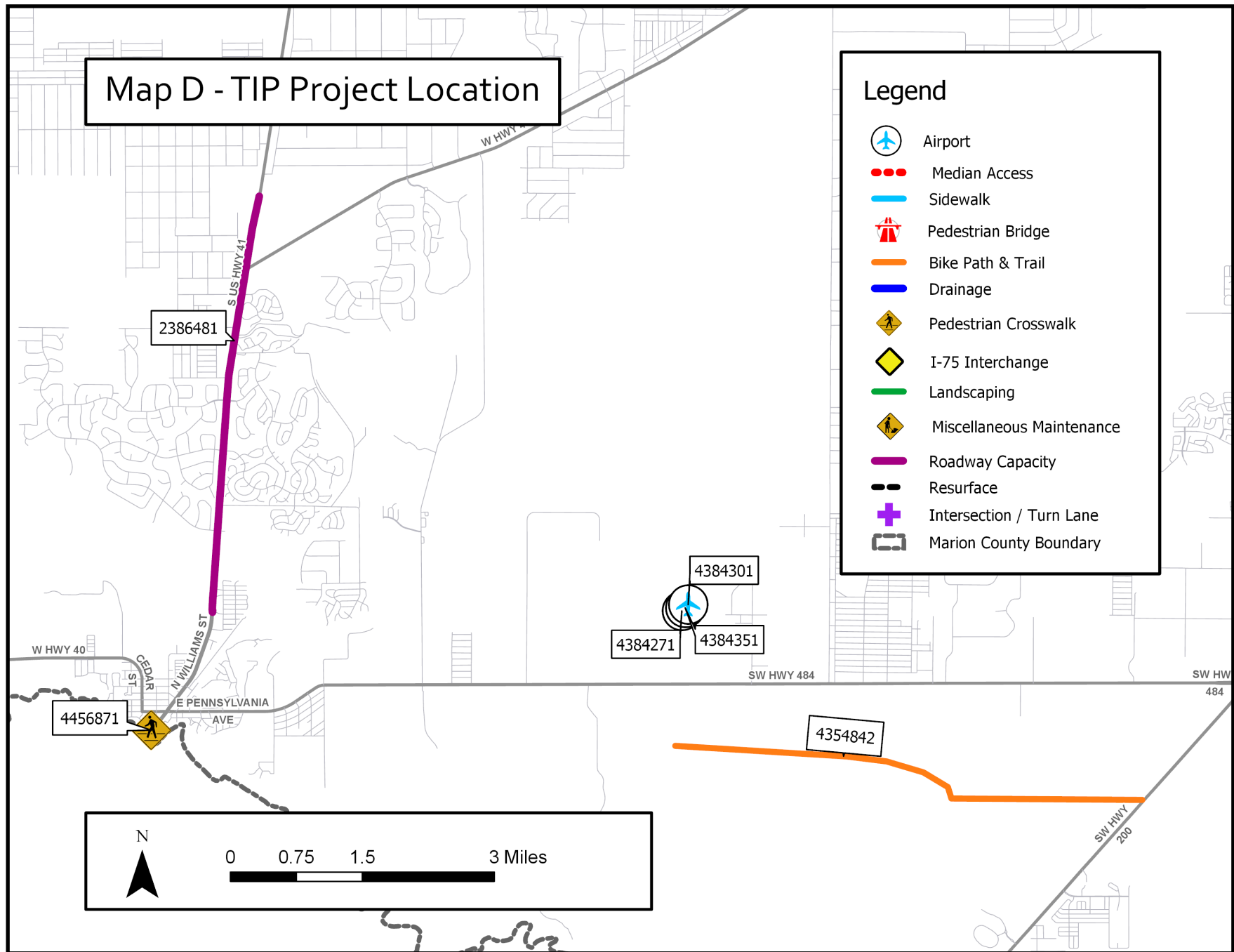


Figure 15: TIP Project Location - Map D

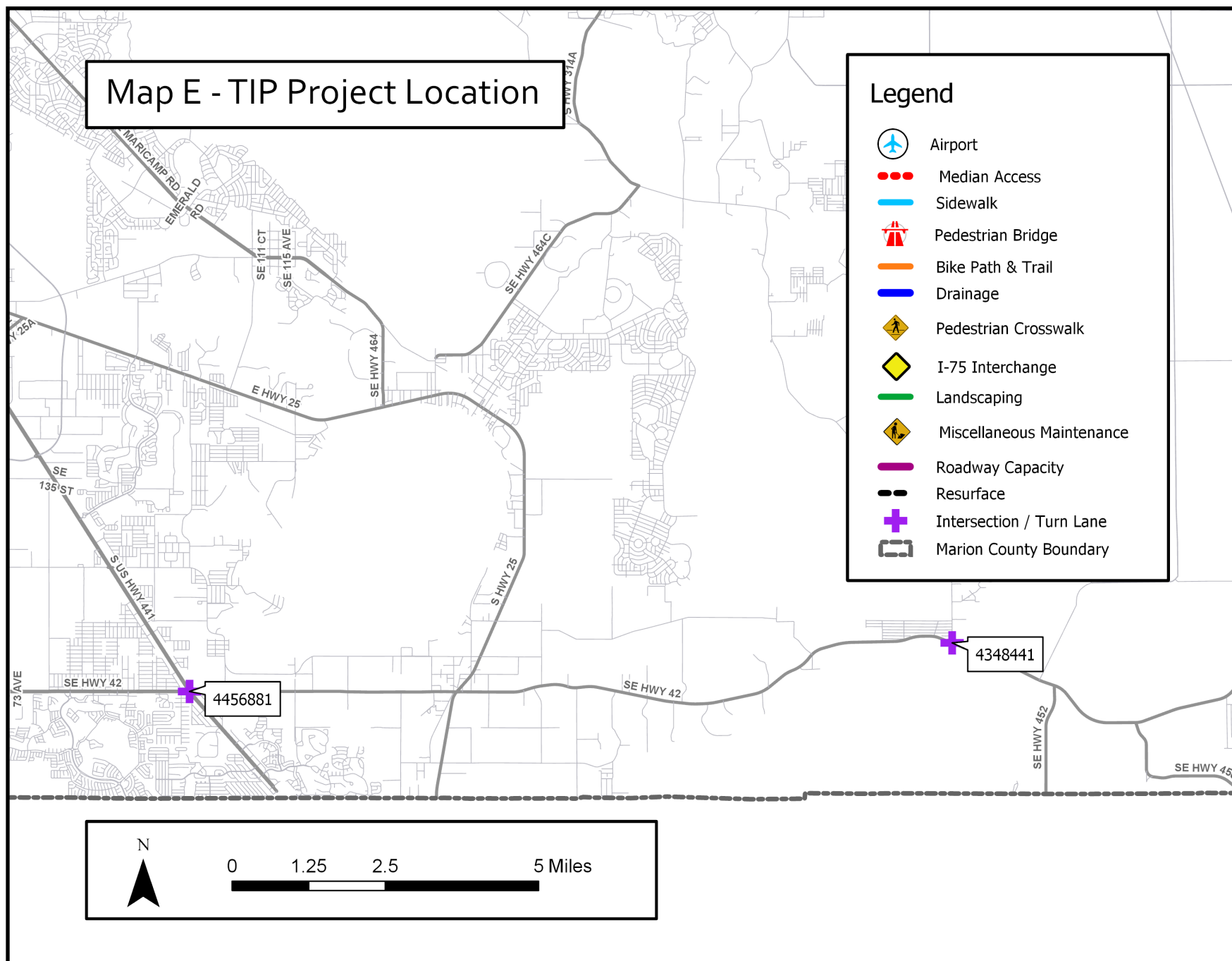


Figure 16: TIP Project Location - Map E



## Projects by Type

<b>Interstate Projects.....</b>	<b>33</b>	4367551.....	67
4352091.....	34	4367561.....	68
4378261.....	35	4375962.....	69
4385621.....	36	4408801.....	70
4431701.....	37	4456871.....	71
4453211.....	38		
<b>US Route Projects.....</b>	<b>39</b>	<b>Airport Projects.....</b>	<b>72</b>
2386481.....	40	4370171.....	73
4112565.....	41	4384271.....	74
4336601.....	42	4384301.....	75
4336611.....	43	4384351.....	76
4411361.....	44	4384761.....	77
4437301.....	45	4384771.....	78
4456881.....	46	4407801.....	79
4457011.....	47	4448771.....	80
<b>State &amp; Local Road Projects.....</b>	<b>48</b>	<b>Transit/Funding/Grants.....</b>	<b>81</b>
4106742.....	49	4271882.....	82
4336511.....	50	4314011.....	83
4336514.....	51	4333041.....	84
4336521.....	52	4333121.....	85
4348441.....	53	4393313.....	86
4392341.....	54	4393314.....	87
4411411.....	55	4393315.....	88
4413661.....	56	4407971.....	89
4437031.....	57	4424551.....	90
4452171.....	58	4424601.....	91
4458001.....	59	<b>Routine Maintenance.....</b>	<b>92</b>
4458021.....	60	4136153.....	93
<b>Bicycle Trails &amp; Sidewalk Projects.....</b>	<b>61</b>	4181071.....	94
4261791.....	62	4233912.....	95
4354842.....	63	4291781.....	96
4363751.....	64	4291821.....	97
4364742.....	65	4363611.....	98
4364743.....	66	4467911.....	99
		4469101.....	100

Figure 17 provides a list of project phases used in the individual project pages.

Acronym	Project Phase Information
ADM	Administration
CRT MTN	Contract Routine Maintenance
CST	Construction
CAP	Capital Grant
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development & Environmental Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Offices Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Rights-of-Way Support & Acquisition
RRU	Railroad & Utilities
RT MNT	Routine Maintenance
UTIL	Utilities Construction

Figure 17: Project Phase Acronyms



# Interstate-75 Projects





**Project Description:** I-75 from end of NW 49th St. to end of NW 35th St.

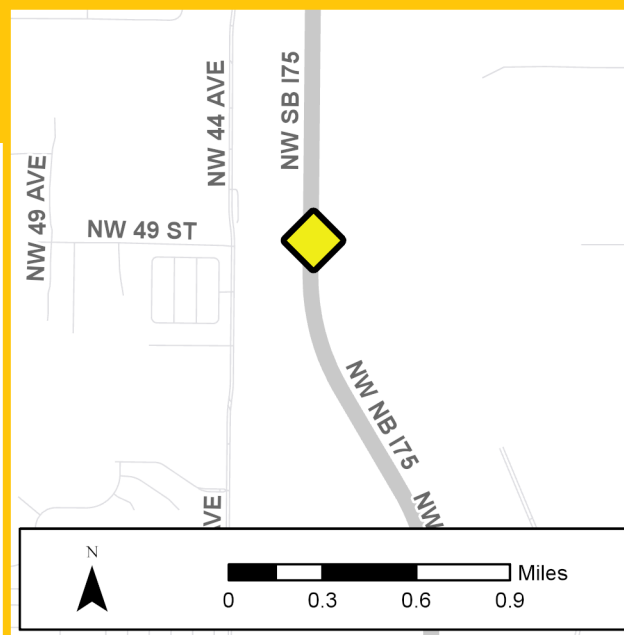
**Project Type:** Interchange

**FM Number:** 4352091

**Lead Agency:** FDOT

**Length:** 0.1 miles

**L RTP #:** Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$3,921,477

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$63,138,866

### Additional Information:

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue. The project is currently in the PD&E phase. (Priority Project #1)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	LF	-	\$10,200,000	-	-	-	\$10,200,000
CST	SL	-	-	-	-	\$9,440,914	\$9,440,914
CST	LF	-	-	-	-	\$8,419,861	\$8,419,861
CST	CIGP	-	-	-	-	\$8,522,752	\$8,522,752
CST	DDR	-	-	-	-	\$14,415,217	\$14,415,217
CST	DIH	-	-	-	-	\$114,400	\$114,400
CST	TRIP	-	-	-	-	\$4,696,516	\$4,696,516
CST	TRWR	-	-	-	-	\$3,407,729	\$3,407,729
<b>Total</b>		-	<b>\$10,200,000</b>	-	-	<b>\$49,017,389</b>	<b>\$59,217,389</b>

**Project Description:** I-75 from south of SR 200 to north of CR 484

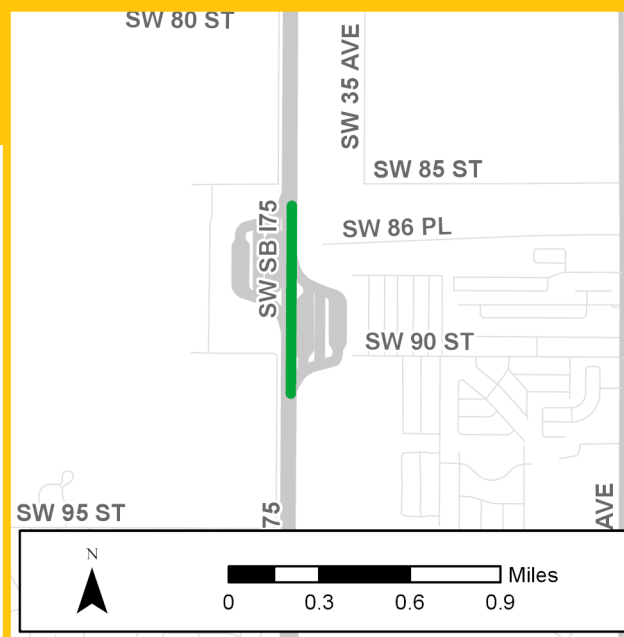
**Project Type:** Landscaping

**FM Number:** 4378261

**Lead Agency:** FDOT

**Length:** 0.6 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$869,439

**Additional  
Information:**

Vegetative installation and maintenance at the northbound rest area on I-75 in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DS	-	-	-	-	\$857,999	\$857,999
CST	DIH	-	-	-	-	\$11,440	\$11,440
<b>Total</b>		-	-	-	-	<b>\$869,439</b>	<b>\$869,439</b>

**Project Description:** I-75 from south of SR 200 to north of CR 484

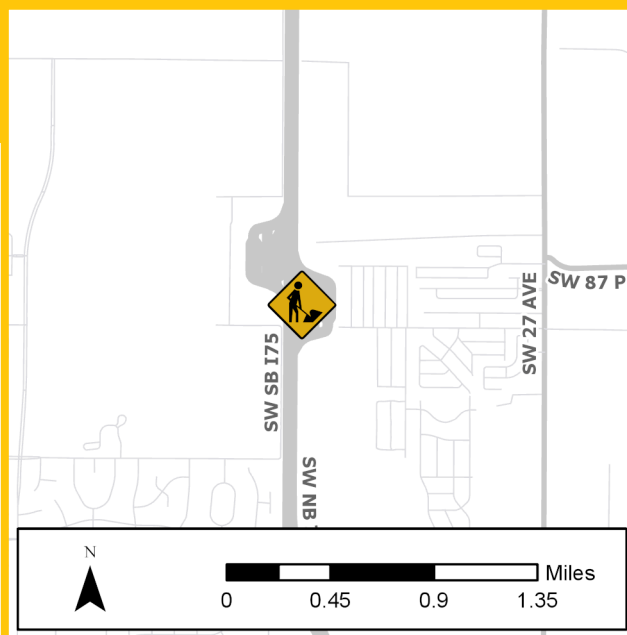
**Project Type:** Miscellaneous Maintenance

**FM Number:** 4385621

**Lead Agency:** FDOT

**Length:** 0.6 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$2,775,190

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$28,177,572

**Additional  
Information:**

Complete reconstruction of all facilities for the northbound rest area on I-75 in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	-	-	\$54,050	-	-	\$54,050
CST	DRA	-	-	\$25,348,332	-	-	\$25,348,332
<b>Total</b>		-	-	<b>\$25,402,382</b>	-	-	<b>\$25,402,382</b>



**Project Description:** I-75 from SR 200 to Sumter County Line

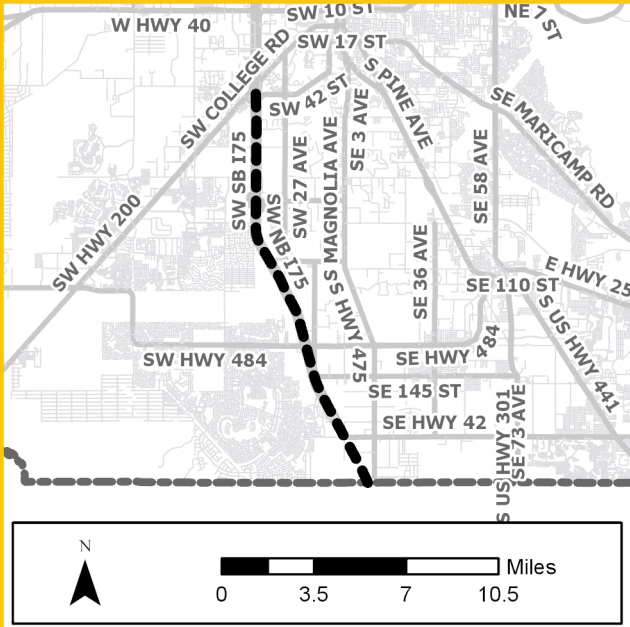
**Project Type:** Resurface

**FM Number:** 4431701

**Lead Agency:** FDOT

**Length:** 16.1 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

---

\$1,622,987

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$33,935,791

**Additional Information:**

Resurface I-75, reconstruct the existing median crossovers, update/add to guardrail (where necessary) and perform minor drainage work.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACNP	-	\$32,312,804	-	-	-	\$32,312,804
Total		-	\$32,312,804	-	-	-	\$32,312,804

**Project Description:** Wildwood Mainline Weigh In Motion (WIM) Screening

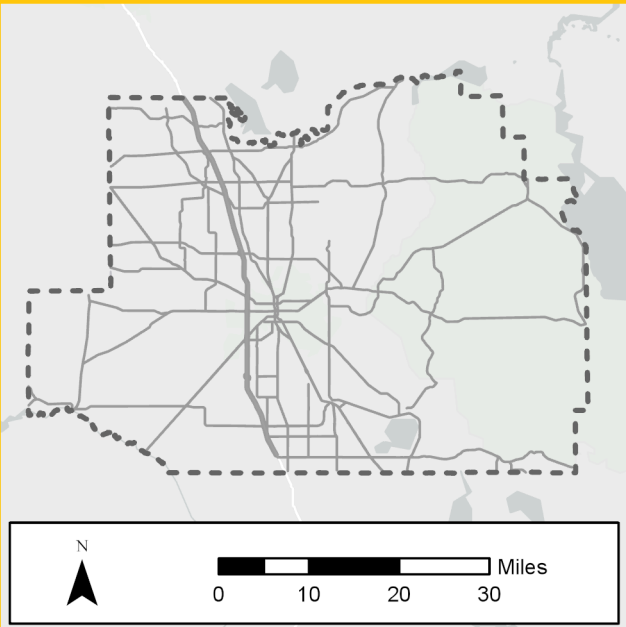
**Project Type:** Weigh Station

**FM Number:** 4453211

**Lead Agency:** FDOT

**Length:** 1.1 miles

**LRTP #:** Goal 6: Objective 2



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$2,170,339

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DWS	-	\$2,170,339	-	-	-	\$2,170,339
Total		-	\$2,170,339	-	-	-	\$2,170,339



# US Route Projects





**Project Description:** US 41 from north of SR 40 to SW 110th St.

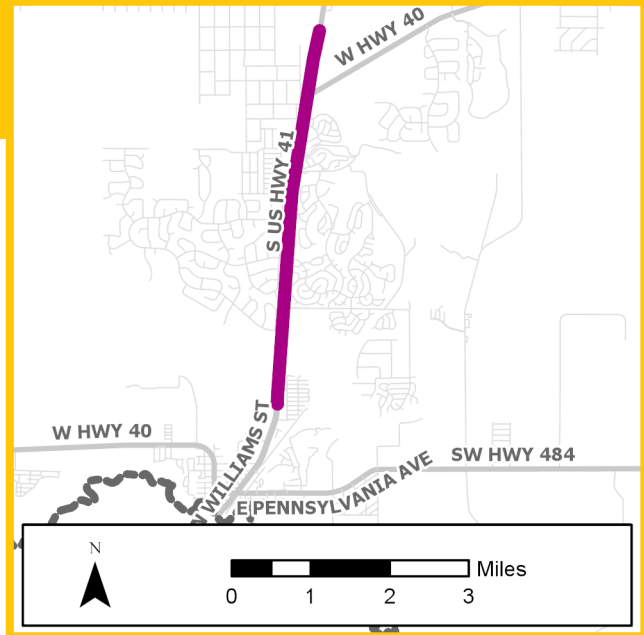
**Project Type:** Roadway Capacity

**FM Number:** 2386481

**Lead Agency:** FDOT

**Length:** 4.8 miles

**LRTP #:** Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$27,464,790

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$71,271,622

**Additional  
Information:**

Capacity expansion project to widen US 41 from two to four lanes, which includes a grassed median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings. The project is currently funded for construction in FY 2024. (Priority Project #15)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	-	-	-	\$55,550	-	\$55,550
CST	SL	-	-	-	\$8,909,646	-	\$8,909,646
CST	SN	-	-	-	\$2,794,946	-	\$2,794,946
CST	DDR	-	-	-	\$31,546,690	-	\$31,546,690
PE	ACSN	\$110,826	-	-	-	-	\$110,826
PE	SL	\$42,912	-	-	-	-	\$42,912
PE	SN	\$346,262	-	-	-	-	\$346,262
<b>Total</b>		<b>\$500,000</b>	<b>-</b>	<b>-</b>	<b>\$43,306,832</b>	<b>-</b>	<b>\$43,806,832</b>



**Project Description:** US 301 from SE 165th St. to SE 180th St.

**Project Type:** Drainage

**FM Number:** 4112565

**Lead Agency:** FDOT

**Length:** 1.6 miles

**LRTP #:** Goal 5: Objective 1



**Prior Cost  
< 2020/21:**

\$425,229

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$892,144

**Additional  
Information:**

Redesign the existing Dallas Pond, which is currently out of compliance, for water quality treatment, extension of the outfall, and acquisition of the drainage easement for future maintenance of the complete drainage system. Project is currently in the PD&E phase.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$150,000	\$52,000	\$14,000	-	-	\$216,000
ROW	DIH	\$17,000	\$16,000	-	-	-	\$33,000
ROW	DS	\$23,000	-	-	-	-	\$23,000
CST	DDR	-	\$185,402	-	-	-	\$185,402
CST	DIH	-	\$9,513	-	-	-	\$9,513
<b>Total</b>		<b>\$190,000</b>	<b>\$262,915</b>	<b>\$14,000</b>	<b>-</b>	<b>-</b>	<b>\$466,915</b>

Project Description:

US 441 at SR 464

Project Type:

Intersection /Turn Lane

FM Number:

4336601

Lead Agency:

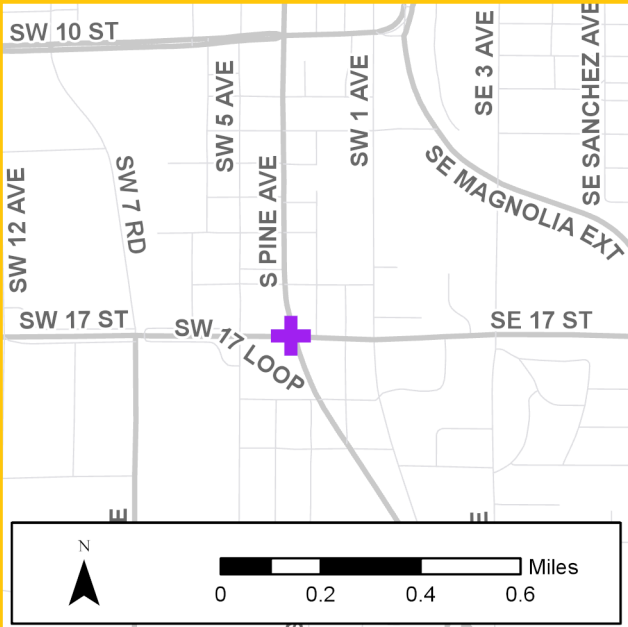
FDOT

Length:

0.5 miles

LRTP #:

Goal 6: Objective 1



Prior Cost  
< 2020/21:

\$1,249,934

Future Cost  
> 2024/25:

\$0

Total  
Project Cost

\$1,644,934

Additional  
Information:

Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane. (Priority Project #8)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$210,000	\$130,000	\$30,000	-	-	\$370,000
ROW	DIH	\$15,000	\$10,000	-	-	-	\$25,000
Total		\$225,000	\$140,000	\$30,000	-	-	\$395,000

**Project Description:** US 441 from NW 2nd St. to SW 3rd St.

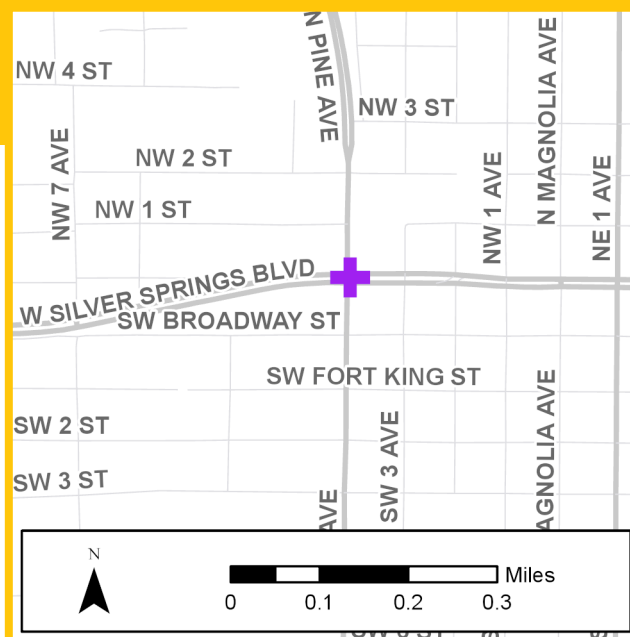
**Project Type:** Intersection / Turn Lane

**FM Number:** 4336611

**Lead Agency:** FDOT

**Length:** 0.5 miles

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$1,159,697

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$5,968,094

**Additional  
Information:**

Extend northbound left-turn queue South Broadway Street to increase storage capacity. (Priority Project #11)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$63,000	-	-	-	-	\$63,000
ROW	DDR	\$1,650,000	\$175,000	\$50,000	\$21,000	-	\$1,896,000
ROW	DIH	\$17,000	\$16,000	-	-	-	\$33,000
CST	SL	-	\$1,810,252	-	-	-	\$613,853
CST	LF	-	\$613,853	-	-	-	\$1,810,252
CST	DDR	-	\$373,591	\$18,701	-	-	\$392,292
<b>Total</b>		<b>\$1,730,000</b>	<b>\$2,988,696</b>	<b>\$68,701</b>	<b>\$21,000</b>	<b>-</b>	<b>\$4,808,397</b>

**Project Description:**

US 441 from US 441/301 Interchange (the Split) to CR 25A

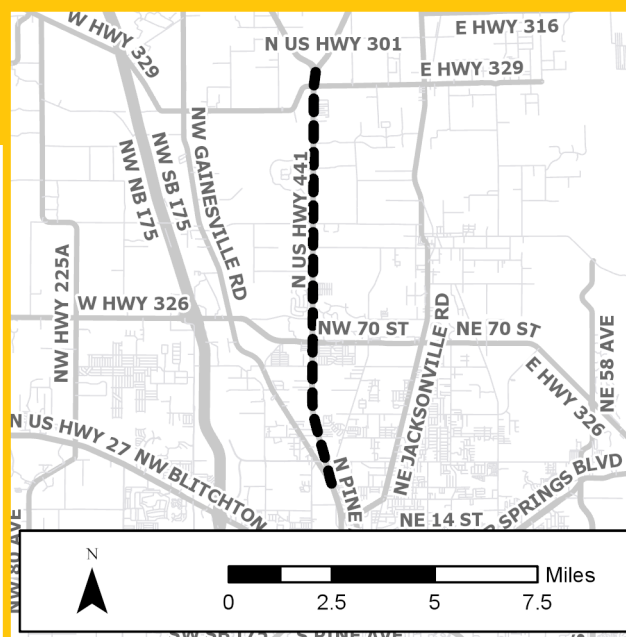
**Project Type:** Resurface

**FM Number:** 4411361

**Lead Agency:** FDOT

**Length:** 10.2 miles

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$1,799,734

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$21,395,079

**Additional Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$1,359,202	-	-	-	-	\$1,359,202
CST	SA	\$12,696,779	-	-	-	-	\$12,696,779
CST	DS	\$5,539,364	-	-	-	-	\$5,539,364
<b>Total</b>		<b>\$19,595,345</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$19,595,345</b>



**Project Description:**

US 441/301 Interchange  
(the Split) from north of Split  
to south of Split

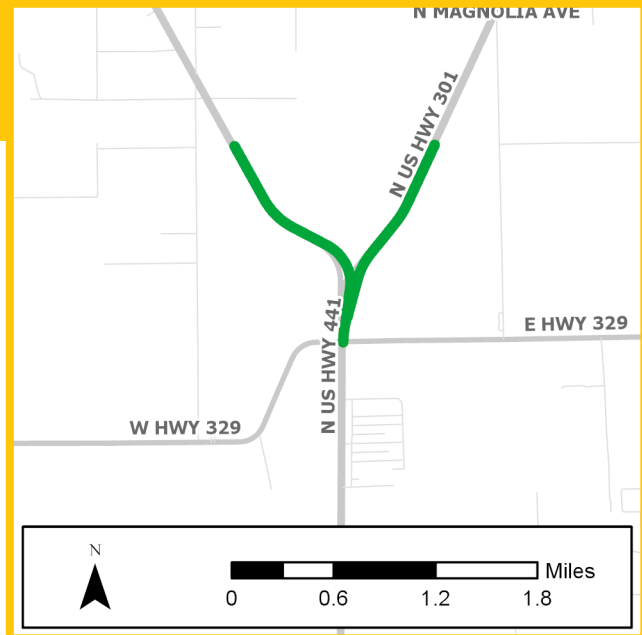
**Project Type:** Landscaping

**FM Number:** 4437301

**Lead Agency:** FDOT

**Length:** 2.6 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$626,635

**Additional Information:**

Landscaping between the two roads within the Split area.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	-	\$616,105	-	-	-	\$616,105
CST	DIH	-	\$10,530	-	-	-	\$10,530
<b>Total</b>		-	<b>\$626,635</b>	-	-	-	<b>\$626,635</b>

Project Description:

US 441 at CR 42

Project Type:

Intersection /Turn Lane

FM Number:

4456881

Lead Agency:

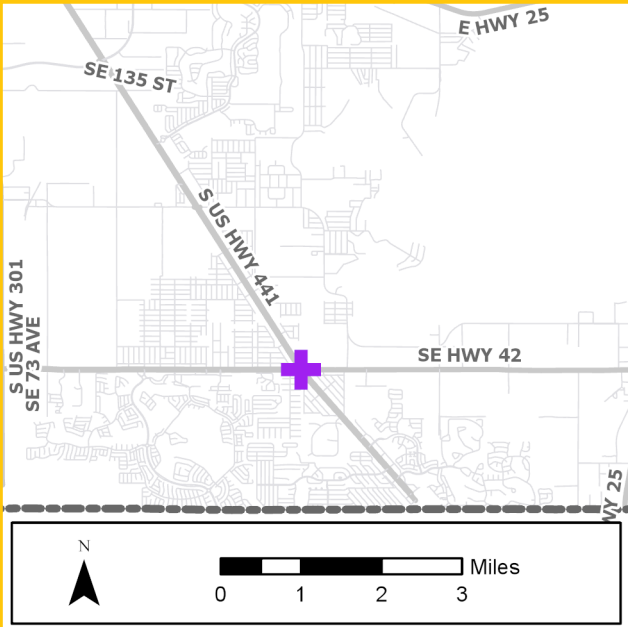
FDOT

Length:

0.1 miles

LRTP #:

Goal 6: Objective 3



Prior Cost  
< 2020/21:

\$0

Future Cost  
> 2024/25:

\$0

Total  
Project Cost

\$455,499

Additional Information:

Traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$155,000	-	-	-	-	\$155,000
CST	ACSS	-	-	\$300,499	-	-	\$300,499
Total		\$155,000	-	\$300,499	-	-	\$455,499

**Project Description:** US 441 from SE Hames Rd. to N of SE Agnew Rd.

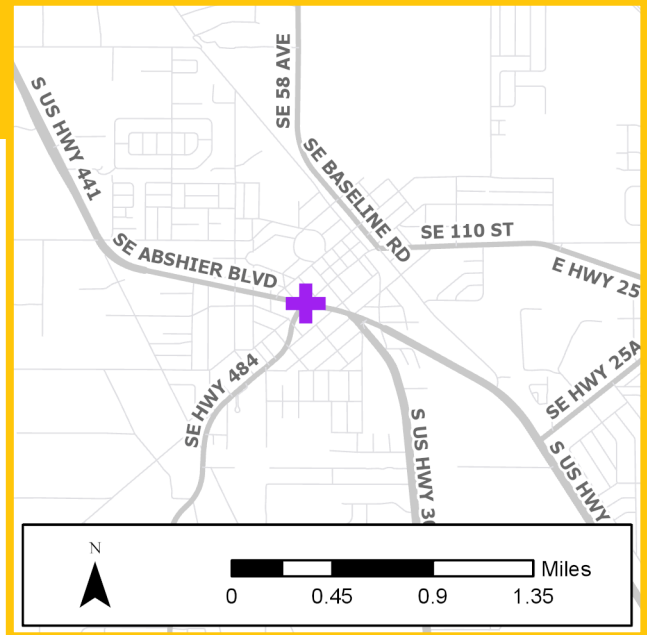
**Project Type:** Intersection / Turn Lane

**FM Number:** 4457011

**Lead Agency:** FDOT

**Length:** 0.2 miles

**L RTP #:** Goal 6: Objective 1, 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,618,537

**Additional  
Information:**

Construct a traffic separator and conduct traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$410,000	-	-	-	-	\$410,000
CST	ACSS	-	-	\$1,208,537	-	-	\$1,208,537
<b>Total</b>		<b>\$410,000</b>	<b>-</b>	<b>\$1,208,537</b>	<b>-</b>	<b>-</b>	<b>\$1,618,537</b>



# State & Local Road Projects





**Project Description:** SR 40 from end of 4 lanes to east of CR 314

**Project Type:** Roadway Capacity

**FM Number:** 4106742

**Lead Agency:** FDOT

**Length:** 6.1 miles

**LRTP #:** Goal 2: Objective 2



**Prior Cost  
< 2020/21:**

\$12,328,612

**Future Cost  
> 2024/25:**

\$160,316,895

**Total  
Project Cost**

\$178,232,776

**Additional  
Information:**

Widen and reconstruct SR 40, which will include two 12-foot-wide lanes in each direction, separated by a 40-foot-wide grassed median. A 12-foot-wide multi-use trail will run along the north side of SR 40 from NE 60th Court to Ray Wayside Park. The Ocklawaha River Bridge will also be replaced with two low-profile bridges. Wildlife crossings are provided throughout the project. This project is scheduled to begin construction in 2029. (Priority Project #16)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSA	\$2,577,781	-	-	-	-	\$2,577,781
ROW	ACSN	\$269,935	-	-	-	-	\$269,935
ROW	SL	\$428,876	-	-	-	-	\$428,876
ROW	SN	\$202,974	\$2,107,703	-	-	-	\$2,310,677
<b>Total</b>		<b>\$3,479,566</b>	<b>\$2,107,703</b>	-	-	-	<b>\$5,587,269</b>

**Project Description:** CR 484 from SW 20th Ave. to CR 475A

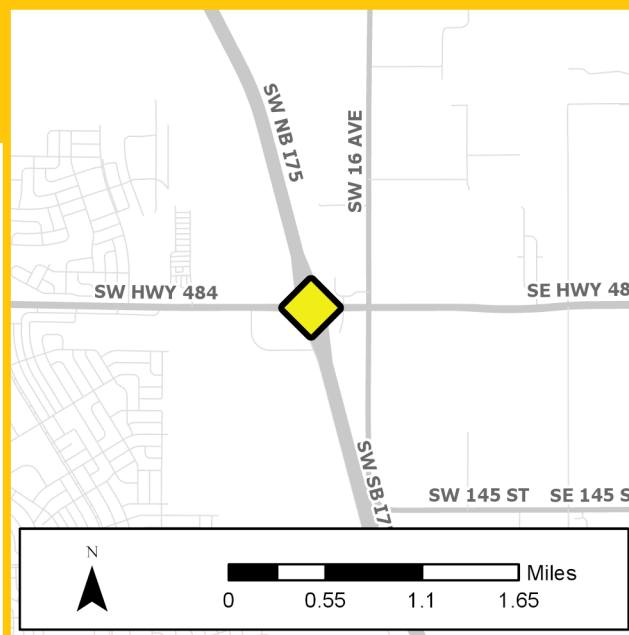
**Project Type:** Interchange

**FM Number:** 4336511

**Lead Agency:** FDOT

**Length:** 0.9 miles

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$6,006,887

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$17,453,874

**Additional  
Information:**

Improve safety and traffic flow by adding turn lanes and turn lane extensions at CR 484/I-75 interchange and CR 484/CR475A intersection, reconstructing the westbound through lanes and modifying the existing I-75 bridge to accommodate the widening. Additionally, bicycle and pedestrian connectivity will be improved within the project limits. (Priority Project #3)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACFP	-	\$52,650	-	\$49,995	-	\$102,645
ROW	ACSN	\$650,000	-	-	-	-	\$650,000
ROW	SL	\$50,000	\$323,396	-	-	-	\$373,396
ROW	SN	\$527,924	\$310,079	\$68,558	-	-	\$906,561
CST	ACFP	-	\$9,073,050	-	-	-	\$9,073,050
CST	SL	-	\$318,799	-	-	-	\$318,799
CST	LF	-	\$22,536	-	-	-	\$22,536
<b>Total</b>		<b>\$1,227,924</b>	<b>\$10,100,510</b>	<b>\$68,558</b>	<b>\$49,995</b>	<b>-</b>	<b>\$11,446,987</b>

**Project Description:** CR 484 from SW 20th Ave. to CR 475A

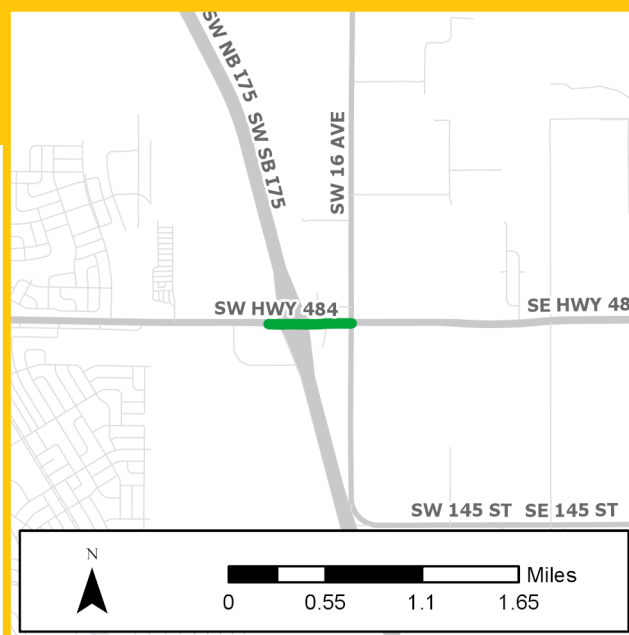
**Project Type:** Landscaping

**FM Number:** 4336514

**Lead Agency:** FDOT

**Length:** 0.5 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$227,555

**Additional  
Information:**

Landscaping for Project FM # 4336511 (CR 484 from SW 20th Ave. to CR 475A).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SN	-	\$60,000	-	-	-	\$60,000
CST	SN	-	-	\$167,555	-	-	\$167,555
<b>Total</b>		-	<b>\$60,000</b>	<b>\$167,555</b>	-	-	<b>\$227,555</b>

**Project Description:** SR 40 from SW 40th Ave. to SW 27th Ave.

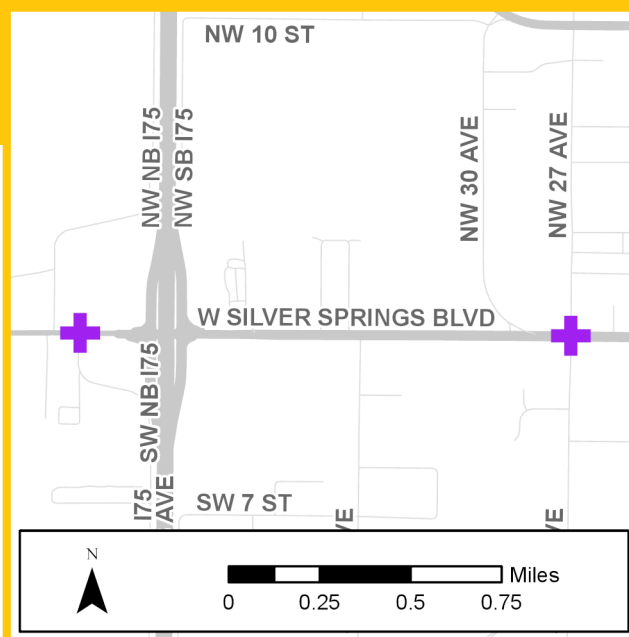
**Project Type:** Intersection / Turn Lane

**FM Number:** 4336521

**Lead Agency:** FDOT

**Length:** 0.8 miles

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$1,989,729

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$5,419,204

**Additional  
Information:**

Improve traffic operations by extending the existing left turn lanes along both directions of the SR 40/I-75 intersection, providing dual left-turn lanes and a right-turn lane for NS and SB I-75 exit ramps, creating dual left-turn lanes to all approaches to the SR 40/SW 27th Ave. intersection and an exclusive right-turn lane for EB SR 40 onto SB SW 27th Avenue. (Priority Project #12)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	SL	\$1,340,000	\$1,084,675	\$600,000	\$260,000	\$44,800	\$3,329,475
ROW	DIH	\$34,000	\$34,000	\$32,000	-	-	\$100,000
<b>Total</b>		<b>\$1,374,000</b>	<b>\$1,118,675</b>	<b>\$632,000</b>	<b>\$260,000</b>	<b>\$44,800</b>	<b>\$3,429,475</b>



Project Description:

CR 42 at SE 182nd Ave. Rd.

Project Type:

Intersection / Turn Lane

FM Number:

4348441

Lead Agency:

FDOT

Length:

0.4 miles

LRTP #:

Goal 6: Objective 1



Prior Cost  
< 2020/21:

\$46,012

Future Cost  
> 2024/25:

\$0

Total  
Project Cost

\$453,212

Additional  
Information:

Construct eastbound left-turn lane on CR 42.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	-	\$407,200	-	-	-	\$407,200
Total		-	\$407,200	-	-	-	\$407,200

**Project Description:** SR 200 from I-75 to SW 12th Ave.

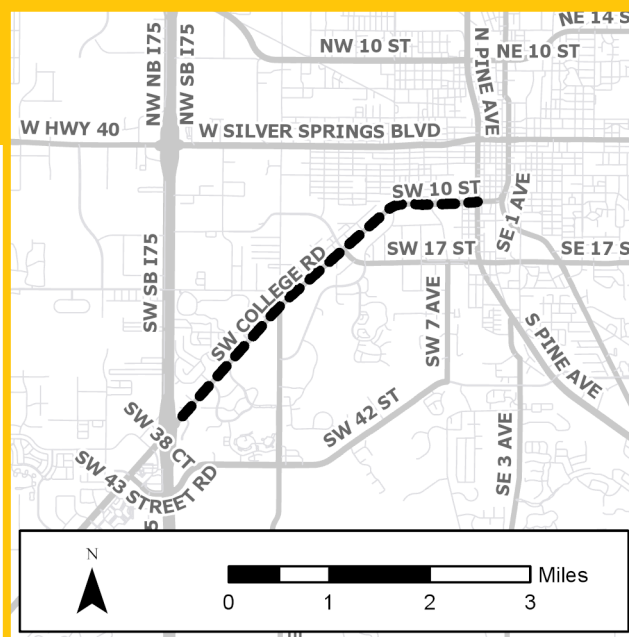
**Project Type:** Resurface

**FM Number:** 4392341

**Lead Agency:** FDOT

**Length:** 3.8 miles

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$8,034,933

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,000,000	-	-	-	-	\$1,000,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SA	-	-	\$6,205,569	-	-	\$6,205,569
CST	SL	-	-	\$793,149	-	-	\$793,149
CST	DDR	-	-	\$16,215	-	-	\$16,215
CST	DIH	-	-	\$10,000	-	-	\$10,000
<b>Total</b>		<b>\$1,010,000</b>	<b>-</b>	<b>\$7,024,933</b>	<b>-</b>	<b>-</b>	<b>\$8,034,933</b>

**Project Description:** SR 464 from US 441 to SR 35

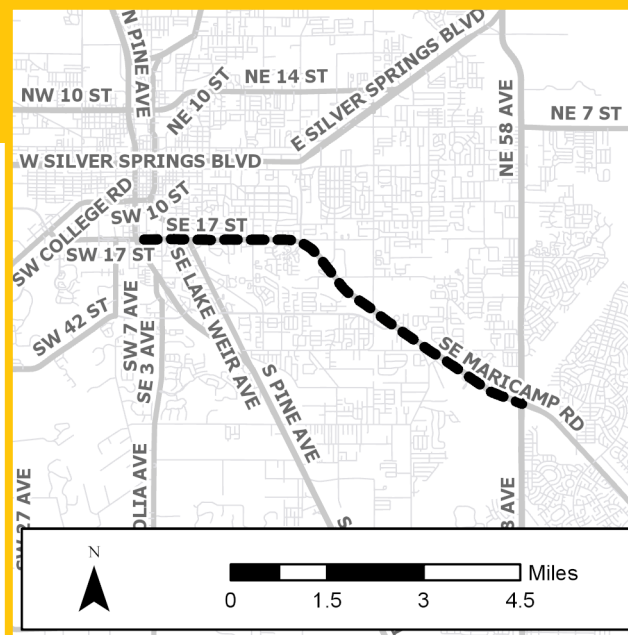
**Project Type:** Resurface

**FM Number:** 4411411

**Lead Agency:** FDOT

**Length:** 6.8 miles

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$18,016,873

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,452,000	-	-	-	-	\$1,452,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SA	-	-	\$14,489,638	-	-	\$14,489,638
CST	SL	-	-	\$2,065,235	-	-	\$2,065,235
<b>Total</b>		<b>\$1,462,000</b>	<b>-</b>	<b>\$16,554,873</b>	<b>-</b>	<b>-</b>	<b>\$18,016,873</b>

**Project Description:** SR 40 from SW 27th Ave. to MLK Jr. Ave.

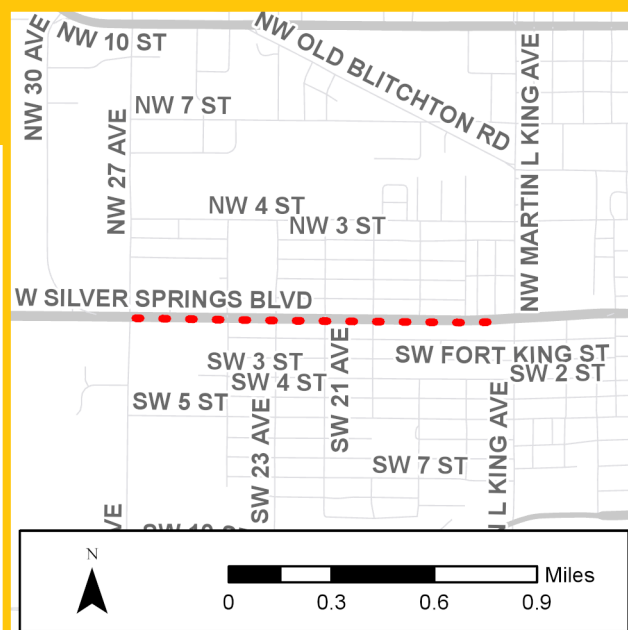
**Project Type:** Median Access

**FM Number:** 4413661

**Lead Agency:** FDOT

**Length:** 0.8 miles

**L RTP #:** Goal 6: Objective 1, 2



**Prior Cost  
< 2020/21:**

\$462,448

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,005,666

**Additional  
Information:**

Median access improvements- The project will include converting full median openings to directional medians, closing three of the existing full medians and extending some of the turn lanes. These modifications reduce traffic conflict points and separate turning movements along SR 40.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	\$532,958	-	-	-	-	\$532,958
CST	ACSS	\$10,260	-	-	-	-	\$10,260
<b>Total</b>		<b>\$543,218</b>	-	-	-	-	<b>\$543,218</b>



**Project Description:** SR 35 from SR 40 to CR 464

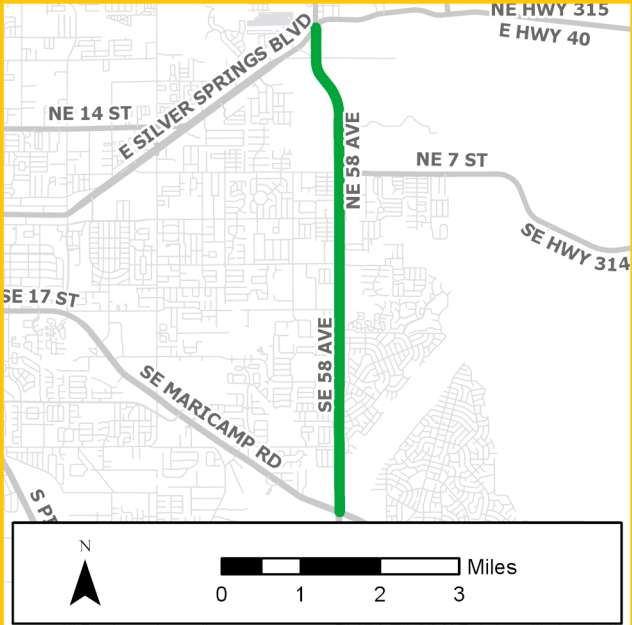
**Project Type:** Landscaping

**FM Number:** 4437031

**Lead Agency:** FDOT

**Length:** 6.2 miles

**L RTP #:** Goal 5: Objective 3  
Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

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\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$623,871

**Additional Information:**

Install landscaping on SR 35 (Baseline Rd.) from SR 40 to SR 464 in median and ponds, including gateway landscaping at the intersection of SR 35 and SR 364.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	\$550,399	-	-	-	-	\$550,399
CST	DIH	\$73,472	-	-	-	-	\$73,472
Total		\$623,871	-	-	-	-	\$623,871

**Project Description:** SR 326 from NW 12th Ave to SR 40

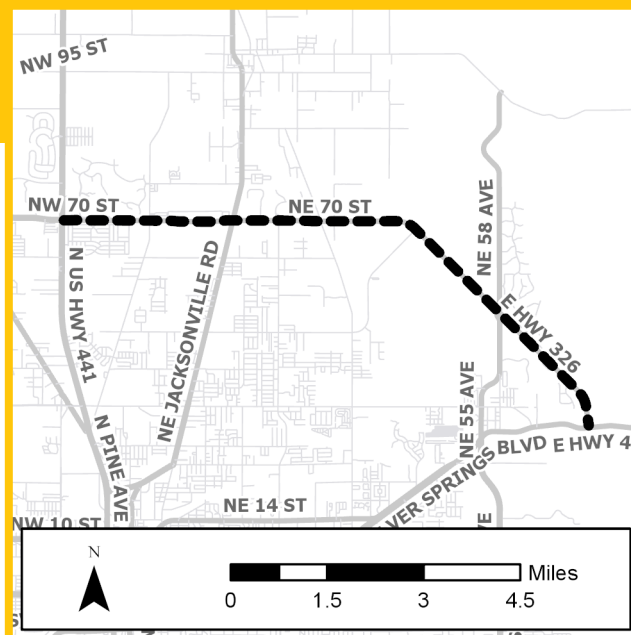
**Project Type:** Resurface

**FM Number:** 4452171

**Lead Agency:** FDOT

**Length:** 9.7 miles

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**

\$250,000

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$9,795,855

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DIH	\$10,000	-	-	-	-	\$10,000
PE	DDR	\$662,000	-	-	-	-	\$662,000
CST	DDR	-	-	\$2,366,699	-	-	\$2,366,699
CST	NHRE	-	-	\$5,522,605	-	-	\$5,522,605
CST	DIH	-	-	\$10,810	-	-	\$10,810
CST	SL	-	-	\$973,741	-	-	\$973,741
<b>Total</b>		<b>\$672,000</b>	<b>-</b>	<b>\$8,873,855</b>	<b>-</b>	<b>-</b>	<b>\$9,545,855</b>

**Project Description:**

SR 40 at SR 492

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4458001

**Lead Agency:**

FDOT

**Length:**

0.1 miles

**L RTP #:**

Goal 3: Objective 2, 5

**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$996,286

**Additional  
Information:**

Replace traffic signals and install pedestrian signals and crosswalks.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$210,000	-	-	-	-	\$210,000
PE	ACID	-	-	-	\$786,286	-	\$786,286
<b>Total</b>		<b>\$210,000</b>	<b>-</b>	<b>-</b>	<b>\$786,286</b>	<b>-</b>	<b>\$996,286</b>

**Project Description:** US 441 from SR 326 to NW 35th St.

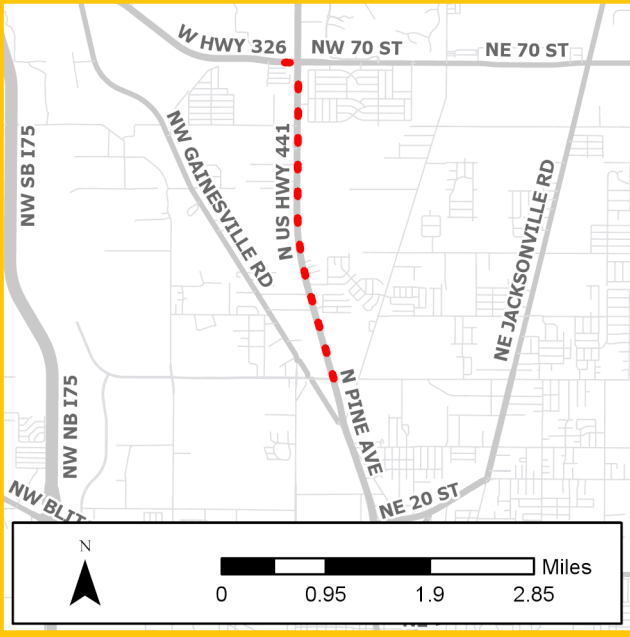
**Project Type:** Median Access

**FM Number:** 4458021

**Lead Agency:** FDOT

**Length:** 4.5 miles

**L RTP #:** Goal 3: Objective 2  
Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

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\$0

**Total  
Project Cost**

---

\$2,604,273

**Additional Information:**

Modify and close median openings and lengthen left-turn lanes.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$440,000	-	-	-	-	\$440,000
CST	ACSS	-	-	\$2,164,273	-	-	\$2,164,273
Total		\$440,000	-	\$2,164,273	-	-	\$2,604,273



# Bicycle & Pedestrian Projects





**Project Description:** Silver Springs State Park Pedestrian Bridges

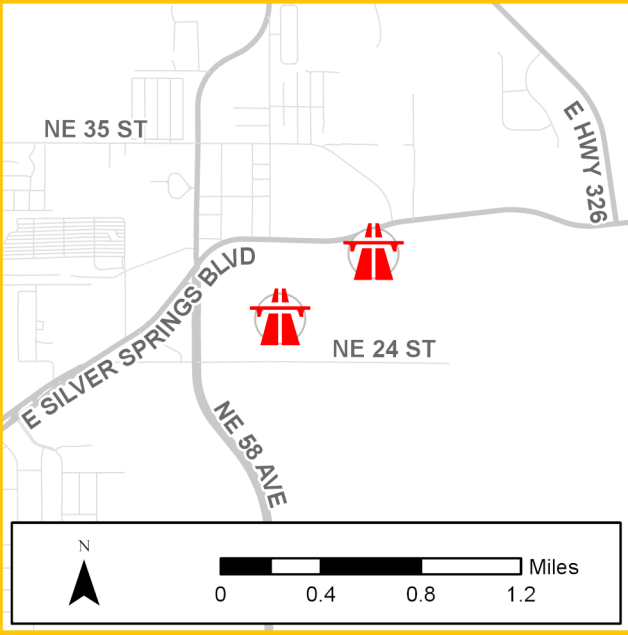
**Project Type:** Pedestrian Bridge

**FM Number:** 4261791

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$1,446,412

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$4,105,251

**Additional Information:**

Construction of two, 8-foot-wide, pedestrian bridges over, and boardwalks along, the tributaries of the Silver River within Silver Springs State Park.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	TALL	-	-	-	\$24,932	-	\$24,932
CST	TALN	-	-	-	\$252,270	-	\$252,270
CST	TALT	-	-	-	\$2,224,590	-	\$2,224,590
CST	DDR	-	-	-	\$151,492	-	\$151,492
CST	DIH	-	-	-	\$5,555	-	\$5,555
Total		-	-	-	\$2,658,839	-	\$2,658,839

**Project Description:** Pruitt Trail from Pruitt Trailhead to SR 200

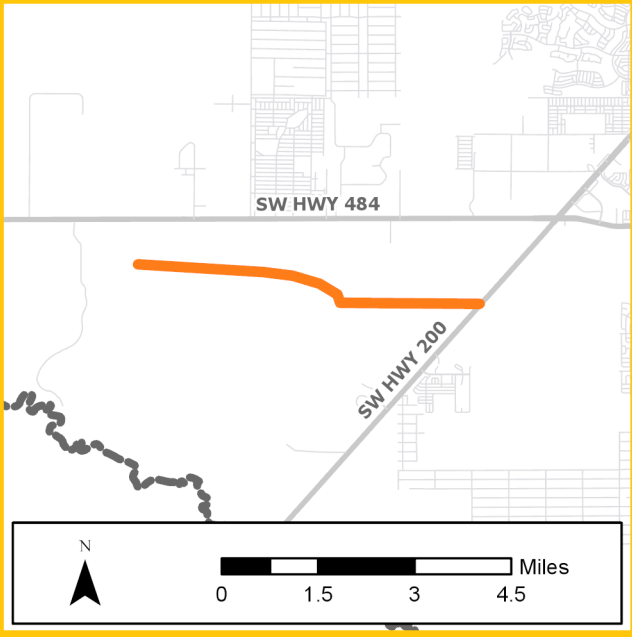
**Project Type:** Bike Path & Trail

**FM Number:** 4354842

**Lead Agency:** Marion County

**Length:** 9.5 miles

**LRTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

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\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

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\$2,158,000

**Additional  
Information:**

This project has recently been separated into two sections. This particular section will construct a 12-foot-wide multi-modal path from SR 200 to the Pruitt Trailhead just south of CR 484. (Priority Project #18)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$499,319	-	-	-	\$499,319
CST	SN	-	\$627,868	-	-	-	\$627,868
CST	TALL	-	\$296,279	-	-	-	\$296,279
CST	TALN	-	\$252,377	-	-	-	\$252,377
CST	TALT	-	\$482,157	-	-	-	\$482,157
Total		-	\$2,158,000	-	-	-	\$2,158,000

**Project Description:** City of Ocala  
(Various Locations)

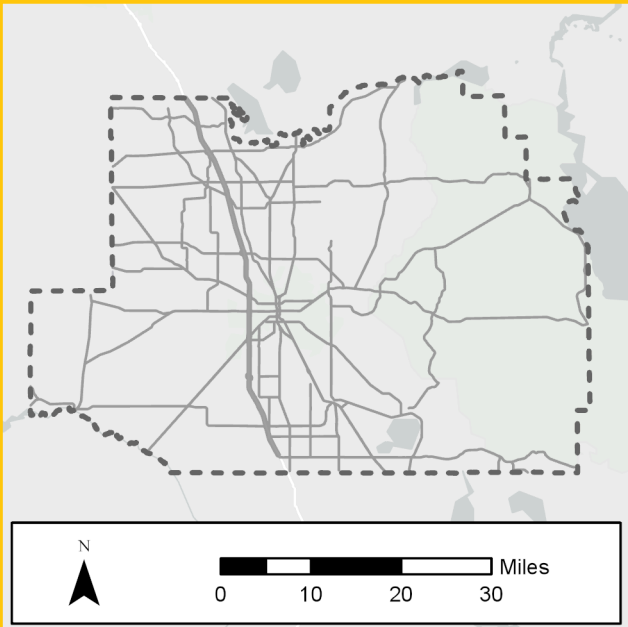
**Project Type:** Sidewalk

**FM Number:** 4363751

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

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\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$973,878

**Additional  
Information:**

Provide continuity of pedestrian facilities and enhance safety of pedestrian activity.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSA	\$95,181	-	-	-	-	\$95,181
CST	ACSL	\$19,747	-	-	-	-	\$19,747
CST	SL	\$32,366	-	-	-	-	\$32,366
CST	TALT	\$826,584	-	-	-	-	\$826,584
Total		\$973,878	-	-	-	-	\$973,878



**Project Description:** Saddlewood Elementary School

**Project Type:** Sidewalk

**FM Number:** 4364742

**Lead Agency:** Marion County

**Length:** 0.3 miles

**L RTP #:** Goal 1, Objective 2  
Goal 3, Objective 1



**Prior Cost  
< 2020/21:**

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\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$317,096

**Additional Information:**

Construct 5-foot-wide sidewalk from the Fore Ranch Community to Saddlewood Elementary to provide a safe route to school.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$4,455	-	-	-	\$4,455
CST	TALL	-	\$285,794	-	-	-	\$285,794
CST	TALT	-	\$26,847	-	-	-	\$26,847
Total		-	\$317,096	-	-	-	\$317,096

**Project Description:**

Legacy Elementary School

**Project Type:**

Sidewalk

**FM Number:**

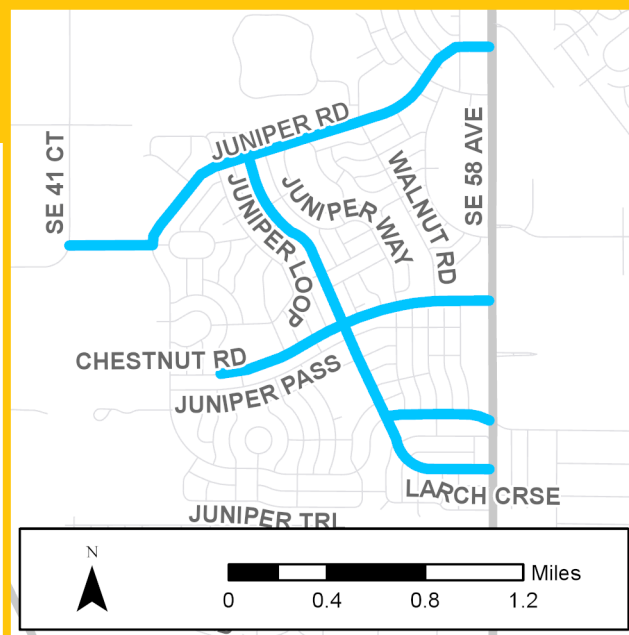
4364743

**Lead Agency:**

Marion County

**Length:**

5.7 miles

**LRTP #:**Goal 1: Objective 2  
Goal 3: Objective 1**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,441,659

**Additional  
Information:**

Construct sidewalks on Larch Road and SE 79th Street. Complete construction of sidewalks on Chestnut Road and Juniper Road.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$28,181	-	-	-	\$28,181
CST	TALT	-	\$1,413,478	-	-	-	\$1,413,478
<b>Total</b>		-	<b>\$1,441,659</b>	-	-	-	<b>\$1,441,659</b>

**Project Description:**

Indian Lake Trail from Indian Lake Park to Silver Springs State Park

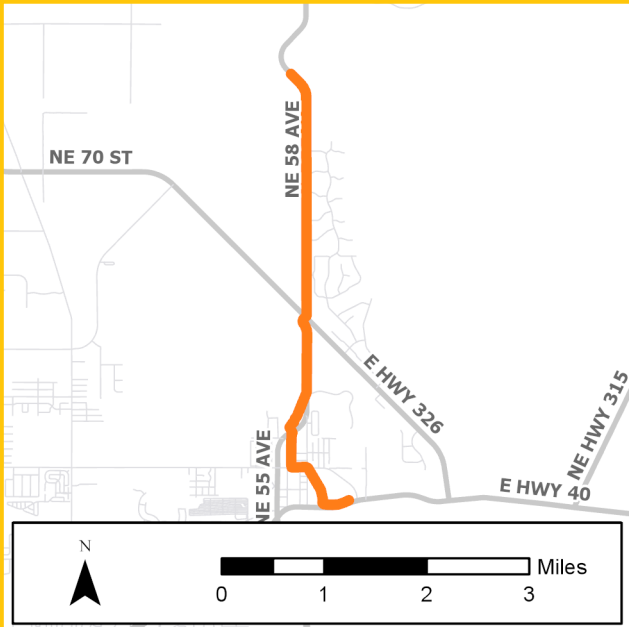
**Project Type:** Bike Path & Trail

**FM Number:** 4367551

**Lead Agency:** Marion County

**Length:** 4.8 miles

**LRTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$155,000

**Additional Information:**

Construct approximately five miles of a 12-foot wide multi-use trail to provide direct multimodal access to Indian Lake State Park. (Priority Project #14)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	\$155,000	-	-	-	\$155,000
Total		-	\$155,000	-	-	-	\$155,000

**Project Description:**

Downtown Ocala Trail from SE Osceola Ave. to Silver Springs State Park

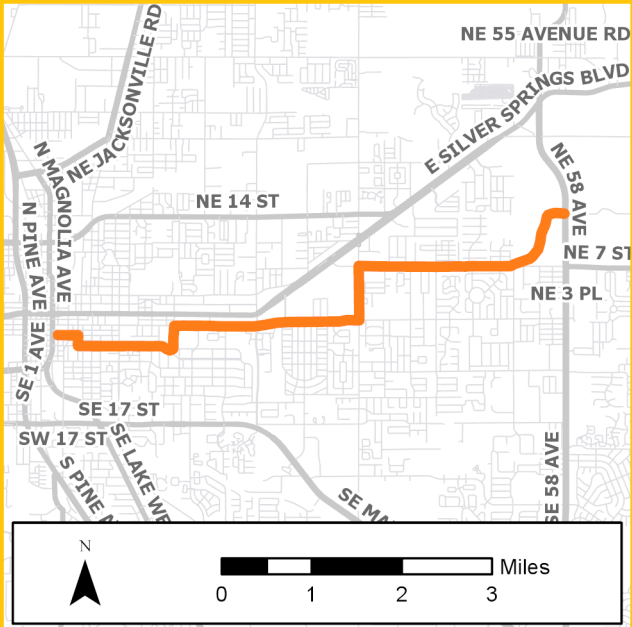
**Project Type:** Bike Path & Trail

**FM Number:** 4367561

**Lead Agency:** City of Ocala

**Length:** 7.0 miles

**LRTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**  
\$0

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$253,001

**Additional Information:**

Designate and construct an 8-foot to 12-foot multi-use trail from downtown Ocala to Silver Springs State Park. Sections of the trail may be combined with existing roadways used by vehicular traffic.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	-	-	-	\$253,001	\$253,001
Total		-	-	-	-	\$253,001	\$253,001



**Project Description:** SR 40 from NW 27th Ave. to SW 7th Ave.

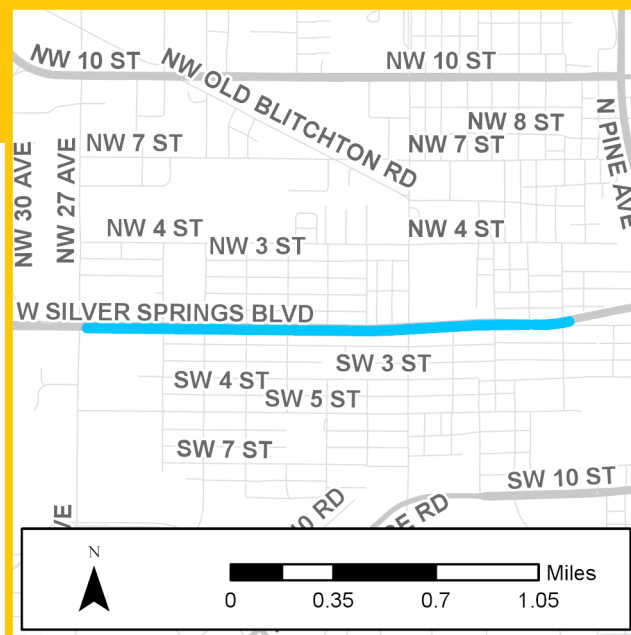
**Project Type:** Sidewalk

**FM Number:** 4375962

**Lead Agency:** FDOT

**Length:** 1.6 miles

**L RTP #:** Goal 1: Objective 2-4  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,367,942

**Additional  
Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$436,000	-	-	-	-	\$436,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SL	-	-	\$911,942	-	-	\$911,942
CST	DIH	-	-	\$10,000	-	-	\$10,000
<b>Total</b>		<b>\$446,000</b>	<b>-</b>	<b>\$921,942</b>	<b>-</b>	<b>-</b>	<b>\$1,367,942</b>

**Project Description:**

Marion Oaks Dr. from Marion Oaks Manor to Marion Oaks Golf Way

**Project Type:**

Sidewalk

**FM Number:**

4408801

**Lead Agency:**

Marion County

**Length:**

1.0 miles

**LRTP #:**

Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$36,210

**Additional Information:**

Construct a 5-foot-wide sidewalk from Marion Oaks Country Club to Marion Oaks Manor.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	\$35,605	-	-	-	\$35,605
PE	TALT	-	\$605	-	-	-	\$605
Total		-	\$36,210	-	-	-	\$36,210

**Project Description:**

US 41/Williams St. from  
River Rd. to Brittan  
Alexander Bridge

**Project Type:**

Pedestrian Crosswalk

**FM Number:**

4456871

**Lead Agency:**

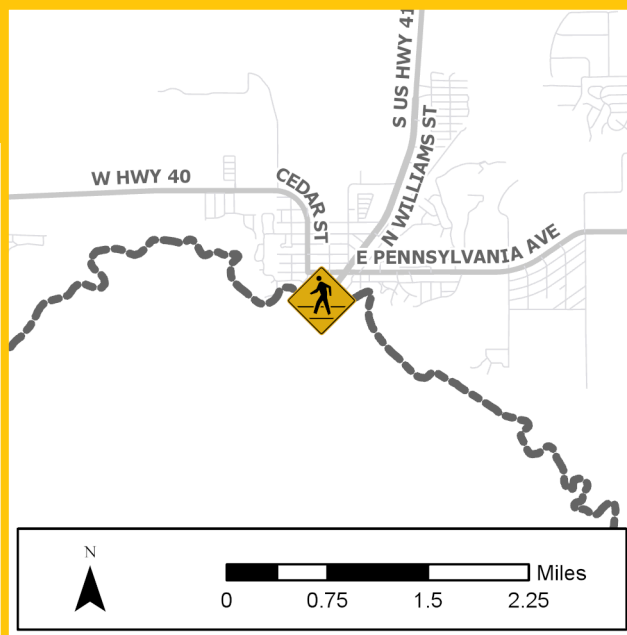
FDOT

**Length:**

0.1 miles

**LRTP #:**

Goal 1: Objective 2, 3  
Goal 3: Objective 1, 2, 5



**Prior Cost  
< 2020/21:**

\$5,000

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$594,227

**Additional Information:**

Install a pedestrian hybrid beacon and construct a directional median mid-block crossing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$160,000	-	-	-	-	\$160,000
CST	ACSS	-	-	\$429,227	-	-	\$429,227
<b>Total</b>		<b>\$160,000</b>	<b>-</b>	<b>\$429,227</b>	<b>-</b>	<b>-</b>	<b>\$589,227</b>





# Airport Projects



**Project Description:** Marion-Ocala Intl. Airport Drainage Improvements

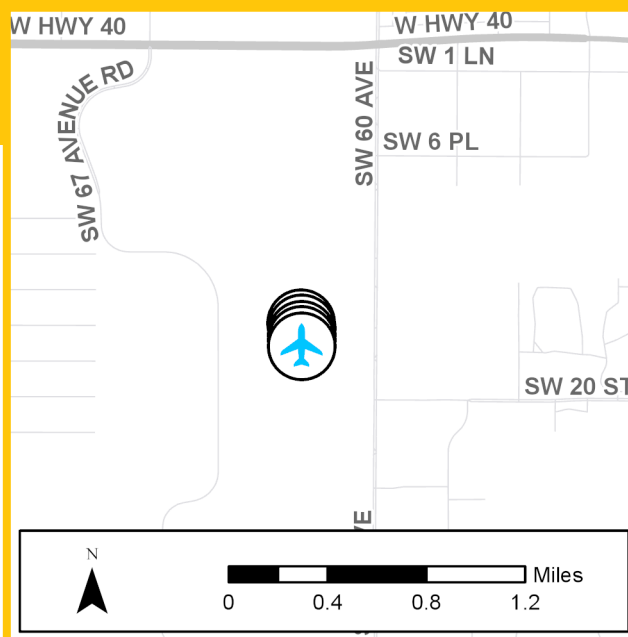
**Project Type:** Airport

**FM Number:** 4370171

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$1,098,602

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,548,602

**Additional  
Information:**

Drainage improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	\$360,000	-	-	-	-	\$360,000
CAP	LF	\$90,000	-	-	-	-	\$90,000
<b>Total</b>		<b>\$450,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$450,000</b>

**Project Description:** Marion Airfield Pavement Improvements

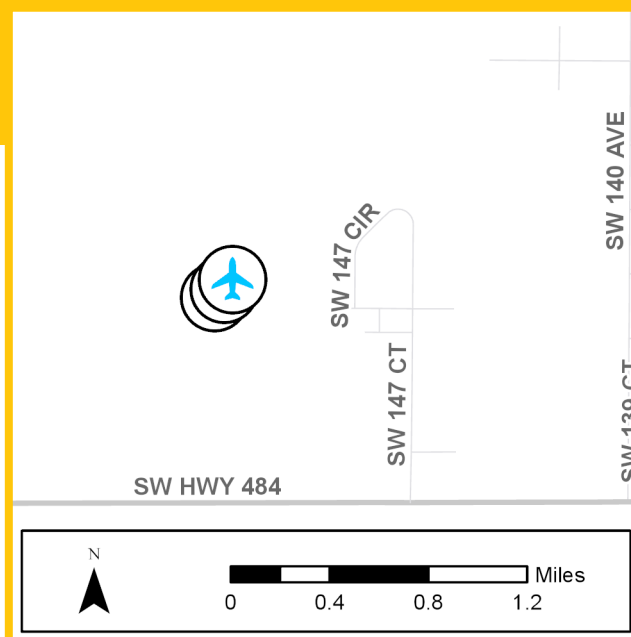
**Project Type:** Airport

**FM Number:** 4384271

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,625,000

**Additional  
Information:**

Airfield pavement improvement.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$300,000	\$1,000,000	-	\$1,300,000
CAP	LF	-	-	\$75,000	\$250,000	-	\$325,000
<b>Total</b>		-	-	<b>\$375,000</b>	<b>\$1,250,000</b>	-	<b>\$1,625,000</b>

**Project Description:** Marion-Marion CO Airport Hangar

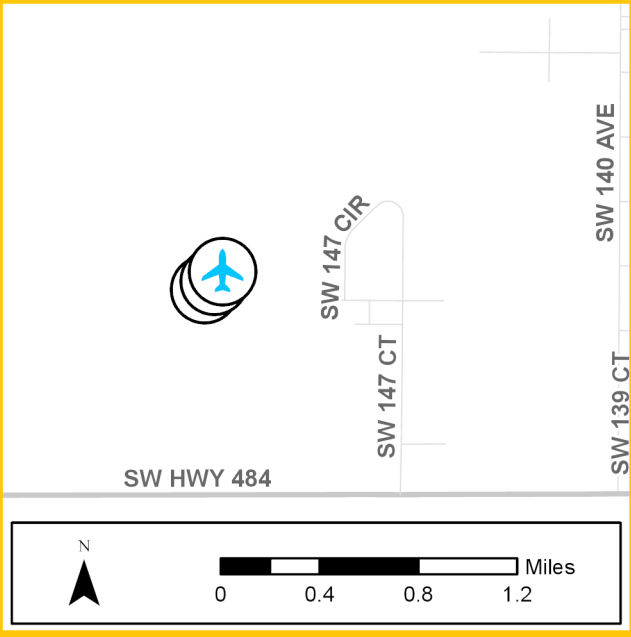
**Project Type:** Airport

**FM Number:** 4384301

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**  
\$450,000

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$1,250,000

**Additional Information:**

Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	\$640,000	-	-	-	-	\$640,000
CAP	LF	\$160,000	-	-	-	-	\$160,000
Total		\$800,000	-	-	-	-	\$800,000

**Project Description:** Marion-Marion CO Airport Runway Rehabilitation

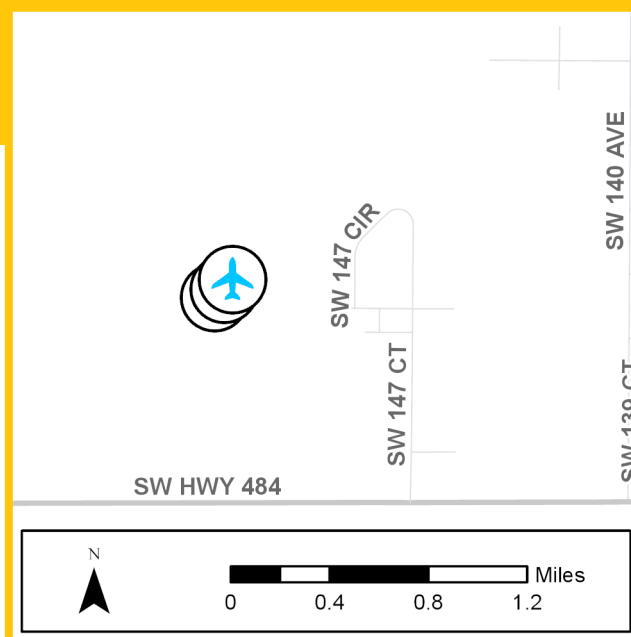
**Project Type:** Airport

**FM Number:** 4384351

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,000,000

**Additional  
Information:**

Runway rehabilitation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	\$800,000	-	-	-	\$800,000
CAP	LF	-	\$200,000	-	-	-	\$200,000
<b>Total</b>		-	<b>\$1,000,000</b>	-	-	-	<b>\$1,000,000</b>



**Project Description:** Marion-Ocala Intl. Airfield Improvements

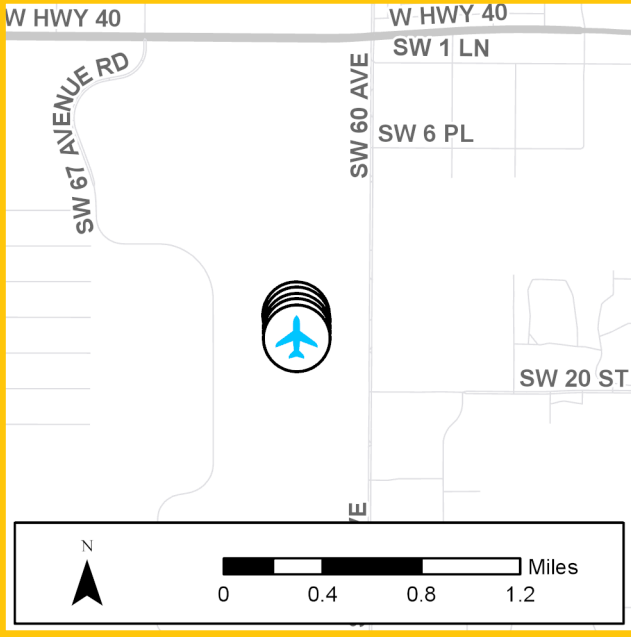
**Project Type:** Airport

**FM Number:** 4384761

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

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\$0

**Future Cost  
> 2024/25:**

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\$0

**Total  
Project Cost**

---

\$2,000,000

**Additional Information:**

Airfield improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	\$160,000	-	-	-	\$160,000
CAP	FAA	-	\$1,800,000	-	-	-	\$1,800,000
CAP	LF	-	\$40,000	-	-	-	\$40,000
Total		-	\$2,000,000	-	-	-	\$2,000,000

**Project Description:** Marion-Ocala Intl. Taxiway Improvements

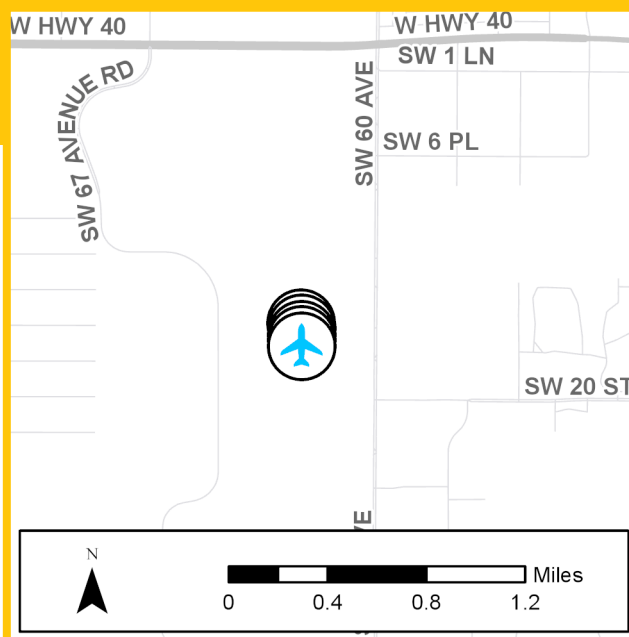
**Project Type:** Airport

**FM Number:** 4384771

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,500,000

**Additional  
Information:**

Taxiway improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$520,000	-	-	\$520,000
CAP	FAA	-	-	\$5,850,000	-	-	\$5,850,000
CAP	LF	-	-	\$130,000	-	-	\$130,000
<b>Total</b>		-	-	<b>\$6,500,000</b>	-	-	<b>\$6,500,000</b>

**Project Description:** Marion-Ocala Intl. Airfield Pavement Rehabilitation

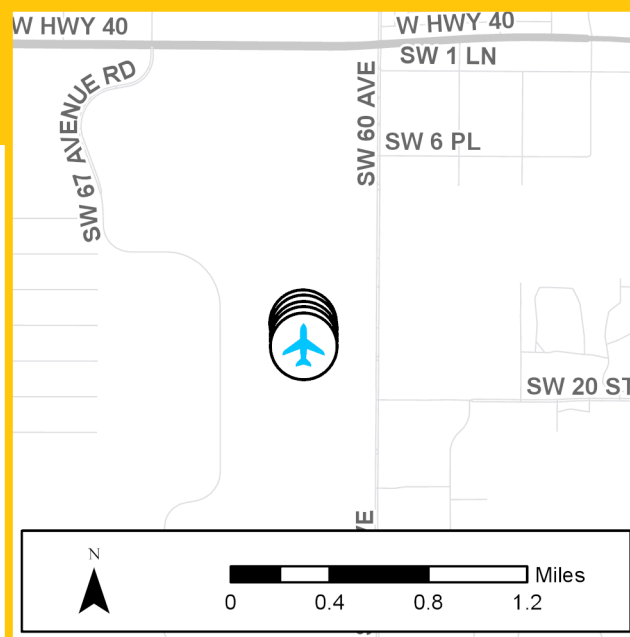
**Project Type:** Airport

**FM Number:** 4407801

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,625,000

**Additional  
Information:**

Airfield pavement improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$100,000	\$1,200,000	-	\$1,300,000
CAP	LF	-	-	\$25,000	\$300,000	-	\$325,000
<b>Total</b>		-	-	<b>\$125,000</b>	<b>\$1,500,000</b>	-	<b>\$1,625,000</b>

**Project Description:** Marion-Ocala Intl. Hangar

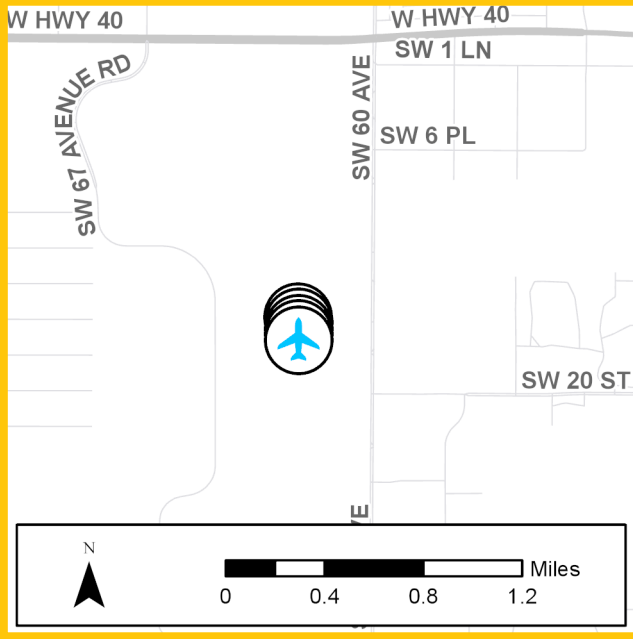
**Project Type:** Airport

**FM Number:** 4448771

**Lead Agency:** No Lead Agency

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,250,000

**Additional Information:** Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	-	-	\$1,000,000	\$1,000,000
CAP	LF	-	-	-	-	\$250,000	\$250,000
Total		-	-	-	-	\$1,250,000	\$1,250,000



# Transit / Funding / Grants





**Project Description:**

SunTran/Ocala/Marion/Urban  
Capital/Fixed Routes/FTA  
Section 5307-2009

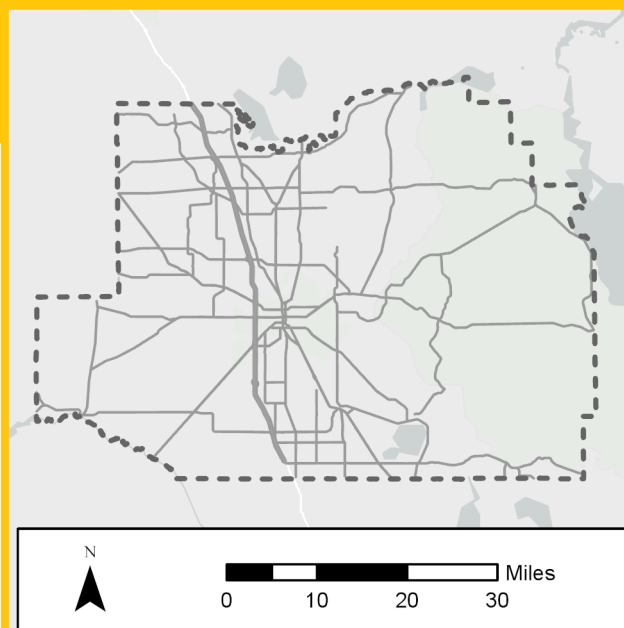
**Project Type:** Capital for Fixed Route

**FM Number:** 4271882

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**

\$14,676,277

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$30,109,671

**Additional Information:**

Capital Fixed Route FTA Section 5307-2009.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	\$2,325,554	\$2,395,321	\$2,467,181	\$2,541,196	\$2,617,431	\$12,346,683
CAP	LF	\$581,389	\$598,830	\$616,795	\$635,299	\$654,398	\$3,086,711
<b>Total</b>		<b>\$2,906,943</b>	<b>\$2,994,151</b>	<b>\$3,083,976</b>	<b>\$3,176,495</b>	<b>\$3,271,829</b>	<b>\$15,433,394</b>

**Project Description:** Marion-Section 5303, Ocala Marion TPO Planning Studies

**Project Type:** TPO Studies

**FM Number:** 4314011

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

---

\$508,130

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$616,512

**Additional Information:**

Ocala Marion TPO Planning Studies, Section 5303.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DPT0	\$10,838	-	-	-	-	\$10,838
PLN	DU	\$86,706	-	-	-	-	\$86,706
PLN	LF	\$10,838	-	-	-	-	\$10,838
Total		\$108,382	-	-	-	-	\$108,382

**Project Description:** Marion-Block Grant Operating Assit for Fixed Route Service

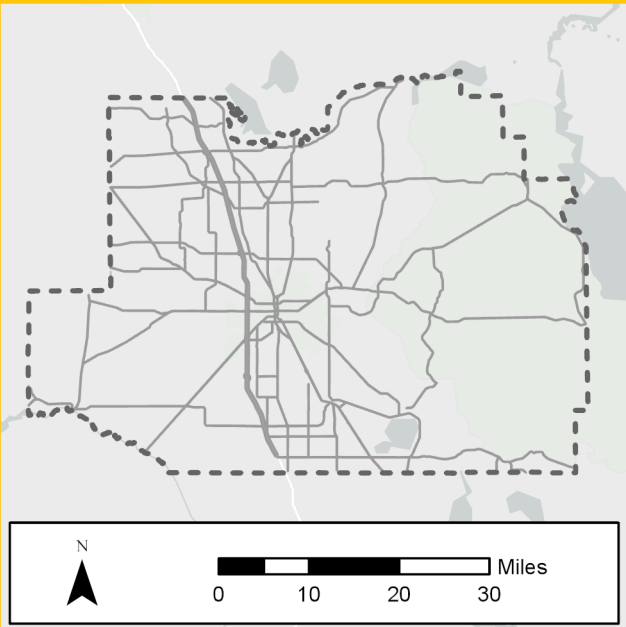
**Project Type:** Operating for Fixed Route

**FM Number:** 4333041

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**

---

\$3,528,695

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$6,355,161

**Additional  
Information:**

Block Grant Operating Assistance for Fixed Route Service.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPTO	\$689,382	\$723,851	-	-	-	\$1,413,233
OPS	LF	\$689,382	\$723,851	-	-	-	\$1,413,233
Total		\$1,378,764	\$1,447,702	-	-	-	\$2,826,466



**Project Description:** Marion-Section 5311 Rural Transportation

**Project Type:** Operate/Admin. Assistance

**FM Number:** 4333121

**Lead Agency:** Marion Transit

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**

---

\$4,757,214

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$8,534,844

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	\$921,373	\$967,442	-	-	-	\$1,888,815
OPS	LF	\$921,373	\$967,442	-	-	-	\$1,888,815
Total		\$1,842,746	\$1,934,884	-	-	-	\$3,777,630

**Project Description:** Ocala/Marion Urban Area FY 2020/2021-2021/2022 UPWP

**Project Type:** Transportation Planning

**FM Number:** 4393313

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$1,181,999

**Additional  
Information:**

Ocala Marion TPO FY 2020/2021 – 2021/2022 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$687,026	\$494,973	-	-	-	\$1,181,999
Total		\$687,026	\$494,973	-	-	-	\$1,181,999

**Project Description:** Ocala/Marion Urban Area FY 2022/2023-2023/2024 UPWP

**Project Type:** Transportation Planning

**FM Number:** 4393314

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$989,946

**Additional Information:**

Ocala Marion TPO FY 2022/2023 – 2023/2024 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	-	-	\$494,973	\$494,973	-	\$989,946
Total		-	-	\$494,973	\$494,973	-	\$989,946

**Project Description:** Ocala/Marion Urban Area FY 2024/2025-2025/2026 UPWP

**Project Type:** Transportation Planning

**FM Number:** 4393315

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$494,973

**Additional  
Information:**

Ocala Marion TPO FY 2024/2025 – 2025/2026 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	-	-	-	-	\$494,973	\$494,973
Total		-	-	-	-	\$494,973	\$494,973



**Project Description:** Ocala Marion TPO Planning Studies

**Project Type:** TPO Studies

**FM Number:** 4407971

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$562,401

**Additional  
Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	-	\$74,389	\$74,389	\$74,389	\$226,752	\$449,919
PLN	LF	-	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
PLN	DPTO	-	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
Total		-	\$92,987	\$92,987	\$92,987	\$283,440	\$562,401

**Project Description:** Marion-SunTran Block Grant Operating Assistance

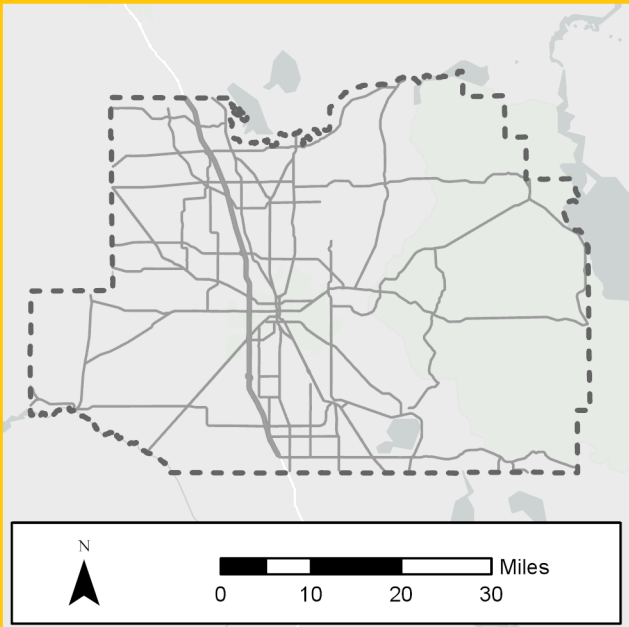
**Project Type:** Operating for Fixed Route

**FM Number:** 4424551

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal: 1



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$4,724,238

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPT0	-	-	\$760,043	\$798,045	\$804,031	\$2,362,119
OPS	LF	-	-	\$760,043	\$798,045	\$804,031	\$2,362,119
Total		-	-	\$1,520,086	\$1,596,090	\$1,608,062	\$4,724,238

**Project Description:**

Marion-Marion Senior Services Section 5311 Rural Transportation

**Project Type:**

Operate/Admin. Assistance

**FM Number:**

4424601

**Lead Agency:**

Marion Transit

**Length:**

N/A

**LRTP #:**

Goal 1



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,404,704

**Additional Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	-	-	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
OPS	LF	-	-	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
Total		-	-	\$2,031,628	\$2,133,208	\$2,239,868	\$6,404,704



# Routine Maintenance





**Project Description:** Lighting Agreements

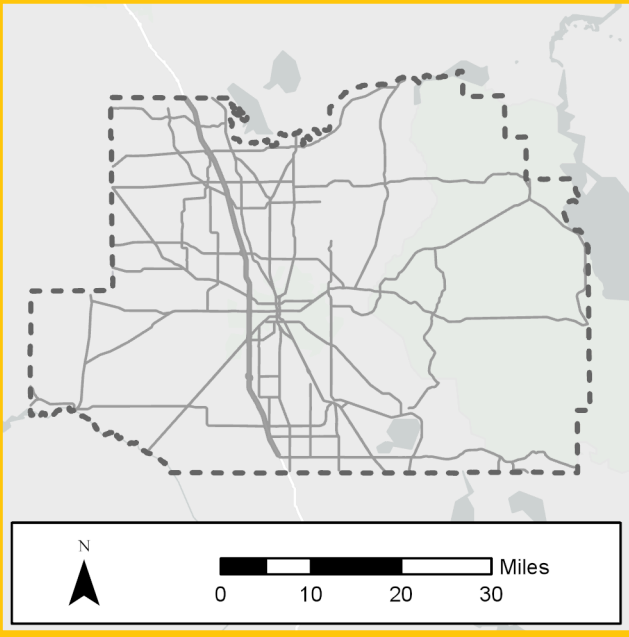
**Project Type:** Lighting

**FM Number:** 4136153

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 3: Objective 2  
Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

---

\$4,604,594

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$6,748,323

**Additional  
Information:**

Annual recurring funds to install and maintain illumination infrastructure on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$403,786	\$415,897	\$428,369	\$441,220	\$454,457	\$2,143,729
Total		\$403,786	\$415,897	\$428,369	\$441,220	\$454,457	\$2,143,729

**Project Description:** Marion Primary In-House

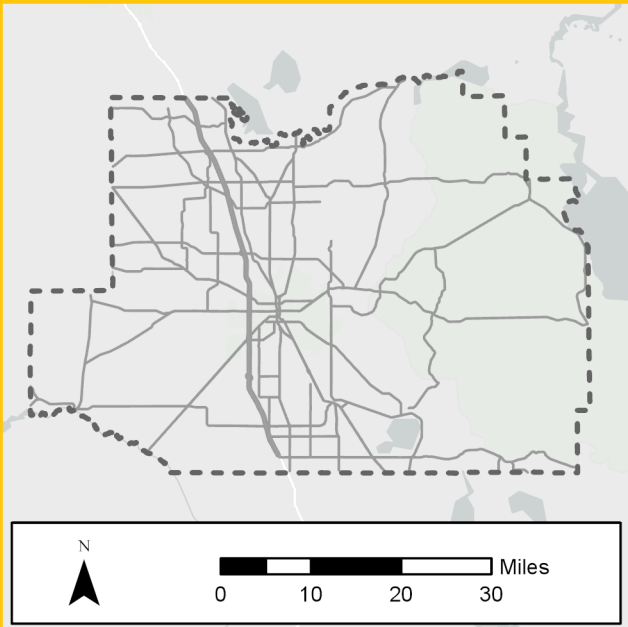
**Project Type:** Routine Maintenance

**FM Number:** 4181071

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

---

\$35,459,872

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$44,519,737

**Additional  
Information:**

Annual recurring funds for routine general maintenance of state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$9,059,865
Total		\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$9,059,865

**Project Description:** Asphalt Resurfacing (Various Locations)

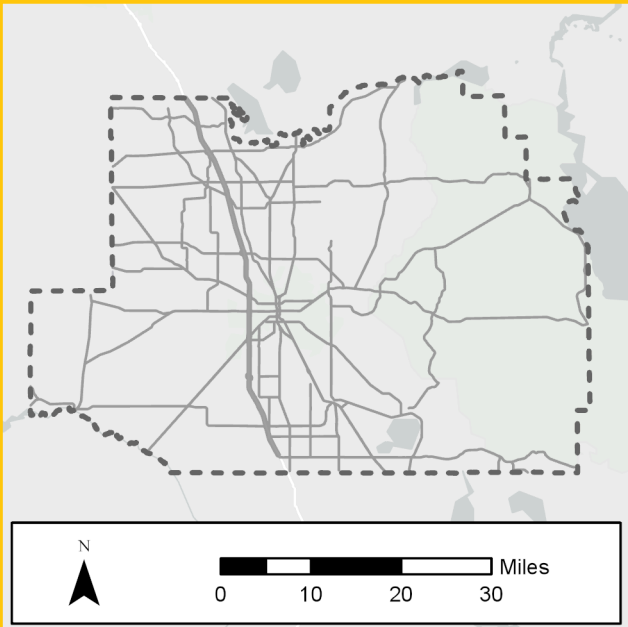
**Project Type:** Routine Maintenance

**FM Number:** 4233912

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**  
\$3,907,597

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$4,157,597

**Additional Information:**

Annual recurring funds for asphalt resurfacing on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$250,000	-	-	-	-	\$250,000
Total		\$250,000	-	-	-	-	\$250,000

**Project Description:** Unpaved Shoulder Repair

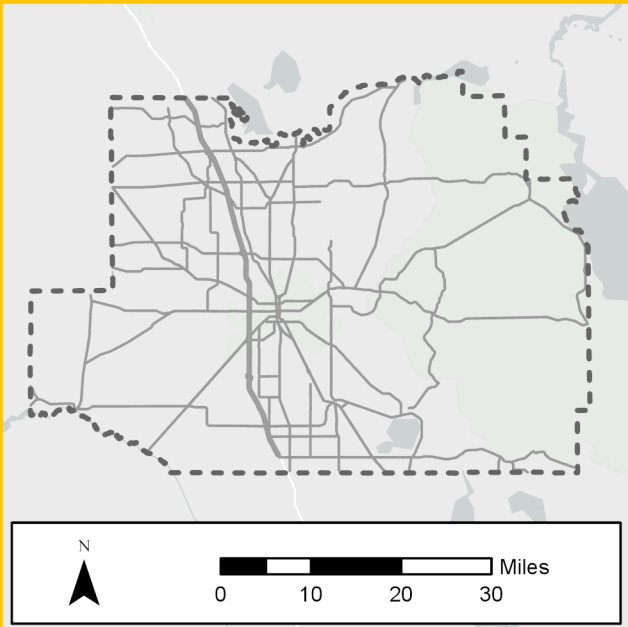
**Project Type:** Routine Maintenance

**FM Number:** 4291781

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**  
\$1,411,063

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$1,631,063

**Additional Information:** Unpaved shoulder repair for state corridors.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total Cost
MNT	D	\$220,000	-	-	-	-	\$220,000
Total		\$220,000	-	-	-	-	\$220,000



**Project Description:** Pavement Markings

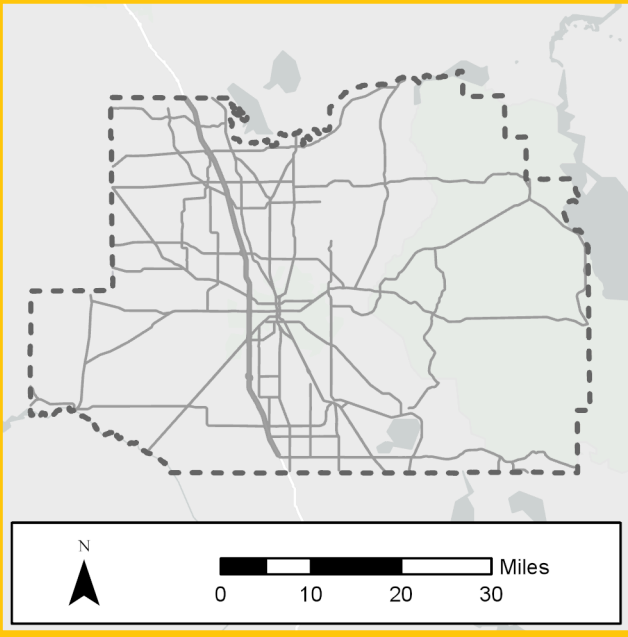
**Project Type:** Routine Maintenance

**FM Number:** 4291821

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 3: Objective 2  
Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

---

\$3,792,870

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$4,506,870

**Additional Information:** Thermoplastic and RPM's.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$714,000	-	-	-	-	\$714,000
Total		\$714,000	-	-	-	-	\$714,000

**Project Description:** Marion County / Ocala ITS Operational Support

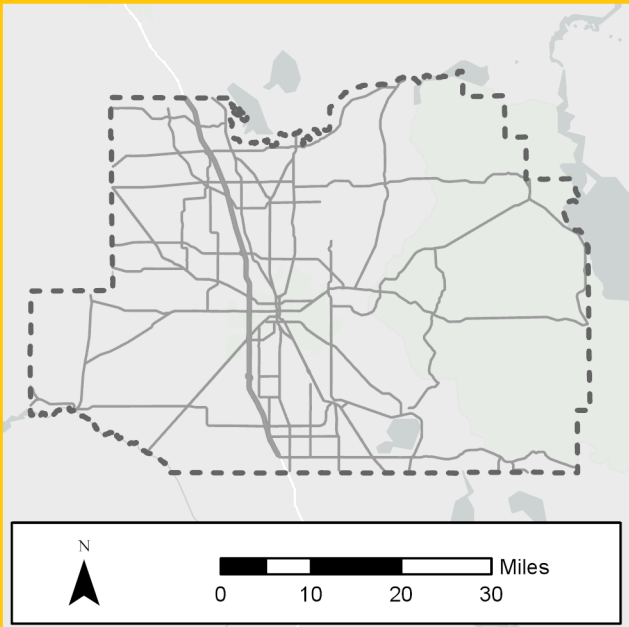
**Project Type:** ITS Communication System

**FM Number:** 4363611

**Lead Agency:** City of Ocala / Marion County

**Length:** N/A

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$2,617,154

**Additional  
Information:**

Capital and operations support for Intelligent Transportation Systems (ITS) technology in Marion County and the City of Ocala.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$1,000,000	-	-	-	-	\$1,000,000
MNT	SL	\$508,577	-	-	-	-	\$508,577
OPS	SL	\$600,000	-	-	-	-	\$600,000
CAP	SL	\$508,577	-	-	-	-	\$508,577
Total		\$2,617,154	-	-	-	-	\$2,617,154

**Project Description:** LED Equipment Upgrades for 14 Crossings in Marion County

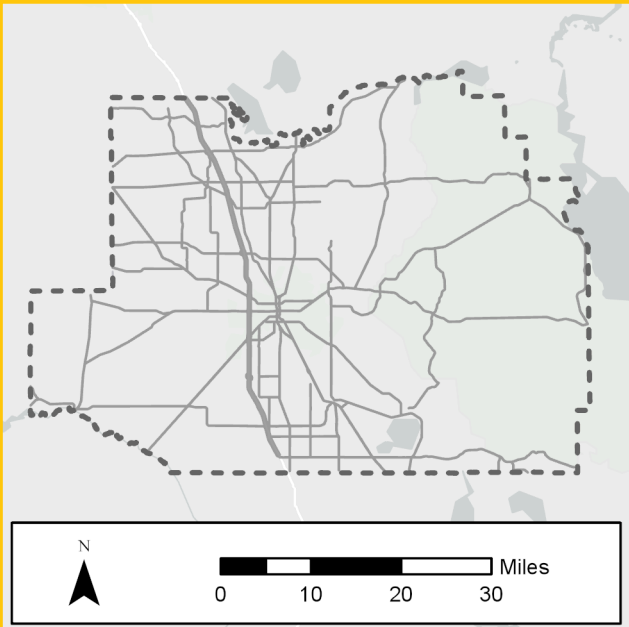
**Project Type:** Rail Safety Project

**FM Number:** 4467911

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$33,077

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	RHP	\$33,077	-	-	-	-	\$33,077
Total		\$33,077	-	-	-	-	\$33,077

**Project Description:** Asset Maintenance  
Marion County

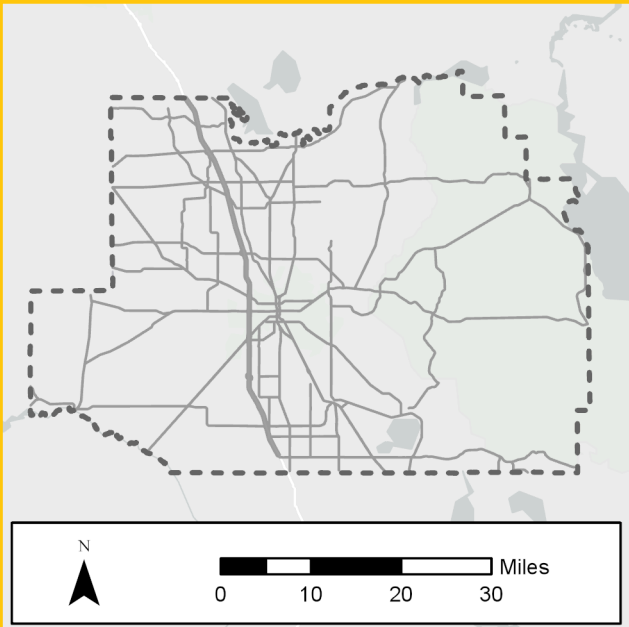
**Project Type:** Routine Maintenance

**FM Number:** 4469101

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 1-3



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$12,500,000

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
Total		\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000



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## **APPENDIX B: LIST OF OBLIGATED PROJECTS**

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		OFFICE OF WORK PROGRAM	TIME RUN: 10.26.50
OCALA-MARION TPO		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:238648 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000	PROJECT LENGTH: 4.146MI		LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		20,000	
SN		-265	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		2,070,206	
SL		-122,147	
TOTAL 238648 1		1,967,794	
TOTAL 238648 1		1,967,794	
ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		20,000	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
GFSN		125,211	
SA		-527,425	
SL		63,033	
SN		2,633,059	
TOTAL 410674 2		2,313,878	
TOTAL 410674 2		2,313,878	
ITEM NUMBER:410674 3	PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
ROADWAY ID:36080000	PROJECT LENGTH: 6.140MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		10,000	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		394,187	
TOTAL 410674 3		404,187	
TOTAL 410674 3		404,187	
ITEM NUMBER:430643 1	PROJECT DESCRIPTION:I-75 (SR 93) N OF SR 500/US27 INTCHG TO ALACHUA CO LINE		*SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:RESURFACING
ROADWAY ID:36210000	PROJECT LENGTH: 19.800MI		LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND		2019	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP		-95,741	
TOTAL 430643 1		-95,741	
TOTAL 430643 1		-95,741	



Ocala-Marion TPO

HIGHWAYS  
=====

ITEM NUMBER:430655 1	PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36008000	PROJECT LENGTH: 3.719MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	-13,310	
TOTAL 430655 1	-13,310	
TOTAL 430655 1	-13,310	

ITEM NUMBER:431797 1	PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000041	PROJECT LENGTH: 1.597MI	TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
EB	-78,755	
SA	70,006	
SL	2,818	
TOTAL 431797 1	-5,931	
TOTAL 431797 1	-5,931	

ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI	TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
EB	-33,972	
TOTAL 431798 1	-33,972	
TOTAL 431798 1	-33,972	

ITEM NUMBER:431798 2	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 20TH PLACE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000042	PROJECT LENGTH: .448MI	TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	21,148	
SL	8,982	
TOTAL 431798 2	30,130	
TOTAL 431798 2	30,130	

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OCALA-MARION TPO		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:431798 4	PROJECT DESCRIPTION:NE 36TH AVENUE FROM NORTH OF NE 25TH STREET TO NE 35TH STREET		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042	PROJECT LENGTH: .719MI		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		44,417	
TOTAL 431798 4		44,417	
TOTAL 431798 4		44,417	
ITEM NUMBER:431935 1	PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:SIDEWALK
ROADWAY ID:36080000	PROJECT LENGTH: .633MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		-76,000	
TALL		-5,722	
TALT		9,298	
TOTAL 431935 1		-72,424	
TOTAL 431935 1		-72,424	
ITEM NUMBER:432421 1	PROJECT DESCRIPTION:SR 40 FROM NE 25TH AVENUE TO W OF NE 10TH ST		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:36080000	PROJECT LENGTH: 1.098MI		LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND		2019	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP		-3,132	
SA		-203	
SL		-68,404	
TOTAL 432421 1		-71,739	
TOTAL 432421 1		-71,739	
ITEM NUMBER:433651 1	PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:36570000	PROJECT LENGTH: .741MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		25,810	
SN		64,356	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
GFSN		650,000	
SL		565,289	
SN		1,082,003	
TOTAL 433651 1		2,387,458	
TOTAL 433651 1		2,387,458	

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=====

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MBROBLTP

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=====

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

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-8,424
SN	-5,669
<b>TOTAL 434408 1</b>	<b>-14,093</b>
<b>TOTAL 434408 1</b>	<b>-14,093</b>

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

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-21,421
<b>TOTAL 435057 1</b>	<b>-21,421</b>
<b>TOTAL 435057 1</b>	<b>-21,421</b>

ITEM NUMBER:435484 1 PROJECT DESCRIPTION:PRUITT TRAIL FROM WITHLACOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-4,787
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	-82,786
<b>TOTAL 435484 1</b>	<b>-87,573</b>
<b>TOTAL 435484 1</b>	<b>-87,573</b>

ITEM NUMBER:435486 1 PROJECT DESCRIPTION:SILVER SPRINGS FROM SE 64TH AVE RD TRAILHEAD TO SILVER SPRING STATE PK \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-24,977
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
TALT	-489,187
<b>TOTAL 435486 1</b>	<b>-514,164</b>
<b>TOTAL 435486 1</b>	<b>-514,164</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
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HIGHWAYS  
=====

ITEM NUMBER:435659 2	PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36100000	PROJECT LENGTH: .364MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	561	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	3,881,107	
TOTAL 435659 2	3,881,668	
TOTAL 435659 2	3,881,668	

ITEM NUMBER:435660 2	PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000	PROJECT LENGTH: .216MI	LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1
FUND CODE	2019	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	500,000	
TOTAL 435660 2	500,000	
TOTAL 435660 2	500,000	

ITEM NUMBER:436291 1	PROJECT DESCRIPTION:SANTOS GAP TRAIL FROM SW 49TH AVENUE TO SANTOS TRAILHEAD	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-8,475	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
TALL	401,675	
TOTAL 436291 1	393,200	
TOTAL 436291 1	393,200	

ITEM NUMBER:436358 1	PROJECT DESCRIPTION:LAND BRIDGE TRAIL GAP FROM SR 200 TO SW 49TH AVENUE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-1,837	
TOTAL 436358 1	-1,837	
TOTAL 436358 1	-1,837	

ITEM NUMBER:436371 1

DISTRICT:05

ROADWAY ID:36030000

PROJECT DESCRIPTION:US 441 FROM S OF CR 318 TO ALACHUA COUNTY LINE

COUNTY:MARION

PROJECT LENGTH: 6.239MI

\*NON-SIS\*

TYPE OF WORK:SIGNING/PAVEMENT MARKINGS

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-19,087
SN	-37,672
TOTAL 436371 1	-56,759
TOTAL 436371 1	-56,759

ITEM NUMBER:436879 1

DISTRICT:05

ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.

COUNTY:MARION

PROJECT LENGTH: 6.168MI

\*NON-SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-1,300
TOTAL 436879 1	-1,300
TOTAL 436879 1	-1,300

ITEM NUMBER:436917 1

DISTRICT:05

ROADWAY ID:36000109

PROJECT DESCRIPTION:SE 80TH ST RAILROAD CROSSING # 625087-W

COUNTY:MARION

PROJECT LENGTH: .020MI

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2019
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHP	-106,559
TOTAL 436917 1	-106,559
TOTAL 436917 1	-106,559

ITEM NUMBER:439887 1

DISTRICT:05

ROADWAY ID:36004000

PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A

COUNTY:MARION

PROJECT LENGTH: 1.234MI

\*SIS\*

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-1,641
TOTAL 439887 1	-1,641
TOTAL 439887 1	-1,641



HIGHWAYS  
=====

ITEM NUMBER:440608 1	PROJECT DESCRIPTION:NW 6TH TERRACE / CROSSING #627179	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHH	-299	
TOTAL 440608 1	-299	
TOTAL 440608 1	-299	

ITEM NUMBER:442769 1	PROJECT DESCRIPTION:OAK ROAD XG# 627226-W	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:36000119	PROJECT LENGTH: .002MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2019	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHH	-3,047	
TOTAL 442769 1	-3,047	
TOTAL 442769 1	-3,047	

ITEM NUMBER:442770 1	PROJECT DESCRIPTION:EMERALD ROAD XG# 627225-P	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:36000162	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2019	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHH	-6,568	
TOTAL 442770 1	-6,568	
TOTAL 442770 1	-6,568	
TOTAL DIST: 05	10,814,354	
TOTAL HIGHWAYS	10,814,354	

FLORIDA DEPARTMENT OF TRANSPORTATION  
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ANNUAL OBLIGATIONS REPORT  
=====

**PLANNING**  
=====

ITEM NUMBER:439331 1	PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000
FUND	2019
CODE	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	-70,989
SL	-43,318
TOTAL 439331 1	-114,307
TOTAL 439331 1	-114,307

\*NON-SIS\*  
TYPE OF WORK:TRANSPORTATION PLANNING  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:439331 2	PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000
FUND	2019
CODE	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	824,689
TOTAL 439331 2	824,689
TOTAL 439331 2	824,689
TOTAL DIST: 05	710,382
TOTAL PLANNING	710,382

\*NON-SIS\*  
TYPE OF WORK:TRANSPORTATION PLANNING  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

TRANSIT  
=====

ITEM NUMBER:435517 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION TPO REPLACEMENT OF 7 SUNTRAN BUSES  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
CM	680,327
SA	399,268
SL	2,520,405
TOTAL 435517 1	3,600,000
TOTAL 435517 1	3,600,000
TOTAL DIST: 05	3,600,000
TOTAL TRANSIT	3,600,000

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

MISCELLANEOUS  
=====

ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALL	264,445	
TALT	461,909	
TOTAL 426179 1	726,354	
TOTAL 426179 1	726,354	

ITEM NUMBER:430252 1	PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
SL	1,630,955	
TOTAL 430252 1	1,630,955	
TOTAL 430252 1	1,630,955	

ITEM NUMBER:439310 1	PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA		
TALL	-148,858	
TALT	-25,471	
TOTAL 439310 1	-174,329	
TOTAL 439310 1	-174,329	


ITEM NUMBER:440900 2	PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP	318,959	
TOTAL 440900 2	318,959	
TOTAL 440900 2	318,959	
TOTAL DIST: 05	2,501,939	
TOTAL MISCELLANEOUS	2,501,939	

GRAND TOTAL 17,626,675

## **APPENDIX C: MAP OF NATIONAL HIGHWAY SYSTEM: OCALA, FL**



# National Highway System: Ocala, FL



U.S. Department of Transportation  
Federal Highway Administration

Eisenhower Interstate System

Other NHS Routes

Non-Interstate STRAHNET Route

STRAHNET Connector

Intermodal Connector

Intermodal/STRAHNET Connector

Unbuilt NHS Routes

MAP-21 NHS Principal Arterials

Census Urbanized Areas

Department of Defense

Water

Airport

Intercity Bus Terminal

Ferry Terminal

Truck/Pipeline Terminal

Multipurpose Passenger Facility

Port Terminal

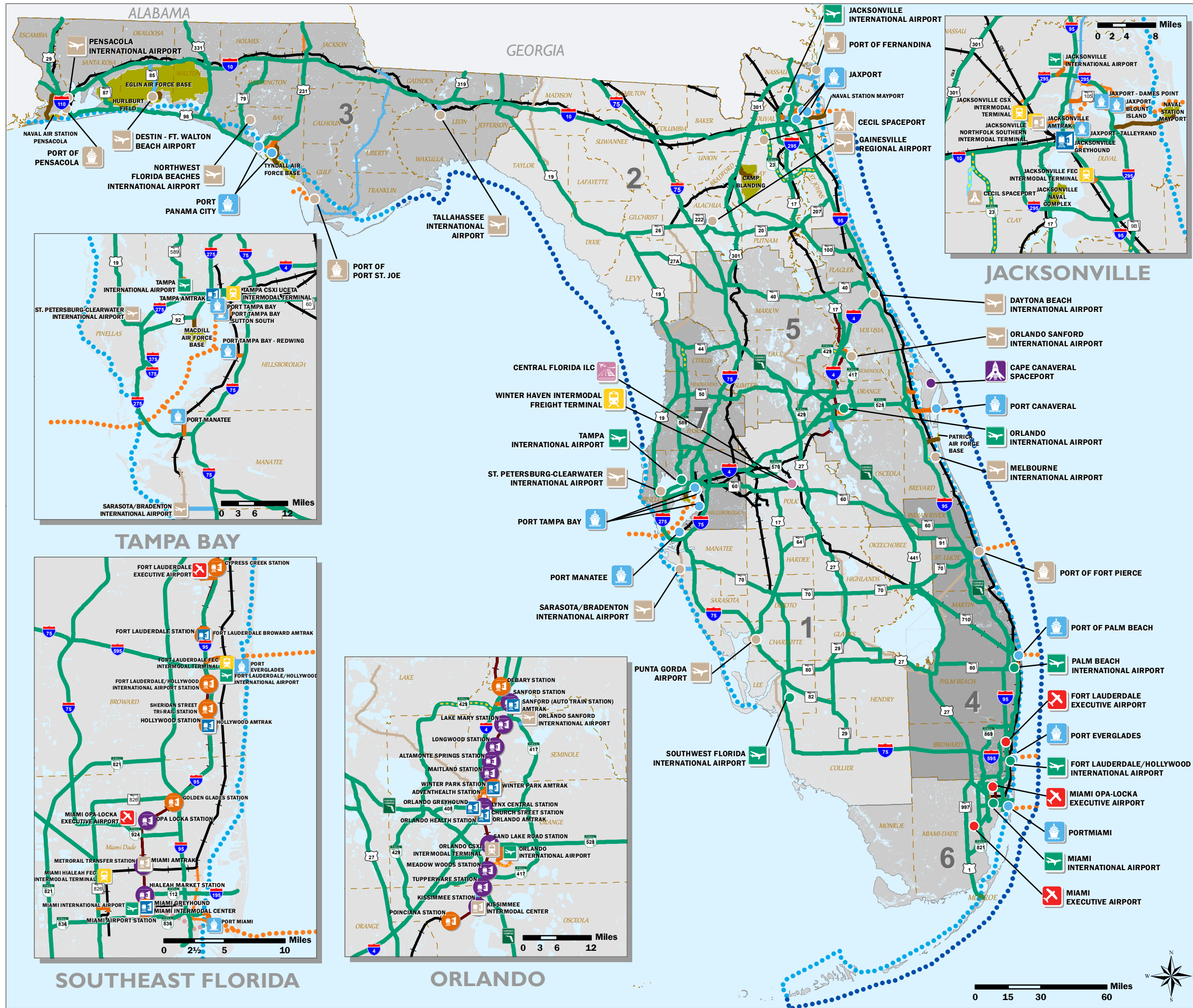
Truck/Rail Facility

AMTRAK Station

Public Transit Station

FHWA: March 25, 2015


**APPENDIX D: MAP OF STRATEGIC INTERMODAL SYSTEM**





### Airports & Spaceports

-  SIS Commercial Service Airport
-  Strategic Growth Commercial Service Airport
-  SIS General Aviation Reliever Airport
-  SIS Spaceport
-  Strategic Growth Spaceport


### Seaports

-  SIS Seaport
-  Strategic Growth Seaport



### Freight Rail Terminals

-  SIS Freight Rail Terminal
-  Strategic Growth Freight Rail Terminal



### Intermodal Logistic Center

-  Strategic Growth Intermodal Logistic Center




### Interregional Passenger Terminals

-  SIS Passenger Terminal
-  Strategic Growth Passenger Terminal

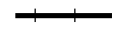




### Urban Fixed Guideway Transit Terminal

-  SIS Urban Fixed Guideway Hub
-  SIS Urban Fixed Guideway Station

### Highway

-  SIS Highway Corridor
-  Future SIS Highway Corridor
-  Strategic Growth Highway Corridor
-  SIS Highway Connector
-  Strategic Growth Highway Connector
-  Future Strategic Growth Highway Connector
-  SIS Military Access Facility

### Rail & Urban Fixed Guideway

-  SIS Railway Corridor
-  Strategic Growth Railway Corridor
-  SIS Railway Connector
-  Strategic Growth Railway Connector
-  SIS Urban Fixed Guideway

### Waterways

-  SIS Waterway
-  Strategic Growth Waterway
-  SIS Waterway Connector
-  SIS Waterway Shipping Lane

## **APPENDIX E: PUBLIC NOTICE IN OCALA STAR-BANNER**

# AFFIDAVIT OF PUBLICATION

**Star-Banner**  
Published – Daily  
Ocala, Marion County, Florida

STATE OF FLORIDA  
COUNTY OF MARION

Before the undersigned, a Notary Public of Said County and State, Michelle Garcia who on oath says that they are an authorized employee of the Star-Banner, a daily newspaper published at Ocala, in Marion County, Florida; that the attached copy of advertisement, being a notice in the matter of

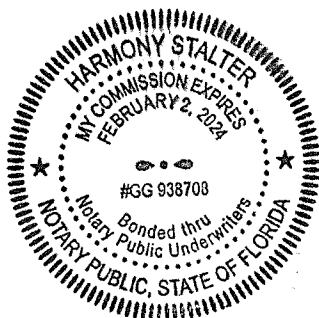
*The Ocala Marion TPO Draft Transportation Improvement Program TIP is available for public review and comment. The TIP is a five-year schedule of transportation improvements to be funded throughout the TPOs Metropolitan Planning Area, which includes all*

was published in said newspaper in the issues of:

5/19 1x

Affiant further says that the said STAR-BANNER is a daily newspaper published at Ocala, in said Marion County, Florida, and that the said newspaper has heretofore been continuously published in said Marion County, Florida, daily, and has been entered as second class mail matter at the post office in Ocala in said Marion County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the person of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this 19 day of May, A.D., 2020



Harmony Stalter  
Notary Public

(Print, Type or Stamp Name of Notary Public)

Ad #: A000968561

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review and comment.

The TIP is a five-year schedule of transportation improvements to be funded throughout the TPO's Metropolitan Planning Area, which includes all of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway construction, operations and reconstruction; bicycle and pedestrian; transit; aviation; and rail.

The Draft TIP for Fiscal Years 2020/2021 to 2024/2025 is available for public review and comment by accessing the TPO website at:  
<https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip/>

Please use the TPO Feedback Form to provide comments by June 23, 2020. Or contact Anton Schauerte at: 352-438-2635 or [anton.schauerte@marioncountyfl.org](mailto:anton.schauerte@marioncountyfl.org)

May 19, 2020  
#A000968561



## **APPENDIX F: PUBLIC COMMENTS**

Comments Received	Ocala Marion TPO Response
<b>City of Ocala - Growth Management Department - Received 5/20/20</b>	
The TPO should correct pages 84 and 90 in the TIP to indicate that this is Block Grant funding and not 5307.	This comment has been incorporated into the Final TIP
<b>Public Comment - Received 5/29/20</b>	
You are already, wisely, putting an overpass on NE 36 Ave over the railroad tracks. But even more of a bottleneck and magnet for crazy, unsafe drivers is where NE 8 Ave crosses 14 St. The main problem is the very short left turn lane on 8th between the tracks and the intersection ... big enough for only 1½ cars. The antics of drivers to push their way to the front of the intersection is legendary. That is where an overpass (car or train) is desperately needed.	Thank you for your comment. This comment has been provided to the City of Ocala Engineering Office.
<b>Federal Highway Administration - Received 6/2/20</b>	
23 CFR 450.316(a)(1)(vi) requires a demonstration of explicit consideration and response to public input. The TIP states that it takes public input into consideration but it is not demonstrated on how this managed or accomplished.	Text informing the reader to this chart has been added to the "Public Involvement" section on page 7.
23 CFR 450.316(d) requires the involvement of Federal Lands since the Ocala National Forest occupies a large portion of the TPO area. There was no evidence that the Federal Public Lands (Ocala Natl.Forest) was included.	The TPO informed the U.S Forest Service that the Draft TIP was available for review on 5/27/20
23 CFR 450.326(g)(2) requires that the estimated total cost for projects which may extend beyond the timeframe of the TIP be included. Future cost estimates were not identified in the review.	The estimate total cost for projects extending beyond the timeframe of the TIP are included on each individual project page.
There should be at least one formal public hearing held during the TIP development. This is part of the TPO's PPP but it was unclear if a hearing had occurred.	The TPO's PPP does not require a formal public hearing to be held during the development of the TIP.
Since the TPO had adopted the TPM Consensus Document in the TIP in 2019 (as an amendment), there are two options. One, the Consensus Document must again be included in the TIP. Or the TPO Board may adopt the Document as a stand-only item.	The TPO will present the TPM Consensus Document to the TPO Board for adoption on 6/23/20 as a stand-only item.
<b>Ocala Marion TPO's Technical Advisory Committee - Received 6/10/20</b>	
Page 35: SR 484 should be CR 484	Text has been updated
Page 44-45: Interchange and "The Y" should be consistent	Text has been updated
Page 46: US 441 first in title and correct Abshier Blvd or omit it	Text has been updated
Page 47: Change or reorder Abshier Blvd to US 441	Text has been updated
Page 55: SR 500 should be US 441	Text has been updated
Page 63: Map line goes to Bridges Road. Should stop at the Pruitt Trailhead	Map has been updated
Page 66: Map is incorrect. Reference Project Application Map	Map has been updated
Page 70: Map is incorrect. Check aerial based on road and from/to	Map has been updated

## **APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS**

# Glossary of Terms and Acronyms



**OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION**

ACRYONYM	NAME	DESCRIPTION
3-C	Continuing, Cooperative, and Comprehensive	A Comprehensive, Cooperative, and Continuing (3-C) process is required for initiatives to be eligible for Federal transportation funding.
AADT	Annual Average Daily Traffic	The average volume of traffic per day on a particular road or section of road.
ACES	Automated, Connected, Electric, Shared Vehicles	Term used to describe vehicles that are self-driving, electronically-connected and powered, and/or used for ridesharing.
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 prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
AER	Actual Expenditure Report	An annual report, completed by the planning agency and the Community Transportation Coordinator (CTC), to inform the Commission for the Transportation Disadvantaged (CTD) of the specific amount of funds the agency expended for transportation disadvantaged services.
AMPO	Association of Metropolitan Planning Organizations	Organization that provides MPOs with technical assistance, transportation research and a variety of other transportation-related services.
AOR	Annual Operating Report	An annual report prepared by the Community Transportation Coordinator (CTC) that provides a summary of performance trends detailing its designated service area and operational statistics.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. It 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.
BEBR	Bureau of Economics & Business Research	Research center at the University of Florida that performs economic and demographic research to inform public policy and business decision making (Definition taken from A2RU - <a href="https://www.a2ru.org/bebr-bureau-of-economics-business-research/">https://www.a2ru.org/bebr-bureau-of-economics-business-research/</a> )
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 keep 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.
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> )
CTD	Commission for the Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities. (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> )
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.

CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include “Walk Your Child to School Day”, a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> )
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DOT	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.
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions.
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought.
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 what 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.
F.S.	Florida Statute	Codified, statutory laws of Florida
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.
FTC	Florida Transportation Commission	An entity that reviews and recommends major transportation policies and serves as an oversight body to monitor the efficiency and productivity of transportation authorities.
FTE	Florida's Turnpike Enterprise	Unit of the Florida Department of Transportation (FDOT) that operates 461 miles of toll highways across the state.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/Federal Fiscal Year	The TPO's Fiscal Year is from July 1-June 30. The Federal Fiscal Year is from Oct 1-Sept 30.
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HIS	Interstate Highway System	The specially designated system of highways, begun in 1956, which connects the principal metropolitan areas, cities, and industrial centers of the United States.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the 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	U.S. 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.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
JPA	Joint Planning Agreement	An agreement made between multiple organizations.
LAP	Local Agency Program	A program that establishes the regulations used by the Florida Department of Transportation (FDOT) to authorize federal funding to local agencies.
LOS	Level of Service	Level of Service 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.
LRTP/MTP	Long-Range Transportation Plan (also known as a Metropolitan Transportation Plan)	A document resulting from regional or statewide collaboration and consensus on a region's transportation system. It 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>
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, 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 Areas	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.
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. 103b). (23CFR500)
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> )
PE	Preliminary Engineering	The analysis and design work performed by professionals for transportation projects that leads to the development of construction/roadway plans, specifications and cost estimates.
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.
PIP	Public Involvement Plan	The Public Involvement 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.
PL Funds	Metropolitan Planning Funds	Funds made available to MPOs for transportation planning activities to provide for a continuing, comprehensive and cooperative (3-C) planning process.
ROW	Right of Way	An easement reserved on the land for transportation purposes, such as a highway, bike path, rail line, utility line, etc.



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-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> )
SLRTP	Statewide Long-Range Transportation Plan	The official, statewide, multimodal transportation plan covering no less than 20 years and developed through the statewide transportation planning process.
SOV	Single-Occupancy Vehicle	Any motor vehicle not meeting the established occupancy requirement of a High-Occupancy (HOV) lane.
STBG	Surface Transportation Block Grant Program	The STBG 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.
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and school officials.
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.
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	A comprehensive analysis of the service area, identifies available transportation services, and provides local service standards. (Definition taken from FDOT - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
TIGER	Transportation Investment Generating Economic Recovery	The TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. (Definition taken from USDOT- <a href="http://www.transportation.gov/tiger/about">www.transportation.gov/tiger/about</a> )
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.
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. (Definition taken from Reconnecting America- <a href="http://www.reconnectingamerica.org">www.reconnectingamerica.org</a> .)
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.

TSM&O	Transportation Systems Management and Operations	Florida Department of transportation (FDOT) program to measuring performance, streamlining and improving the existing system, promoting effective cooperation/collaboration, and delivering positive safety and mobility outcomes to the travelling public. (Definition taken from FDOT - <a href="http://www.cflsmartroads.com/tsmo.html">http://www.cflsmartroads.com/tsmo.html</a> )
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
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 the United States.
V/C	Volume to Capacity	A ratio used to determine whether a particular section of road warrants improvements. V/C compares roadway demand to roadway supply.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period. (Definition taken from Wikipedia)

## **APPENDIX H: MAJOR CHANGES FROM 2019/2020-2023/2024 TIP**

<b>Project Number /FM Number</b>	<b>Project Description</b>	<b>Change from 2019/20-2023/24 TIP</b>	<b>Change In Total Funding (If Applicable)</b>
4348441	CR 42 at SE 182nd Ave. Rd	No Change	N/A
4336511	CR 484 from SW 20th Ave. to CR 475A	No Change	N/A
4443821	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	Fully Funded	N/A
4352091	I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.	Funding Increase	\$58,318,200
4436231	I-75 (State Road 93)	No Change	N/A
4436241	I-75 (State Road 93)	No Change	N/A
4409002	I-75 FRAME OFF SYSTEM	Fully Funded	N/A
4385621	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$20,221
4378261	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$88,377
4363611	ITS OPERATIONAL SUPPORT	No Change	N/A
4317983	NE 36TH AVENUE	Fully Funded	N/A
4443831	SE 36 AVE @ CROSSING # 627220-F	Fully Funded	N/A
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	Fully Funded	N/A
4356602	SR 326	Fully Funded	N/A
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40	No Change	N/A
4112565	SR 35 (US 301) DALLAS POND REDESIGN	Funding Increase	\$236,597
4336521	SR 40 from SW 40th Ave. to SW 27th Ave.	Funding Decrease	\$2,504,748
4413661	SR 40 from SW 27th Ave. to MLK Jr. Ave.	Funding Increase	\$64,400
4106742	SR 40 from end of 4 lanes to east of CR 314	Funding Decrease / Constructed Delayed - Est. to Begin 2029)	\$23,963,634
4431701	I-75 from Sumter County Line to SR 200	Funding Decrease	\$2,375,139
4437301	US 301 / US 441 Split (The Y) from south of Split to north of Split	Funding Increase	\$26,680
2386481	US 41 from SW 110th St. to north of SR 40	Funding Decrease	\$10,469,145
4392381	US 441 from SR 35 to SR 200	Fully Funded	N/A
4336611	US 441/US 27/South Pine Avenue from SW 3rd St. to NW 2nd St.	Funding Decrease	\$107,604
4411361	US 441 from CR 25A (NW Gainesville Rd.) to US 301/441 Interchange	Funding Increase	\$5,606,809
4356861	US 441 at SE 98th Lane	Fully Funded	N/A
4336601	US 441 at SR 464	Funding Decrease	\$90,948
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD AVE & SE 30TH ST	Fully Funded	N/A
4453211	WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING	Funding Decrease	\$57,711



## **APPENDIX I: LIST OF PROJECTS IN 2040 LRTP**

The chart below shows projects included in both the TIP and the TPO's 2040 Long-Range Transportation Plan (LRTP). Please note that the details of projects, including the project description, may vary slightly to how the project is identified in the 2040 LRTP. Also, projects listed in the LRTP may be listed on other pages, in addition to the pages shown below.

<b>TIP Page Number</b>	<b>FM Number</b>	<b>2040 LRTP Page Number</b>	<b>2040 LRTP Project Name</b>
34	4352091	5-2	I-75 @ NW 49th Street
40	2386481	5-2	US 41 from SW 111th Place Ln to SR 40
46	4456881	3-10, 3-11	US-441/US-27 at CR-42
49	4106742	5-2	SR 40 from NE 60th Ct to CR 314
50	4336511	5-4	I-75 at CR 484
52	4336521	5-2	SR 40 @ I-75 (SW 27th Ave to SW 40th Ave)
67	4367551	3-23	Indian Lake Trail: Silver Springs State Park to Indian Lake Trailhead
68	4367561	5-2	Downtown Ocala Trail: Ocala City Hall to Silver Springs State Park

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**TO: TPO Board Members**

**FROM: Rob Balmes, Director**

**RE: General Planning Consultant (GPC) Recommendations**

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In March 2020, TPO staff worked in coordination with the Marion County Procurement Services Department to advertise a Request for Qualifications (RFQ) for a general planning consultant (GPC) contract(s). The TPO has managed GPC contracts over the past three years with two firms (Kittelson and Associates, Kimley-Horn) for assistance in various planning projects including the long range transportation plan and several multi-modal planning studies. The solicitation timeline for the new GPC was from March 9 to May 15, 2020, which included a five-week extension due to the COVID-health pandemic.

On May 15, Procurement Services received a total of 10 responses to the RFQ. The following firms provided responses.

- Causseaux, Hewett and Walpole, Inc.
- The Corradino Group, Inc.
- Jacobs Engineering Group, Inc.
- Kimley-Horn and Associates, Inc.
- Kittelson and Associates, Inc.
- Patel, Greene and Associates, LLC
- Renaissance Planning Group, Inc.
- Tindale-Oliver and Associates, Inc.
- Toole Design Group, LLC
- Volkert, Inc.

On June 2, Procurement Services facilitated a selection meeting comprised of the GPC selection committee, which included Nancy Smith, City of Ocala Growth Management; Elton Holland, Marion County Office of County Engineer; and Rob Balmes, Ocala/Marion TPO. Derrick Harris of the TPO served as a consultant to the selection committee. Based on the collective scores of the three committee members for all 10 candidate firms, the top three firms were ranked as follows:

1. Kittelson and Associates, Inc.
2. Tindale Oliver and Associates, Inc.
3. Kimley-Horn and Associates, Inc.

For reference, please find attached the committee scores.

The selection committee conducted follow up WebEx interview sessions with the top three ranked firms on June 10. The three firms were then scored and ranked by their performance at the interview and are as follows:

1. Tindale Oliver and Associates, Inc.
2. Kimley-Horn and Associates, Inc.
3. Kittelson and Associates, Inc.

The selection committee recommends all three firms to serve as the TPO's general planning consultants. The contract for each firm would be for three years, with two, one-year options. The tasks performed by the consultants will be based on activities outlined in the TPO's UPWP.

The TPO respectfully requests the TPO Board's approval of the selection committee recommendations and for the TPO Director to work with Marion County Procurement Services Department to begin contract negotiations with the three firms.

If you have any questions or concerns about the selection process and/or committee selections, please contact me at 438-2631.

## SUBMITTAL RESPONDENTS LIST for: 20Q-121 General Planning Consultant for Ocala Marion TPO

**DATE & TIME DUE:** May 15, 2020 3:00PM

**Location:** Marion County Procurement Services Department

FIRM/VENDOR NAME	ADDRESS	PHONE NUMBER	E-MAIL	CONTACT NAME
Causseaux, Hewett, & Walpole, Inc.	101 NE 1st Avenue Ocala, FL 34470	352-414-4621	<a href="mailto:gerryd@chw-inc.com">gerryd@chw-inc.com</a>	Gerry Dedenbach
The Corradino Group, Inc.	1180 Spring Centre S. Blvd. Suite 200, Miami, FL 33178	305-594-0735	<a href="mailto:Planning@Corradino.com">Planning@Corradino.com</a>	Joseph M. Corradino
Jacobs Engineering Group, Inc.	200 S. Orange Avenue Suite 900, Orlando, FL 32801	407-903-5001	<a href="mailto:Cory.Hooper@jacobs.com">Cory.Hooper@jacobs.com</a>	Cory J. Hooper
Kimley-Horn and Associates, Inc.	101 East Silver Springs Blvd. Suite 400, Ocala, FL 34470	352-438-3000	<a href="mailto:richard.busche@kimley-horn.com">richard.busche@kimley-horn.com</a>	Richard V. Busche
Kittelsohn & Associates, Inc.	400 N. Tampa Street Suite 1460, Tampa, FL 33602	813-556-6970	<a href="mailto:aburghdoff@kittelsohn.com">aburghdoff@kittelsohn.com</a>	Adam Burghdoff
Patel, Greene & Associates, LLC	215 East Main Street Bartow, FL 33830	863-533-7317	<a href="mailto:laura.herrscher@patelgreene.com">laura.herrscher@patelgreene.com</a>	Laura Lockwood-Herrscher
Renaissance Planning Group, Inc.	400 North Tampa St. Suite 1450, Tampa, FL 33602	813-254-7741 x205	<a href="mailto:fkalpakis@ciesthatwork.com">fkalpakis@ciesthatwork.com</a>	Frank Kalpakis
Tindale-Oliver & Associates, Inc.	1000 N. Ashley Drive Suite 400, Tampa, FL 33602	813-224-8862	<a href="mailto:BBall@tindaleoliver.com">BBall@tindaleoliver.com</a>	William L. Ball
Toole Design Group, LLC	37 N. Orange Avenue Suite 313, Orlando, FL 32801	407-214-6436	<a href="mailto:aostrodka@tooledesign.com">aostrodka@tooledesign.com</a>	Andrea Ostrodka
Volkert, Inc.	1408 N. Westshore Blvd. Suite 600, Tampa, FL 33607	321-436-7172	<a href="mailto:bo.sanchez@volkert.com">bo.sanchez@volkert.com</a>	Bo Sanchez

***There is no other information available on this project until the Selection Committee meets.***

**Procurement Services Department Representative: Sue Moreland, Procurement & Contract Analyst**



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**SCORE SHEET SUMMARY - RFQ SUBMITTALS:**  
**20Q-121 General Planning Consultant for Ocala Marion TPO**

SELECTION COMMITTEE MEMBERS =>	Rob Balmes	Nancy Smith	Elton Holland	Max Points 300 ==== Points Earned:	<u>Rank</u>	%
RESPONDING FIRMS						
Kittelson & Associates, Inc.	94	96	84	274	1	91.3%
Tindale-Oliver & Associates, Inc.	86	86	86	258	2	86.0%
Kimley-Horn and Asssociates, Inc.	80	80	84	244	3	81.3%
Volkert, Inc.	88	66	82	236	4	78.7%
Jacobs Engineering Group, Inc.	80	70	82	232	5	77.3%
Toole Design Group, LLC	76	70	78	224	6	74.7%
Causseaux, Hewett, & Walpole, Inc.	70	70	82	222	7	74.0%
The Corradino Group, Inc.	84	58	76	218	8	72.7%
Patel, Greene & Associates, LLC	76	58	74	208	9	69.3%
Renaissance Planning Group, Inc.	78	52	66	196	10	65.3%

Date: 6/2/20      Procurement Representative: Sue Moreland, Procurement & Contract Analyst



**TO: TPO Board Members**

**FROM: Rob Balmes, Director**

**RE: Intergovernmental Coordination and Review and  
Public Transportation Collaborative Planning Agreement**

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Federal regulations and Florida state statutes require MPOs to execute agreements with the Florida Department of Transportation (FDOT), regional planning agencies and operators of public transportation systems. Specifically, the Intergovernmental Coordination and Review (ICAR) and Public Transportation Collaborative Planning Agreement has been created to guide the planning efforts between the FDOT, Ocala/Marion County TPO, East Central Florida Regional Planning Council, City of Ocala and Marion County Board of County Commissioners. The Agreement consolidates two requirements into one agreement.

This agreement describes the process for how transportation planning and program coordination are conducted within the TPO planning area. This includes specific roles and responsibilities and a formal conflict resolution process. The current agreement was approved by the TPO Board in August 2017. Based on the organizational changes involving both the TPO and SunTran in 2019, FDOT has requested a revised agreement is signed by all participating agencies. This new agreement would rescind and replace the existing agreement.

TPO staff submitted the revised agreement for review by the Marion County Office of County Attorney. Based on their review, the TPO is recommending board approval of the revised agreement, and authorization to present to our partner agencies for their signatures. This includes the East Central Florida Regional Planning Council, City of Ocala and Marion County.

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**INTERGOVERNMENTAL COORDINATION AND REVIEW  
AND**

525-010-03  
POLICY PLANNING  
OGC – 05/20  
Page 1 of 10

**PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT**

THIS INTERGOVERNMENTAL COORDINATION AND REVIEW AND PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT is made and entered into on this [insert day of month] day of [insert month], [insert year], by and between the FLORIDA DEPARTMENT OF TRANSPORTATION (Department); the Ocala/Marion County Transportation Planning Organization (TPO); the East Central Florida Regional Planning Council; the City of Ocala acting on its own behalf and on behalf of SunTran and the Ocala International Airport; and the Marion County Board of County Commissioners acting on its own behalf and as the Dunnellon Airport Authority on behalf of the Marion County Airport; collectively referred to as the Parties.

**RECITALS**

WHEREAS, the Federal Government, under the authority of 23 United States Code (USC) § 134 and 49 USC § 5303 and any subsequent applicable amendments, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process in designated urbanized areas to develop and implement plans and programs consistent with the comprehensively planned development of the metropolitan area;

WHEREAS, 23 USC § 134, 49 USC § 5303, and Section 339.175, Florida Statutes (F.S.), provide for the creation of metropolitan planning organizations to develop transportation plans and programs for urbanized areas;

WHEREAS, 23 Code of Federal Regulations (CFR) § 450 requires that the State, the Metropolitan Planning Organization, and the operators of publicly owned transportation systems shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning (including multimodal, systems-level corridor and subarea planning studies pursuant to 23 CFR § 450) and programming;

WHEREAS, pursuant to Section 20.23, F.S., the Department has been created by the State of Florida, and the Department has the powers and duties relating to transportation, as outlined in Section 334.044, F.S.;

WHEREAS, pursuant to 23 USC § 134, 49 USC § 5303, 23 CFR § 450, and Section 339.175 F.S., the Ocala/Marion County Transportation Planning Organization (TPO), herein after referred to as the MPO, has been designated and its membership apportioned by the Governor of the State of Florida, with the agreement of the affected units of general purpose local government, to organize and establish the Metropolitan Planning Organization;

WHEREAS, pursuant to Section 339.175 F.S., the MPO shall execute and maintain an agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the Metropolitan Planning Area;

WHEREAS, the agreement must describe the means by which activities will be coordinated and specify how transportation planning and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, pursuant to Section 186.505, F.S., the RPC is to review plans of metropolitan planning organizations to identify inconsistencies between those agencies' plans and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S.;

WHEREAS, the RPC, pursuant to Section 186.507, F.S., is required to prepare a Strategic Regional Policy Plan, which will contain regional goals and policies that address regional transportation issues;

WHEREAS, based on the RPC statutory mandate to identify inconsistencies between plans of metropolitan planning organizations and applicable local government comprehensive plans, and to prepare and adopt a Strategic Regional Policy Plan, the RPC is appropriately situated to assist in the intergovernmental coordination of the transportation planning process;

WHEREAS, pursuant to Section 186.509, F.S., the RPC has adopted a conflict and dispute resolution process;

WHEREAS, the purpose of the dispute resolution process is to reconcile differences in planning and growth management issues between local governments, regional agencies, and private interests;

WHEREAS, the Parties hereto have determined that the voluntary dispute resolution process can be useful in resolving conflicts and disputes arising in the transportation planning process;

WHEREAS, pursuant to 23 CFR § 450 and Section 339.175, F.S., the MPO must execute and maintain an agreement with the operators of public transportation systems, including transit systems, commuter rail systems, airports, seaports, and spaceports, describing the means by which activities will be coordinated and specifying how public transit, commuter rail, aviation, and seaport planning (including multimodal, systems-level corridor and subarea planning studies pursuant to 23 CFR § 450) and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, it is in the public interest that the MPO, operators of public transportation systems, including transit systems, commuter rail systems, port and aviation authorities, jointly pledge their intention to cooperatively participate in the planning and programming of transportation improvements within this Metropolitan Planning Area;

WHEREAS, the undersigned Parties have determined that this Agreement satisfies the requirements of and is consistent with 23 CFR § 450 and Section 339.175, F.S.; and

WHEREAS, the Parties to this Agreement desire to participate cooperatively in the performance, on a continuing basis, of a cooperative, and comprehensive transportation planning process to assure that highway facilities, transit systems, bicycle and pedestrian facilities, rail systems, air transportation, and other facilities will be located and developed in relation to the overall plan of community development.

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

## **ARTICLE 1**

### **RECITALS AND DEFINITIONS**

1.01. Recitals. Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

1.02. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

- (a) **Agreement** means this instrument, as may be amended from time to time.
- (b) **Corridor or Subarea Study** means studies involving major investment decisions or as otherwise identified in 23 CFR § 450.
- (c) **Department** means the Florida Department of Transportation, an agency of the State of Florida, created pursuant to Section 20.23, F.S.
- (d) **FHWA** means the Federal Highway Administration.
- (e) **Long Range Transportation Plan (LRTP)** means the 20-year transportation planning horizon which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and, in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by 23 USC § 134, 49 USC § 5303, 23 CFR § 450, and Section 339.175, F.S.
- (f) **Metropolitan Planning Area** means the planning area as determined by agreement between the MPO and the Governor for the urbanized areas designated by the United States Bureau of the Census as described in 23 USC § 134, 49 USC § 5303, and Section 339.175, F.S., and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the Metropolitan Planning Organization's planning authority.
- (g) **Metropolitan Planning Organization (MPO)** means the Ocala/Marion County Transportation Planning Organization (TPO) formed pursuant to Interlocal Agreement as described in 23 USC § 134, 49 USC § 5303, and Section 339.175, F.S. This may also be referred to as a Transportation Planning Organization (TPO).
- (h) **Regional Planning Council (RPC)** means the East Central Florida Regional Planning Council created pursuant to Section 186.504, F.S., and identified in Rule Chapter 29 F-1, F.A.C.
- (i) **Transportation Improvement Program (TIP)** means the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long Range Transportation Plan, developed pursuant to 23 USC §§ 134 and 450, 49 USC § 5303, and Section 339.175, F.S.
- (j) **Unified Planning Work Program (UPWP)** means a biennial program developed in cooperation with the Department and public transportation providers, that identifies the planning priorities and activities to be carried out within a metropolitan planning area to be undertaken during a 2-year period, together with a complete description thereof and an estimated budget, as required by 23 CFR § 450.308(c), and Section 339.175, F.S.



## **ARTICLE 2**

### **PURPOSE**

2.01. Coordination with public transportation system operators. This Agreement is to provide for cooperation between the Parties in the development and preparation of the UPWP, the TIP, the LRTP, and any applicable Corridor or Subarea Studies.

2.02. Intergovernmental coordination; Regional Planning Council. Further, this Agreement is to provide a process through the RPC for intergovernmental coordination and review and identification of inconsistencies between proposed MPO transportation plans and local government comprehensive plans adopted pursuant to Chapter 163, F.S., and reviewed by the Division of Community Development within the Florida Department of Economic Opportunity.

2.03. Dispute resolution. This Agreement also provides a process for conflict and dispute resolution through the RPC.

## **ARTICLE 3**

### **COOPERATIVE PROCEDURES FOR PLANNING AND PROGRAMMING**

#### **WITH OPERATORS OF PUBLIC TRANSPORTATION SYSTEMS**

3.01. Cooperation with operators of public transportation systems; coordination with local government approved comprehensive plans.

- (a) The MPO shall cooperate with the Ocala International Airport, Dunnellon Airport Authority and SunTran (collectively, "Transportation Authorities"] to optimize the planning and programming of an integrated and balanced intermodal transportation system for the Metropolitan Planning Area.
- (b) The MPO shall implement a continuing, cooperative, and comprehensive transportation planning process that is consistent, to the maximum extent feasible, with port and aviation master plans, and public transit development plans of the units of local governments whose boundaries are within the Metropolitan Planning Area.
- (c) As a means towards achievement of the goals in paragraphs (a) and (b) and in an effort to coordinate intermodal transportation planning and programming, the MPO may include, but shall include if within a transportation management area, as part of its membership officials of agencies that administer or operate major modes or systems of transportation, including but not limited to transit operators, sponsors of major local airports, maritime ports, and rail operators per Federal regulations. The representatives of the major modes or systems of transportation may be accorded voting or non-voting advisor status. In the Metropolitan Planning Area if authorities or agencies are created by law to perform transportation functions and are not under the jurisdiction of a general purpose local government represented on the MPO, the MPO may request the Governor to designate said authority or agency as a voting member of the MPO in accordance with the requirements of Section 339.175, F.S. If the new member would significantly alter local government representation in the MPO, the MPO shall propose a revised apportionment plan to the Governor to ensure voting membership on the MPO to be an elected official representing public transit authorities which have been, or may be, created by law.

The MPO shall ensure that representatives of ports, transit authorities, rail authorities, and airports within the Metropolitan Planning Area are provided membership on the MPO Technical Advisory Committee.

3.02. Preparation of transportation related plans.

- (a) Although the adoption or approval of the UPWP, the TIP, and the LRTP is the responsibility of the MPO, development of such plans or programs shall be viewed as a cooperative effort involving the Parties to this Agreement. In developing its plans and programs, the MPO shall solicit the comments and recommendations of the other Parties to this Agreement in the preparation of such plans and programs.
- (b) When preparing the UPWP, the TIP, or the LRTP, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO shall provide notice to all other Parties to this Agreement to advise them of the scope of the work to be undertaken and inviting comment and participation in the development process. The MPO shall ensure that the chief operating officials of the other Parties receive written notice at least 15 days prior to the date of all public workshops and hearings, or within the specified number of days per MPO bylaws or public participation plan, relating to the development of such plans and programs.
- (c) Local government comprehensive plans.
  - (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO and Transportation Authorities shall review for consistency for each local government in the Metropolitan Planning Area:
    - (i) each comprehensive plan's future land use element;
    - (ii) the goals, objectives, and policies of each comprehensive plan; and
    - (iii) the zoning, of each local government in the Metropolitan Planning Area.
  - (2) Based upon the foregoing review and in consideration of other relevant growth management plans, the MPO and Transportation Authorities shall provide written recommendations to local governments in the Metropolitan Planning Area in the development, amendment, and implementation of their comprehensive plans. A copy of the recommendations shall be sent to the RPC.
  - (3) The MPO agrees that, to the maximum extent feasible, the LRTP and the projects and project-phases within the TIP shall be consistent with the future land use element and the goals, objectives, and policies of each comprehensive plan of the local governments in the Metropolitan Planning Area. If the MPO's TIP is inconsistent with a local government's comprehensive plan, the MPO shall so indicate, and the MPO shall present, as part of the TIP, justification for including the project in the program.
- (d) Multi-modal transportation agency plans.
  - (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO shall

analyze the master plans of the Transportation Authorities. Based upon the foregoing review and a consideration of other transportation related factors, the MPO, shall from time to time and as appropriate, provide recommendations to the other Parties to this Agreement as well as local governments within the Metropolitan Planning Area, for the development, amendment, and implementation of their master, development, or comprehensive plans.

- (2) In developing or revising their respective master, development, or comprehensive plans, the Parties to this Agreement shall analyze the draft or approved UPWP, TIP, LRTP, or Corridor or Subarea studies, or amendments thereto. Based upon the foregoing review and a consideration of other transportation related factors, the Parties to this Agreement shall as appropriate, provide written recommendations to the MPO with regard to development, amendment, and implementation of the plans, programs, and studies.
- (3) The MPO agrees that, to the maximum extent feasible, the TIP shall be consistent with the affected growth management and other relevant plans of the other Parties to this Agreement.

#### **ARTICLE 4**

#### **INTERGOVERNMENTAL COORDINATION AND REVIEW**

##### **4.01. Coordination with Regional Planning Council.** The RPC shall do the following:

- (a) Within 30 days of receipt, the RPC shall review the draft TIP, LRTP, Corridor and Subarea studies, or amendments thereto, as requested by the MPO, to identify inconsistencies between these plans and programs and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S., for counties and cities within the Metropolitan Planning Area and the adopted Strategic Regional Policy Plan.
  - (1) The Parties recognize that, pursuant to Florida law, the LRTP and the TIP of the MPO must be considered by cities and counties within the Metropolitan Planning Area in the preparation, amendment, and update/revision of their comprehensive plans. Further, the LRTP and the projects and project phases within the TIP are to be consistent with the future land use element and goals, objectives, and policies of the comprehensive plans of local governments in the Metropolitan Planning Area. Upon completion of its review of a draft TIP or LRTP, the RPC shall advise the MPO and each county or city of its findings;
  - (2) The RPC shall advise the MPO in writing of its concerns and identify those portions of the submittals which need to be reevaluated and potentially modified if the RPC review identifies inconsistencies between the draft TIP or LRTP and local comprehensive plans; and
  - (3) Upon final adoption of the proposed TIP, LRTP, Corridor and Subarea studies, or amendments thereto, the MPO may request that the RPC consider adoption of regional transportation goals, objectives, and policies in the Strategic Regional Policy Plan implementing the adopted TIP, LRTP, Corridor and Subarea studies, or amendments thereto. If the proposed plan, program, or study, or amendments thereto, was the subject of previous adverse comment by the RPC, the MPO will identify the change in the final adopted plan intended to resolve the adverse

comment, or alternatively, the MPO shall identify the reason for not amending the plan as suggested by the RPC.

- (b) Provide the availability of the conflict and dispute resolution process as set forth in Article 5 of this Agreement.

## **ARTICLE 5**

### **CONFLICT AND DISPUTE RESOLUTION PROCESS**

5.01. Disputes and conflicts under this Agreement. This process shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. Except as otherwise provided in this Article 5, only representatives of a party to this Agreement with conflicts or disputes shall engage in conflict resolution.

5.02. 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:

Department: District Director for Planning and Programs

MPO: Ocala/Marion County TPO Director

RPC: East Central Florida Regional Planning Council Executive Director

Marion County Administrator

City of Ocala City Manager

SunTran Transportation Director

Ocala International Airport Director

Dunnellon Airport Authority/Marion County Airport Director

5.03. Resolution by senior agency official. If the conflict remains unresolved, the conflict shall be resolved by the officials listed on section 5.02 of this Agreement, with the exception of the Department's listed official, which for purposes of this section 5.03 shall be the District Secretary.

5.04. Resolution by the Office of the Governor. If the conflict is not resolved through conflict resolution pursuant to sections 5.01, 5.02, and 5.03 of this Agreement, the affected parties shall petition the Executive Office of the Governor for resolution of the conflict pursuant to its procedures. Resolution of the conflict by the Executive Office of the Governor shall be binding on the affected parties.

## **ARTICLE 6**

### **MISCELLANEOUS PROVISION**

6.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the Parties. In addition, this Agreement does not relieve any of the Parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the Parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

6.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all Parties hereto with the same formalities as the original Agreement.

6.03. Duration; withdrawal procedure.

(a) Duration. This Agreement shall have a term of five (5) years and the Parties hereto shall examine the terms hereof and agree to amend the provisions or reaffirm the same in a timely manner. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

(b) Withdrawal procedure. With the exception of the MPO, any party to this Agreement may withdraw after presenting in written form a notice of intent to withdraw to the other Parties to this Agreement, at least ninety (90) days prior to the intended date of withdrawal; provided, that financial commitments made prior to withdrawal are effective and binding for their full term and amount regardless of withdrawal.

6.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested, to the officials identified for each party in section 5.02 of this agreement.

A party may unilaterally change its address or addressee by giving notice in writing to the other Parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

6.05. Interpretation.

(a) Drafters of Agreement. All Parties to this Agreement were each represented by, or afforded the opportunity for representation by legal counsel, and participated in the drafting of this Agreement and in the choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.

(b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.



(c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:

- (1) The singular of any word or term includes the plural;
- (2) The masculine gender includes the feminine gender; and
- (3) The word “shall” is mandatory, and “may” is permissive.

6.06. Attorney’s Fees. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own costs and attorney’s fees in connection with such proceeding.

6.07. Agreement execution; use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

6.08. Effective date. This Agreement shall become effective on the date last signed by the Parties hereto.

6.09. Other authority. In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is required under applicable law to enable the Parties to enter into this Agreement or to undertake the provisions set forth hereunder, or to observe, assume or carry out any of the provisions of the Agreement, said Parties will initiate and consummate, as provided by law, all actions necessary with respect to any such matters as required.

6.10. Parties not obligated to third parties. No party hereto shall be obligated or be liable hereunder to any party not a signatory to this Agreement. There are no express or intended third-party beneficiaries to this Agreement.

6.11. Rights and remedies not waived. 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 any such payment by the Department while any such breach or default exists shall in no way impair or prejudice any right or remedy available to the Department in respect of such breach or default.

6.12. Data, records, reports and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, F.S., the Parties, excluding the Department, shall provide to each other such data, reports, records, contracts, and other documents in its possession relating to the MPO as is requested. Charges are to be in accordance with Chapter 119, F.S.

IN WITNESS WHEREOF, the undersigned Parties have executed this Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement on behalf of the referenced legal entities.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**INTERGOVERNMENTAL COORDINATION AND REVIEW  
AND**

525-010-03  
POLICY PLANNING  
OGC – 05/20  
Page 10 of 10

**PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT**

**Ocala/Marion County Transportation Planning  
Organization**

\_\_\_\_\_  
Commissioner Jeff Gold, TPO Chair

*Attest:* \_\_\_\_\_

*Date:* \_\_\_\_\_

**East Central Florida Regional Planning Council**

\_\_\_\_\_  
Commissioner Sean Parks, ECFRPC Chair

*Attest:* \_\_\_\_\_

*Date:* \_\_\_\_\_

**Marion County Board of County  
Commissioners, acting on its own behalf, and as  
the Dunnellon Airport Authority**

\_\_\_\_\_  
Commissioner Kathy Bryant, Chair

*Attest:* \_\_\_\_\_

*Date:* \_\_\_\_\_

Approved as to form and legality:

\_\_\_\_\_  
Matthew G. Minter, Marion County Attorney

**City of Ocala, a municipal corporation, acting on  
its own behalf and o/b/o SunTran and the Ocala  
International Airport**

\_\_\_\_\_  
Councilman Jay Musleh, President

*Attest:* \_\_\_\_\_

*Date:* \_\_\_\_\_

Approved as to form and legality:

\_\_\_\_\_  
Robert W. Batsel, Assistant City Attorney

**Florida Department of Transportation**

\_\_\_\_\_  
Jared Perdue, District Secretary

*Attest:* \_\_\_\_\_

*Date:* \_\_\_\_\_

Approved as to form and legality:

\_\_\_\_\_  
District Council

*Date:* \_\_\_\_\_

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**TO: TPO Board Members**

**FROM: Rob Balmes, Director**

**RE: TPO Board Bylaws Update**

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Based on a review of the current TPO Board Bylaws, staff recommends that an update is necessary to modify some of the existing text and references to Florida Sunshine law. The TPO Board bylaws were last updated in May 2004. Staff also requested a legal review of the current bylaws by the Marion County Office of Attorney. All proposed edits or changes are in tracked changes mode for ease of review.

In summary, the proposed changes are as follows:

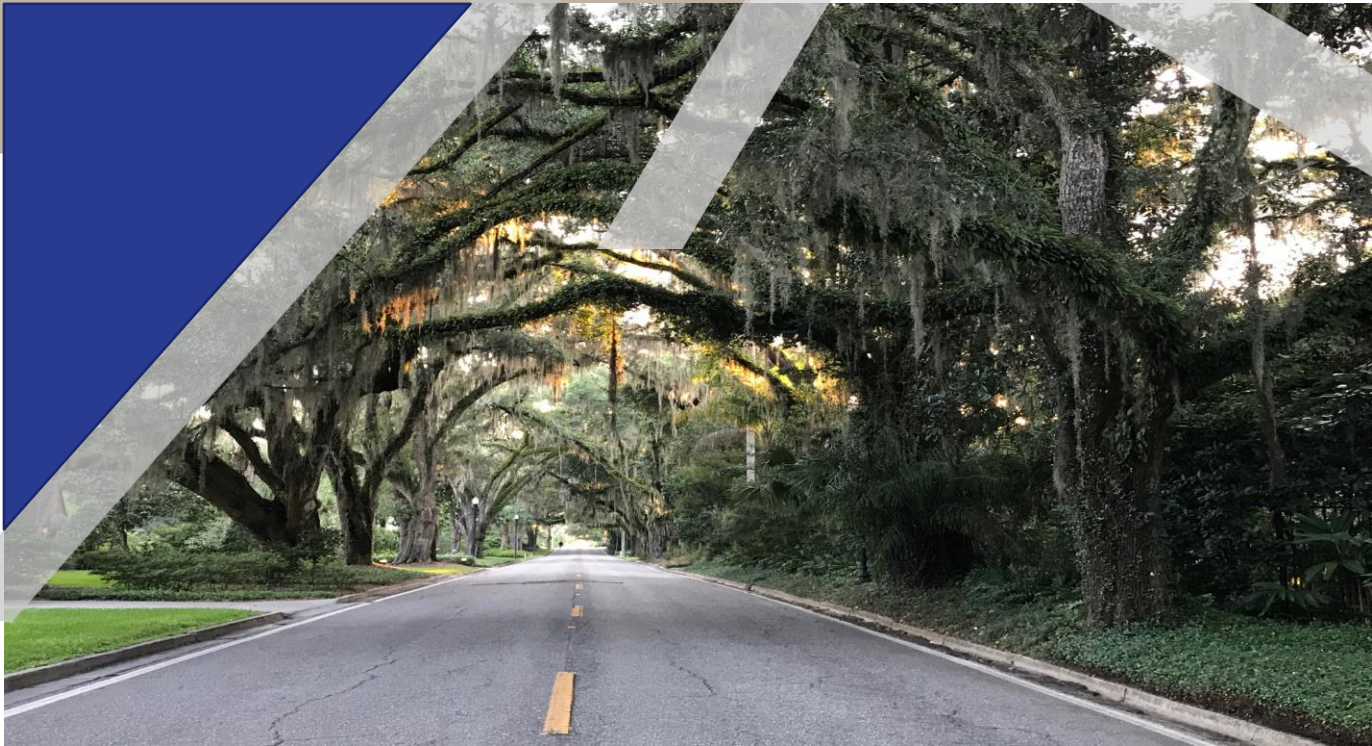
- Update the core purpose and functions of the TPO;
- Edit language to make gender-inclusive;
- Further specify the duties of the Chair and Vice-Chair;
- Add direct reference to Florida Sunshine Law and Public Records Law;
- Update text for Florida Sunshine Law requirements involving meeting notifications and agendas;
- Add text for approving bylaw amendments; and
- Add signatures for TPO Board Chair and Attorney.

TPO staff is recommending approval of the revised bylaws pending any further updates by the TPO Board. If you have any questions, please contact me at 438-2631.



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

# Bylaws of the Ocala Marion Transportation Planning Organization



Adopted: May 25, 2004

Revised: June 23, 2020



## PREAMBLE

The Ocala/Marion County Transportation Planning Organization (TPO) was created in accordance with the 23 United States Code 134 and 49 United States Code 5303 and Section 339.175, Florida Statutes, and operates under the provisions of Section 163.01, Florida Statutes. The powers, privileges and authority of the TPO are specified in Section 339.175, Florida Statutes, and incorporated into the Interlocal Agreement for the Creation of the Ocala/Marion County Transportation Organization authorized under Section 163.01, Florida Statutes.

In compliance with the above referenced legislation, the following sets forth the Bylaws, Policies and Procedures which shall serve to guide the proper functioning of the transportation planning process for the TPO. The intent is to provide guidance for the operation of the TPO, to ~~insure~~ensure the accomplishment of transportation planning tasks within a cooperative framework properly related to comprehensive planning on a continuing basis.

## PURPOSE AND FUNCTIONS

- (1) Representatives of Marion County, the cities of Belleview, Dunnellon, and Ocala, the Florida Department of Transportation, and the United States Department of Transportation shall be involved in the transportation planning process by the establishment of a TPO. Its purpose shall be to provide effective leadership in the initiation and development of transportation plans, programs and strategies. As such, it shall set transportation policy for the designated planning area as identified in 2003 Apportionment Plan, provide guidance for the area's transportation planning process, and review, approve and adopt all plans and programs which are developed by the process. As the body directly responsible for the guidance of the transportation planning process, the TPO shall ~~insure~~ensure that the recommendations made therein are consistent with the goals and standards of the Federal Government, the State, ~~the counties~~Marion County, and the ~~jurisdictions within municipalities within the counties~~Marion County.
- (2) The functions of the TPO shall include, but not be limited to the following:
  - (a) Preparation of a Long Range Transportation Plan (LRTP) with at least a 20-year horizon;
  - (b) Development ~~an annual~~ of a two-year Unified Planning Work Program (UPWP);
  - (c) Preparation of an annually updated Transportation Improvement Program (TIP) consisting of improvements recommended from the ~~Long Range Transportation Plan~~LRTP;
  - (d) Development and maintenance of a Congestion Management ~~System~~Process;
  - (e) Development and implementation of a ~~public involvement plan~~Public Participation Plan (PPP);
  - (f) Development and publication of an Annual Report for public dissemination;



- (g) Ensure the compatibility of state and local plans, programs, and projects with the ~~Long Range Transportation Plan~~L RTP and programs of the TPO;
- (h) Ensure that all jurisdictional areas within the TPO planning area are included in the transportation planning process;
- (i) Perform other duties delegated by federal and state laws or rules and regulations;
- (j) Ensure that all transportation modes are considered in the planning process;
- (k) Ensure that the transportation needs of all persons, including the elderly and ~~handicapped-disabled~~ are considered in the planning process;
- (l) Establish a Citizen's Advisory Committee (CAC) in order to assure meaningful citizens involvement in the transportation planning process; and
- (m) Establish a ~~Transportation Technical Committee~~Technical Advisory Committee (TAC) to be responsible for the transportation portions of the transportation planning process.

## MEMBERSHIP

- (1) The membership of the TPO is apportioned by the Governor of the State of Florida among the governmental entities which constitute the TPO, based on equitable population ratio and geographic factors. At least every five years the membership is reapportioned by the Governor. The governmental body of each governmental entity appoints the appropriate number of members to the TPO from eligible officials. The TPO consists of the following apportioned members:

### **Voting Representation**

Marion County	5 seats
City of Ocala	5 seats
City of Belleview	1 seat
City of Dunnellon	1 seat

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<b>Total</b>	<b>12 seats</b>
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### **Non-Voting Representation**

FDOT District V Secretary

- (2) The Cities of Belleview, Dunnellon, and Ocala ~~shall each appoint~~ may each appoint an alternate elected official to attend and vote at any TPO meeting at which the regular members in attendance do not comprise a quorum, provided that they meet the qualifications established in these Bylaws.
- (3) Non-voting advisors may be appointed by the TPO as deemed necessary.
- (3) Non-voting members shall sit with the same rights and privileges as other members, except that non-voting members shall not have the right to present resolutions, motions or second the same, or to vote upon any motions or resolutions of the TPO.

## APPOINTMENT, QUALIFICATIONS AND TERMS OF OFFICE

- (1) All voting members shall be elected officials of the member jurisdiction.
- (2) TPO members shall serve four (4) year terms. Membership shall terminate upon the member leaving his/her elected or appointed office for any reason, or by a majority vote of the total membership of a county or city governing body represented by the member.
- (3) Vacancies shall be filled by the original appointing body. Members may be reappointed for one or more additional four year terms.
- (4) If any municipality or county fails to fill an assigned appointment to the TPO within sixty (60) days after notification by the Governor of its duty to appoint, that appointment shall be made by the Governor from the eligible representatives of said municipality or county.

## OFFICERS AND DUTIES

- (1) At the last regular meeting the year, the TPO shall elect the following officers to serve for the following calendar year:
  - (a) ~~Chairman~~Chair
  - (b) ~~Vice-Chairman~~Vice-Chair
- (2) The ~~Chairman~~Chair shall preside at all meetings.
- (3) The Chair shall ~~signs~~ sign all resolutions, contracts, and agreements.
- (4) The Chair may ~~calls~~ call special and emergency meetings, public hearings and workshops at his/her discretion or by request of the TPO Director.
- (5) The Chair shall ~~ensures~~ ensure that all actions of the TPO are followed in accordance with these Bylaws, the Interlocal Agreement for Creation of the Metropolitan Planning Organization, and all other applicable policies.
- (4)(6) In the event of his/her absence or at his/her direction, the ~~Vice-Chairman~~Vice-Chair shall assume the powers and duties of the ~~Chairman~~Chair.
- (2)(7) In the event of the permanent incapacitation of the ~~Chairman~~Chair or ~~Vice-Chairman~~Vice-Chair of the TPO, a new officer will be elected from the membership at the next scheduled meeting.

## SUNSHINE LAW AND PUBLIC RECORDS LAW

- (1) The TPO Board and all proceedings shall be governed by the Florida Sunshine Law, Chapter 286, and ~~Florida Statutes, Chapter 119, Florida Statutes.~~

## REGULAR MEETINGS

- (1) Regular meetings of the TPO shall be held at least quarterly. At the last regular meeting of each year, the TPO will approve the following year's meeting schedule. Regular meeting dates and times may be changed by the ~~chairman~~Chair or ~~vice-chairman~~Vice-Chair to accommodate special circumstances such as holidays.
- (2) Agendas ~~and agenda~~ packets will be provided to TPO members at least ~~five (5)~~seven (7) days prior to the regularly scheduled meeting. Agendas will be sent to the Public Information Officers of the cities of Belleview, Dunnellon and Ocala, and Marion County at least seven (7) days prior to the regularly scheduled meeting. Agendas and agenda packets will be posted to the TPO's website and social media at least seven (7) days prior to the regularly scheduled meeting.

## SPECIAL MEETINGS

- (1) A special meeting of the TPO may be called by the ~~Chairman~~Chair. Each member of the TPO and ~~local media services~~Public Information Officers of the cities of Belleview, Dunnellon and Ocala, and Marion County will receive a notification of such special meeting stating the date, hour and place of the meeting and the purpose for which such meeting is called, and no other business shall be transacted at that meeting.
- (2) No less than five (5) days before such special meeting, the TPO shall give public notice of the date, hour and place of said meeting including a statement of the general subject matter to be considered, unless such notice is impossible under the circumstances. Agendas and agenda packets will be posted to the TPO's website and social media at least five (5) days prior to the special meeting.

## EMERGENCY MEETINGS

- (1) An emergency meeting of the TPO may be called by the ~~Chairman~~Chair when in ~~his~~his/her opinion, an emergency exists which requires immediate action by the TPO. When such a meeting is called, each TPO member will be notified, as will ~~local media services~~the Public Information Officers of the cities of Belleview, Dunnellon and Ocala, and Marion County, stating the date, hour and place of the meeting and the purpose for which it is called, and no other business shall be transacted at that meeting. At least a twenty-four (24) hour advance notice of such emergency meeting shall be given before the time the meeting is held. Agendas and agenda packets will be posted to the TPO's website and social media at least twenty-four (24) hours prior to the emergency meeting.
- (2) If after reasonable diligence, it becomes impossible to give notice to each member, such failure shall not affect the legality of the emergency meeting if a quorum is present. The minutes of each emergency meeting shall show the manner and method by which notice of such meeting was given to each member of the TPO and the media.

## PUBLIC HEARINGS AND WORKSHOPS

- (1) Public hearings and workshops may be called by the TPO and may be scheduled before or after regular meetings at the same meeting place or may be scheduled at other times and places provided:
  - (a) The TPO shall give public notice of the date, hour and place of the hearing or workshop including a statement of the general subject matter to be considered no less than ~~five (5)~~seven (7) days (or as required by Federal and State regulations) before the event; and
  - (b) No formal business, for which notice has not been given, shall be transacted at such public hearings or workshops.

## MEETING AGENDA

- (1) There shall be an official agenda for every meeting of the TPO, which shall determine the order of business conducted at the meeting.
- (2) The TPO shall not take action upon any matter, proposal, or item of business not listed on the official agenda, unless two-thirds (2/3) of the entire TPO shall have first consented to the presentation thereof for consideration and action; however, the ~~Chairman~~Chair may add new business to the agenda under other business, or reports.
- (3) No agenda item listed on the agenda for public hearing or vote thereon may be deferred until a later time unless two-thirds (2/3) of the voting members present shall vote in favor of such deferral.
- (4) Matters may be placed on the agenda by any TPO, TAC, or CAC member, County Administrator, City Manager, or City Clerk, or by the TPO staff. Matters within the scope of jurisdiction of the TPO may also be placed on the agenda by any citizen with the concurrence of the ~~Chairman~~Chair.
- (5) The agenda shall be prepared by the TPO staff.
- (6) This rule is not applicable to special or emergency meetings.

## RESOLUTIONS AND MOTIONS

- (1) All actions of the TPO shall be by resolution or motion as follows:
  - (a) Action by resolution shall be required for:
    1. Adoption of budgets; approval of transportation plans
    2. Adoption of policy directives;
    3. Adoption of rules or procedures; establishment of or changes in internal

organizational structure; and

4. Any other matters deemed by the TPO to be of sufficient importance to warrant adoption by formal resolution.;

- (b) All official and formal resolutions of the TPO shall be recorded in the minutes and kept in the TPO's permanent files;

- (c) Action by motion shall be for approval of purely administrative matters including directives or authorizations to the ~~Chairman~~Chair, committees, or the technical staff; and

- (d) All official and formal motions of the TPO shall be recorded in the minutes and kept in the TPO's permanent files.

- (2) A copy of each resolution shall be furnished to the TPO members no later than ~~five (5)~~seven (7) calendar days before a vote may be called on the resolution; however, this provision shall be deemed waived unless asserted by a voting member before the TPO takes action on the resolution in question.

## CONDUCT OF MEETINGS

- (1) All TPO meetings will be open to the public

- (2) Roberts Rules of Order shall be used as a guideline to conduct all meetings.

- (3) A majority of the whole number of voting members of the TPO shall constitute a quorum. No official action shall be taken without a quorum. No resolution or motion shall be adopted by the TPO except upon the affirmative vote of a majority of the members present.

- (4) Should no quorum attend within fifteen (15) minutes after the hour appointed for the meeting of the TPO, the ~~Chairman~~Chair or ~~Vice-Chairman~~Vice-Chair may choose to adjourn the meeting or continue the meeting to discuss any agenda items that do not require a vote or are informational in nature. In that event of immediate adjournment, those members present may, by unanimous agreement, select another hour or day to meet. The names of the members present and their action at such meeting shall be recorded in the minutes.

- (5) All meetings of the TPO shall be conducted in accordance with the following:

- (a) The ~~Chairman~~Chair shall preside at all meetings at which he/she is present;

- (b) In the absence of the ~~Chairman~~Chair, the ~~Vice-Chairman~~Vice-Chair shall preside;

- (c) The ~~Chairman~~Chair shall state every question coming before the TPO and announce the decision of the TPO on all matters coming before it;

- (d) A majority vote of the members present shall govern and conclusively determine all questions of order not otherwise covered;

- (e) The ~~Chairman~~Chair shall ~~take the chair at the hour appointed for the meeting, and shall call the TPO to order immediately at the hour appointed for the meeting;~~



- (f) In the absence of the ~~ChairmanChair~~ and ~~Vice-ChairmanVice-Chair~~, the TPO staff representative shall determine whether a quorum is present and in that event shall call for election of a temporary ~~ChairmanChair~~. Upon the arrival of the ~~ChairmanChair~~, or ~~Vice-ChairmanVice-Chair~~, the temporary ~~ChairmanChair~~ shall relinquish the Chair upon conclusion of the business immediately before the TPO;
- (g) Any TPO member who intends to be absent for any TPO meeting shall notify the TPO staff of the intended absence as soon as he or she conveniently can;
- (h) The vote upon any resolution, motion or other matter may be a voice vote, unless the ~~ChairmanChair~~ or any member requests that a roll call vote be taken;
- (i) Upon every roll call vote the staff representative shall call the roll, tabulate the votes, and announce the results;
- (j) The minutes of prior meetings may be approved by a majority of the members present and upon approval shall become the official minutes;
- (k) Unless a reading of the minutes of a meeting is requested by a majority of the TPO, the minutes shall not be read for approval provided the TPO staff delivers a copy thereof to each TPO member at least ~~two (2) full working days prior to the meeting~~seven (7) calendar days prior to the meeting along with the meeting packet;
- (l) With the concurrence of the ~~ChairmanChair~~ any citizen shall be entitled to be placed on the official agenda of a regular meeting of the TPO and be heard concerning any matter within the scope of the jurisdiction of the TPO;
- (m) Each person, other than TPO staff members, who addresses the TPO shall give the following information for the minutes;
  1. Name;
  2. Address;
  3. The identity of any other persons the person is Rrepresenting;
  4. Whether or not he or she is being compensated by the person or persons for whom he speaks; and
  5. Whether he or she or any member of his or her immediate family has a personal financial interest in the pending matter, other than that set forth in (4) above.
- (n) Unless further time is granted by the TPO, each person shall limit his or her address to ~~five (5)~~two (2) minutes; and
- (o) All remarks shall be addressed to the TPO as a body and not to any member thereof. No person, other than TPO members, and the person having the floor, shall be permitted to enter into any discussion, either directly or through a member, without permission of the presiding officer. No question shall be asked a governing board member except through the presiding officer.

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## SUBCOMMITTEES

- (1) TPO subcommittees may be designated by the TPO as necessary to investigate and report on specific subject areas of interest to the TPO. These subcommittees may include but are not limited to:
  - (a) Administrative matters; and
  - (b) Bylaws.

## AMENDMENTS

- (1) These bylaws may be amended by an affirmative vote of two-thirds (2/3) of the voting members or their designated alternate, provided the proposed amendment has been sent to every board member at least seven (7) calendar days before being voted on.

## Ocala/Marion Transportation Planning Organization

\_\_\_\_\_  
TPO Chair

\_\_\_\_\_  
Attest: TPO Director

## Ocala/Marion Transportation Planning Organization Legal Review

\_\_\_\_\_  
Matthew G. Minter, Attorney for TPO



**TO: TPO Board Members**

**FROM: Rob Balmes, Director**

**RE: FDOT/MPOAC Performance Measures Consensus Document**

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In 2019, the Florida Department of Transportation (FDOT) in collaboration with Florida's 27 TPO/MPOs through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), developed a Transportation Performance Measures Consensus document. The primary purpose of the document is to outline the roles of FDOT, TPO/MPOs and public transportation providers for meeting transportation performance requirements per federal laws and regulations. The document also serves as important guidance for carrying out performance based planning.

The document was amended to the FY 2019/20 to 2023/24 TIP in September 2019. Based on a recent directive of the Federal Highway Administration and FDOT Office of Policy Planning, the TPO now has the option of adopting the document as a stand-alone guidance resource to avoid continuous inclusion and adoption in the TIP on a yearly basis.

TPO staff recommends adopting the Transportation Performance Measures Consensus Planning Document as a stand-alone resource for the TPO. If you have any questions regarding the information, please contact me at 438-2631.



## **Transportation Performance Measures Consensus Planning Document**

### **Purpose and Authority**

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

Section 339.175(11), Florida Statutes creates the MPOAC to "Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law" and to "Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes." The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

## Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

### 1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.<sup>12</sup> FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

### 2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

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<sup>1</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

<sup>2</sup> If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.



sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
  - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
  - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either<sup>3</sup>:
  - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
  - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

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<sup>3</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
  - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
  - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

### 3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
  - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
  - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
  - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
  - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
  - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
  - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
  - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

*For more information, contact:*

*Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, [mark.reichert@dot.state.fl.us](mailto:mark.reichert@dot.state.fl.us)*

*Carl Mikyska, Executive Director, MPOAC, 850-414-4062, [carl.mikyska@mpoac.org](mailto:carl.mikyska@mpoac.org)*



**TPO Board Meeting**

Marion County Commission Auditorium  
601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471

May 26, 2020

4:00 PM

**MINUTES**

**Members Present:**

Commissioner Kathy Bryant  
Commissioner Jeff Gold  
Councilwoman Valerie Hanchar  
Commissioner Ronald Livsey  
Commissioner David Moore  
Commissioner Michelle Stone  
Commissioner Carl Zalak

**Members Not Present:**

Mayor Kent Guinn  
Councilman Justin Grabelle  
Councilman Brent Malever  
Councilman Jay Musleh

**Others Present:**

Rob Balmes, TPO  
Derrick Harris, TPO  
Elizabeth Mitchell, TPO  
Shakayla Irby, TPO  
Anton Schauerte, TPO  
Vickie Wyche, FDOT  
Kellie Smith, FDOT  
Mounir Bouyounes, Marion County Administrator



Ken Odom, Marion County Growth Services  
Don Atwell, Marion County Office of County Engineer  
Elton Holland, Marion County Office of County Engineer  
Tracy Straub, Marion County Office of County Engineer  
Dawn Bowne, City of Dunnellon

### **Item 1. Call to Order and Roll Call**

Chairman Gold called the meeting to order at 4:00pm. TPO Director, Rob Balmes called the roll and a quorum was present.

### **Item 2. Pledge of Allegiance**

Chairman Gold led the board in the Pledge of Allegiance.

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

TPO Director, Rob Balmes stated that the meeting had been published online on the TPO website, the City of Ocala, Belleview, and Dunnellon websites on May 19, 2020. The meeting was also published to the TPO's Facebook and Twitter page.

### **Item 4a. Florida Transportation Plan Update**

Ms. Judy Pizzo with the Florida Department of Transportation (FDOT) presented to the board and said that the Florida Transportation Plan (FTP) was the single overarching statewide plan guiding Florida's transportation future. It was a plan for all of Florida providing direction to FDOT and all organizations that were involved in planning and managing Florida's transportation system, including statewide, regional, and local partners.

The FTP provided policy guidance and established the policy framework for allocating the state and federal transportation funds which flowed through FDOT's 5-year Work Program.

The FTP was important because it not only set a long-range vision for the future but it guided transportation decision making. It considered how to:

- Attain the goal of zero fatalities on Florida's transportation system.
- Provide a more efficient and mobile transportation system.
- Meet the needs of a growing and changing population.
- Make the economy more competitive.
- Enhance the quality of life and environment of Florida's communities.
- Increase opportunities for access to transit and other modes of transportation.
- Address emerging issues such as the rapid changes in technology.

The FTP was updated every five years. The 2020 update was being led by a diverse steering committee with over 30 members from the public, private, and civic sectors. The Metropolitan

Planning Organization Advisory Council was among the organizations represented on the steering committee.

The FTP update was focused on four cross-cutting topics:

1. Technology
2. Resilience
3. State/ Interregional
4. Regional/ Local

FDOT's presentation covered the purpose of the FTP and why it mattered and shared ways to provide input on the FTP update. There would be a focus on the cross-cutting topics and obtaining responses to online polling questions.

The board was presented with a slideshow presentation and the information was also included in the committee meeting packet. The committee was also given the opportunity to answer questions via a web-based app provided by the FDOT.

#### **Item 4b. Draft Fiscal Year 2020/21 to 2024/25 Transportation Improvement Program (TIP)**

Anton Schauerte presented the Draft Fiscal Year 2020/21 to 2024/25 TIP to the board and said that the listed scheduled projects in the document were pulled from the Florida Department of Transportation's Tentative Work Program.

Notable changes to the year's update included:

- 435209-1: I-75 at NW 49<sup>th</sup> Street from end of NW 49<sup>th</sup> St. to end of NW 35<sup>th</sup> St. – Interchange (addition of \$57.1 million)
- 238648-1: US 41 from SW 110<sup>th</sup> St. to N. of SR 40 – Add Lanes and Reconstruct (reduction of \$10.4 million)
- 410674-2: SR 40 from end of 4 lanes to east of CR 314 – Add Lanes and Reconstruct (Construction delayed, estimated to begin in 2029)

In addition to the notable changes outlined, the TPO staff had created a new layout to the TIP, reclassified projects, developed an interactive map of projects included in the TIP, and rewrote the entirety of the text. The modifications had been made to improve the readability of the document by the user and to encourage greater participation by the public in the transportation planning process. The addition of the interactive map was anticipated to better understand the status and location of planned transportation projects in Marion County.

#### **Item 4c. TPO Budget Status Update**

Liz Mitchell presented the board with a brief budget status update for the TPO. On a quarterly basis the TPO updated the TPO Board to ensure they remain informed of funding status and the financial outlook throughout the year. A summary of the TPO funding through the end of the third quarter for the fiscal year 2020 and an estimate of fourth quarter expenses were presented.

### **Item 5a. Community Transportation Coordinator (CTC) Selection**

Liz Mitchell presented to the board and said that every five years, it was the responsibility of the Local Planning Agency to arrange for a selection of the CTC for their designated planning area. To complete the task, the Ocala Marion TPO staff issued a Request for Proposal (RFP), soliciting proposals from any and all interested professional firms to perform the functions of the CTC for Marion County.

The process began with Marion County Procurement working closely with staff to acquire the details and verbiage in order to accurately convey all the components necessary for the RFP. Staff along with Marion County Procurement then put together a Selection Committee comprised of three members, Andrea Melvin with the Centers for Independent Living, Jeffrey Askew with Marion County Veterans Office, and Liz Mitchell with the TPO. The Selection Committee along with Marion County Procurement on April 3, 2020 held a Kickoff Meeting to review the final draft, assure the submittal requirements were accurate, and scoring criteria. Committee's responsibilities and general instructions were also discussed. Later that afternoon the RFP was released advertising it on \*DemandStar for broadcast to applicable firms. Legal Ads to the Ocala Star Banner and Marion County Public Information Office was also sent as well as notifying applicable firms, the incumbent firm, and Solicitation Board for Procurement Services.

On April 6, 2020 the RFP was advertised on the Ocala Marion TPO website and social media platform. There were fourteen days provided to any potential respondents for any questions. April 17, 2020 ended the question and answer period and none had been pursued.

The deadline for the RFP was May 4, 2020 at 1:00pm and two submittals were received. Marion County Procurement prepared a Respondent List, notice of the Selection Committee Meeting and posted on DemandStar. Procurement also provided the Selection Committee members instruction for pick-up of "hard" copies along with score sheets, and scoring instructions.

The Selection Committee meeting was held at the Marion County Procurement office at 9:00am on May 11, 2020. Each Committee member reviewed their scoring and notes by category. Scores were finalized and totaled by Procurement determining that Marion Transit Services was the candidate selected for the CTC position. Marion Transit Services provided a very precise and thorough RFP complying with all requirements set forth in RFP 20P-128 advertised on April 3, 2020.

The CTC Selection was being submitted to the Board for review and approval. Board approval was need for Marion Transit Services to continue to serve as the CTC for Marion County beginning the new contract on July 1, 2020.

*Ms. Hanchar made a motion to approve the CTC Selection. Ms. Bryant seconded, a roll-call vote was called and the motion passed unanimously.*

**Item 5b. Fiscal Years 2019/20 to 2023/24 Transportation Improvement Program (TIP) Amendment**

Anton Schauerte presented and said that the Florida Department of Transportation requested the following changes be made to Ocala/Marion County TPO Adopted Fiscal Years 2019/2020 – 2023/2024 TIP in coordination with the corresponding changes to the Department's Adopted Work Program.

**MARION COUNTY**

**FM#447491-4**

**CARES ACT 5311 Marion Senior Services DBA Marion Transit –  
Transit Project - Sponsor: Marion County**

**Current TIP Status:**

Project phase is currently not in the TIP for Fiscal Years 2019/2020 – 2023/2024.

**Current TIP:**

Phase	Current Funding Type	Current Amount	Fiscal Year
Operations Grant	None	\$0.00	2020
	<b>TOTAL</b>	<b>\$0.00</b>	

**Proposed Amendment:**

Phase	Proposed Funding Type	Proposed Amended Amount	Fiscal Year
Operations Grant	DUCA (Federal)	\$2,668,689.00	2020
	<b>TOTAL</b>	<b>\$2,668,689.00</b>	

**Difference: \$2,668,689.00**

**Explanation:** The Coronavirus Aid, Relief, and Economic Security (CARES) Act provided funding to transit agencies to help to prevent, prepare for and respond to the COVID-19 pandemic.

Ms. Hanchar asked how the funds would be used.

Mr. Harris responded that it would ultimately be up to Marion Transit on how the funds were spent, however they would need to meet federal requirements.

Ms. Hanchar asked was the spending of the funds being reported.

Mr. Harris said that Marion Transit would be responsible for tracking the funds spent.

Mr. Gold said he would like to have Marion Transit come to the next board meeting and do a presentation on how they planned to spend the money.

Ms. Stone said that money did not come at the request of Marion Transit and they may not know how they will spend the money and did not want to hold approving funds for the next meeting.

Ms. Stone made a motion to accept the Fiscal Years 2019/20 to 2023/24 Transportation Improvement Program (TIP) Amendment. Ms. Hanchar seconded, a roll-call vote was called and the motion passed unanimously.

### **Item 5c. List of Priority Projects (LOPP) Fiscal Year (FY) 2026**

Mr. Harris presented the LOPP and said that at the May 2019 TPO Board Meeting, staff received direction regarding how to formally proceed with ranking of LOPP. It was determined that staff should use a ranking system that was developed by TPO staff.

The ranking criteria developed was grouped into the following six categories:

1. **Multimodal:** The ranking criteria looked at whether a project incorporated different modes of transportation into the project or was it multimodal. Therefore, if a project incorporated bike lanes, sidewalks, transit options, or offered a new alternative, such as a trail, it received one point for being multimodal.

2. **Performance Measure:** Based on the latest federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, which required MPO/TPOs to measure the performance of projects. This was done by measuring projects on safety, system performance, pavement/bridge condition, and transit asset management. Therefore, the LOPP gave weight to any project that met one of the performance measures, and an additional point if the project met two. Note: most projects could only obtain one point for a performance measure, as most performance measures required a project to either be on or demonstrate how it would improve the performance of a corridor on the National Highway System (NHS). Therefore, most projects that obtained two points in the category were a part of the NHS.

3. **Project Development:** The ranking criteria looked at where the projects were in their development.

For example, if a project was in the Project Development & Environmental (PD&E) stage it would receive one point, and it received an additional point for each stage the project was in up until construction, which would be four points. Note: projects could only qualify for one of the phases, with one to four points possible.

4. **Funding Availability:** FDOT had mentioned on several occasions, funding is limited. Therefore, if a project had a lower cost associated with it, and/or a lower cost needed for completion, the project could receive one additional point.

5. **Local Revenue/Funding Source:** An additional category that staff thought was pertinent to the ranking system was local revenue. Therefore, if a project had local revenue being added to the project it received an additional point.

6. **Local Partnership:** The ranking criteria considers whether a project had a formal partnership between two agencies. For example, a project could be a Local Agency Program (LAP) project, or a project that FDOT managed or helped manage for another jurisdiction. In the case, the project would receive an additional point.

The ranking criteria developed by TPO staff was based on several discussions with FDOT, various staff from local municipalities, and internal discussions. These discussions helped create a ranking criteria that was narrowed down based on the adopted 2040 LRTP and Objectives. The Goals from the 2040 LRTP which was focused on were Multimodal Choices (Goal #1), Economic Development and Growth (Goal #2), Safety and Security (Goal #3), Cooperation (Goal #4), and System Preservation (Goal #6).



TPO staff spent the month of April coordinating with both the City of Ocala and Marion County Engineering staff to revised/modified the list since last year's adoption. In addition, staff presented to both the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) on May 12th, where a formal recommendation for approval was made by both committees. Therefore, TPO presented and recommended the Top **20** projects from the list be transmitted to FDOT as the current list of the TPO's Top Priorities. It was requested for the TPO board to take action for the ultimate approval of the list or some modification thereof.

Councilwoman Hanchar described the importance and economic benefit of the CR 484/ Pennsylvania Avenue project to not only the City of Dunnellon, but Marion County as well. She requested that all parties (City of Dunnellon, Marion County, & TPO) continue to work together to find a way to move the project forward. Extensive discussion took place involving Marion County planning and engineering staff, TPO staff and FDOT staff. No outcome was determined, but that staff of both the City of Dunnellon and Marion County would continue to work together to move the project forward in the future.

Ms. Stone made a motion to approve the top 20 LOPP for FY 2026 as presented. Mr. Moore seconded, a roll-call vote was called and the motion passed unanimously.

#### **Item 6. Consent Agenda**

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

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

*There were no comments by FDOT.*

#### **Item 8. Comments by TPO Staff**

Mr. Balmes said the FDOT Office of Inspector General had contacted him and planned to conduct some interviews- conference call meetings and he would keep Chairman Gold posted and give another update to the TPO board at the next board meeting.

Mr. Balmes said that the TPO had also completed an inventory list that listed all assets of the TPO.

Mr. Balmes mentioned the LOPP could benefit from the Federal Stimulus for Infrastructure and monitoring the discussion in D.C.

Mr. Balmes said that he had done some research on comments that were given at the last board meeting by Mr. Barber. The rail company stated they had no interest at the time in selling or donating their right-of-way property neither were they interested in a rail with trail. Further coordination will take place with Mr. Barber and the City of Ocala to determine if interest in moving forward.

**Item 9. Comments by TPO Members**

Councilwoman Hanchar attended the online MCORES meeting and there had been established an interactive map where important areas can be prioritized. The meeting included a lot of technical education. A lot of public feedback received at the meeting were negative and not in favor. June 3, 2020 was the next MCORES meeting and for public comment registration was needed one day prior to the meeting. Still no lines on a map at the time.

**Item 10. Public Comment**

*There was no public comment.*

**Item 11. Adjournment**

Chairman Gold adjourned the meeting at 5:41pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant,



# Transportation Disadvantaged Planning Grant Application Form

<b>Legal Name</b>	Ocala Marion County TPO		
<b>Federal Employer Identification Number</b>	59-6000735		
<b>Registered Address</b>	2710 E. Silver Springs Blvd.		
<b>City and State</b>	Ocala, Florida	<b>Zip Code</b>	34470
<b>Contact Person for this Grant</b>	Robert Balmes	<b>Phone Number Format 111-111-1111</b>	352.438.2631
<b>E-Mail Address [Required]</b>	rob.balmes@marioncountyfl.org		
<b>Project Location [County(ies)]</b>	Marion	<b>Proposed Project Start Date</b>	July 1, 2020
<b>Budget Allocation</b>			
Grant Amount Requested			26,738.00
<b>Total Project Amount</b>			<b>\$26,738.00</b>

I, the authorized Grant Recipient Representative, hereby certify that the information contained in this form is true and accurate and is submitted in accordance with the 2020-21 Program Manual and Application for the Planning Grant.

\_\_\_\_\_  
**Signature of Grant Recipient Representative**

6/23/20  
**Date**

**Name:** Robert Balmes

**Title:** TPO Director

**TRANSPORTATION DISADVANTAGED PLANNING  
GRANT AUTHORIZING RESOLUTION**

A RESOLUTION of Ocala/Marion County Transportation Planning Organization Board, hereinafter BOARD, hereby authorizes the filing and execution of a Transportation Disadvantaged Planning Grant Agreement with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, this BOARD is eligible to receive a Transportation Disadvantaged Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD THAT:

1. The BOARD has the authority to enter into this grant agreement.
2. The BOARD authorizes Robert Balmes, Director to execute grant agreement, amendments, warranties, certifications and any other documents which may be required in connection with the agreement with the Florida Commission of the Transportation Disadvantaged on behalf of the BOARD.
3. The BOARD'S Registered Agent in Florida is Marion County.  
The Registered Agent's address is: 2710 E. Silver Springs Blvd., Ocala, FL 34470.

DULY PASSED AND ADOPTED THIS 23<sup>rd</sup> DAY OF June, 2020.

BOARD OF Transportation Planning Organization

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Jeff Gold, TPO Board Chair

ATTEST:

Signature \_\_\_\_\_

SAMAS Approp	108846	Fund	TDTF	FM/Job No(s)	43202911401
SAMAS Obj	751000	Function	615	CSFA No.	55.002
Org. Code	55120000952	Contract No		Vendor No.	59-6000735

## FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED PLANNING GRANT AGREEMENT

THIS AGREEMENT, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2020 by and between the STATE OF FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED, created pursuant to Chapter 427, Florida Statutes, hereinafter called the Commission, and Ocala/Marion County Transportation Planning Organization, 2710 E Silver Springs Blvd Ocala, FL 34471, hereinafter called the Grantee.

### W I T N E S S E T H:

WHEREAS, the Grantee has the authority to enter into this Agreement and to undertake the Project hereinafter described, and the Commission has been granted the authority to carry out responsibilities of the Commission which includes the function of the Designated Official Planning Agency and other responsibilities identified in Chapter 427, Florida Statutes, or rules thereof;

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

**1.00 Purpose of Agreement:** The purpose of this Agreement is to provide financial assistance to accomplish the duties and responsibilities of the Official Planning Agency as set forth in Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, Commission policies, and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant, and as further described in this Agreement and in Exhibit(s) A, B, C, D attached hereto and by this reference made a part hereof, hereinafter called the Project; and, for the Commission to provide financial assistance to the Grantee and state the terms and conditions upon which such assistance will be provided and the understandings as to the manner in which the Project will be undertaken and completed.

**2.00 Accomplishment of the Project:** The Grantee shall commence, and complete the Project as described in Exhibit "A" with all practical dispatch, in a sound, economical, and efficient manner, and in accordance with the provisions herein, and all applicable laws.

**2.10 Pursuant to Federal, State, and Local Law:** In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is requisite under applicable law to enable the Grantee to enter into this Agreement or to undertake the Project hereunder, or to observe, assume or carry out any of the provisions of the Agreement, the Grantee will initiate and consummate, as provided by law, all actions necessary with respect to any such matters so requisite.

**2.20 Funds of the Grantee:** The Grantee will provide the initial funds necessary for the completion of the project. The Grantee shall pay and not be reimbursed for funds exceeding the estimated project cost.



**2.30 Funds of the Commission:** The Commission will compensate the Grantee upon receipt and approval of said deliverables, not to exceed the estimated project cost as further defined herein.

**2.40 Submission of Proceedings, Contracts and Other Documents and Products:** The Grantee shall submit to the Commission such data, reports, records, contracts, certifications and other financial and operational documents or products relating to the Project as the Commission may require as provided by law, rule or under this agreement. Failure by the Grantee to provide such documents, or provide documents or products required by previous agreements between the Commission and the Grantee, may, at the Commission's discretion, result in refusal to reimburse project funds or other permissible sanctions against the Grantee, including termination.

**2.50 Incorporation by Reference:** The Grantee and Commission agree that by entering into this Agreement, the parties explicitly incorporate by reference into this Agreement the applicable law and provisions of Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant.

**3.00 Total Project Cost:** The total estimated cost of the Project is \$ 26,738.00. This amount is based upon the budget summarized in Exhibit "B" and by this reference made a part hereof. The Grantee agrees to bear all expenses in excess of the total estimated cost of the Project and any deficits involved, including any deficits revealed by an audit performed in accordance with Section 6.00 hereof after completion of the project.

**4.00 Commission Participation:** The Commission agrees to maximum participation, including contingencies, in the Project in the amount of \$ 26,738.00 as detailed in Exhibit "B", or in an amount equal to the percentage(s) of total actual project cost shown in Exhibit "B", whichever is less.

**4.10 Eligible Costs:** Planning Grant Funds, derived exclusively from the Transportation Disadvantaged Trust Fund, may only be used by the Commission and the Grantee to undertake planning activities.

**4.20 Eligible Project Expenditures:** Project expenditures eligible for State participation will be allowed only from the date of this Agreement. It is understood that State participation in eligible project costs is subject to:

- a) The understanding that disbursement of funds will be made in accordance with the Commission's cash forecast;
- b) Availability of funds as stated in Section 13.00 of this Agreement;
- c) Commission approval of the project scope and budget (Exhibits A & B) at the time appropriation authority becomes available; and
- d) Submission of all certifications, invoices, detailed supporting documents or other obligating documents and all other terms of this agreement.

**4.30 Front End Funding and Retainage:** Front end funding and retainage are not applicable.

## **5.00 Project Budget and Disbursement Schedule:**

**5.10 The Project Budget:** The Grantee shall maintain the Commission approved Project Budget, as set forth in Exhibit "B", carry out the Project, and shall incur obligations against and make disbursements of Project funds only in conformity with the latest approved budget for the Project. The budget may be revised periodically, but no budget revision shall be effective unless it complies with fund participation requirements established in Section 4.00 of this Agreement and is approved in writing by the Commission. Any budget revision which changes the fund participation requirements established in Section 4.00 of this agreement shall not be effective unless approved in writing by the Commission and the Florida Department of Transportation Comptroller.

**5.20 Schedule of Disbursements:** The Grantee shall be paid on a quarterly basis based on the satisfactory performance of each task detailed in Exhibit A.

## **6.00 Accounting Records and Audits:**

**6.10 Establishment and Maintenance of Accounting Records:** The Grantee shall establish for the Project, in conformity with the latest current uniform requirements established by the Commission to facilitate the administration of the financing program, either separate accounts to be maintained within its existing accounting system, or establish independent accounts. Such financing accounts are referred to herein collectively as the "Project Account". The Project Account, and detailed documentation supporting the Project Account, must be made available upon request, without cost, to the Commission any time during the period of the Agreement and for five years after final payment is made or if any audit has been initiated and audit findings have not been resolved at the end of five years, the records shall be retained until resolution of the audit findings.

**6.20 Funds Received or Made Available for The Project:** The Grantee shall appropriately record in the Project Account, and deposit in a bank or trust company which is a member of the Federal Deposit Insurance Corporation, all payments received by it from the Commission pursuant to this Agreement and all other funds provided for, accruing to, or otherwise received on account of the Project, which Commission payments and other funds are herein collectively referred to as "Project Funds". The Grantee shall require depositories of Project Funds to secure continuously and fully all Project Funds in excess of the amounts insured under Federal plans, or under State plans which have been approved for the deposit of Project funds by the Commission, by the deposit or setting aside of collateral of the types and in the manner as prescribed by State law for the security of public funds, or as approved by the Commission.

**6.30 Costs Incurred for the Project:** The Grantee shall charge to the Project Account all eligible costs of the Project. Costs in excess of the latest approved budget, costs which are not within the statutory criteria for the Transportation Disadvantaged Trust Fund, or attributable to actions which have not met the other requirements of this Agreement, shall not be considered eligible costs.

**6.40 Documentation of Project Costs and Claims for Reimbursement:** All costs charged to the Project shall be supported by detailed supporting documentation evidencing in proper detail the nature and propriety of the charges. The Grantee shall provide sufficient detailed documentation for each cost or claim for reimbursement to allow an audit trail to ensure that the tasks accomplished or deliverables completed in acceptable form to the Commission were those which were promised. The documentation must be sufficiently detailed to comply with the laws and policies of the Department of Financial Services.

**6.50 Checks, Orders, and Vouchers:** Any check or order drawn by the Grantee with respect to any item which is or will be chargeable against the Project Account will be drawn only in accordance with a properly signed voucher then on file in the office of the Grantee stating in proper detail the purpose for which such check or order is drawn. All checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents pertaining in whole or in part to the Project shall be clearly identified, readily accessible, within the Grantees existing accounting system, and, to the extent feasible, kept separate and apart from all other such documents.

**6.60 Audits:**

1. The administration of resources awarded through the Commission to the Grantee by this Agreement may be subject to audits and/or monitoring by the Commission and the Department of Transportation (Department). The following requirements do not limit the authority of the Commission or the Department to conduct or arrange for the conduct of additional audits or evaluations of state financial assistance or limit the authority of any state agency inspector general, the Auditor General, or any other state official. The Grantee shall comply with all audit and audit reporting requirements as specified below.
  - a. In addition to reviews of audits conducted in accordance with Section 215.97, Florida Statutes, monitoring procedures to monitor the Grantee's use of state financial assistance may include but not be limited to on-site visits by Commission and/or 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 state financial assistance awarded through the Commission by this Agreement. By entering into this Agreement, the Grantee agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Commission and/or the Department. The Grantee further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Commission, the Department, the Chief Financial Officer (CFO) of the Department of Financial Services the State Auditor General and, the State Inspector General.
  - b. The Grantee a nonstate entity as defined by Section 215.97, Florida Statutes, as a recipient of state financial assistance awarded by the Commission through this Agreement is subject to the following requirements:
    - i. In the event the Grantee meets the audit threshold requirements established by Section 215.97, Florida Statutes, the Grantee must have a State single or project-specific audit conducted for such fiscal year in accordance with Section 215.97, Florida Statutes; applicable rules of the Department of Financial Services; and Chapters 10.550 (local

governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General. Exhibit D to this Agreement indicates state financial assistance awarded through the Commission by this Agreement needed by the Grantee to further comply with the requirements of Section 215.97, Florida Statutes. In determining the state financial assistance expended in a fiscal year, the Grantee shall consider all sources of state financial assistance, including state financial assistance received from the Commission by this Agreement, other state agencies and other nonstate entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a nonstate entity for Federal program matching requirements.

- ii. In connection with the audit requirements, the Grantee shall ensure that the audit complies with the requirements of Section 215.97, Florida Statutes. This includes submission of a financial reporting package as defined by Section 215.97, Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General.
- iii. In the event the Grantee does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, the Grantee is exempt for such fiscal year from the state single audit requirements of Section 215.97, Florida Statutes. However, the Grantee 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 Grantee's audit period for each applicable audit year. In the event the Grantee does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, in a fiscal year and elects to have an audit conducted in accordance with the provisions of Section 215.97, Florida Statutes, the cost of the audit must be paid from the Grantee's resources (i.e., the cost of such an audit must be paid from the Grantee's resources obtained from other than State entities).
- iv. In accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, copies of financial reporting packages required by this Agreement shall be submitted to both:

Florida Department of Transportation  
Office of Comptroller, MS 24  
605 Suwannee Street  
Tallahassee, FL 32399-0405  
Email: [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us)

State of Florida Auditor General  
Local Government Audits/342  
111 West Madison Street, Room 401  
Tallahassee, FL 32399-1450  
Email: [flaudgen\\_localgovt@aud.state.fl.us](mailto:flaudgen_localgovt@aud.state.fl.us)

- v. Any copies of financial reporting packages, reports or other information required to be submitted to the Department shall be submitted timely in accordance with Section 215.97, Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, as applicable.

- vi. The Grantee, when submitting financial reporting packages to the Department for audits done in accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, should indicate the date the reporting package was delivered to the Grantee in correspondence accompanying the reporting package.
- vii. Upon receipt, and within six months, the Department will review the Grantee's financial reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate corrective action on all deficiencies has been taken pertaining to the state financial assistance provided through the Commission by this Agreement. If the Grantee fails to have an audit conducted consistent with Section 215.97, Florida Statutes, the Commission and/or the Department may take appropriate corrective action to enforce compliance.
- viii. As a condition of receiving state financial assistance, the Grantee shall permit the Commission, the Department, or its designee, the State's Chief Financial Officer (CFO) or the Auditor General access to the Grantee'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.
- c. The Grantee 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 Commission, the Department, or its designee, the State's CFO, or the Auditor General access to such records upon request. The Grantee shall ensure that the audit working papers are made available to the Commission, the Department, or its designee, the State's CFO or the Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Commission and/or the Department.

**6.70 Inspection:** The Grantee shall permit, and shall require its contractors to permit, the Commission's authorized representatives to inspect all work, materials, deliverables, records; and to audit the books, records and accounts pertaining to the financing and development of the Project at all reasonable times including upon completion of the Project, and without notice.

**7.00 Compensation and Payments:** In order to obtain any Commission funds, the Grantee shall:

**7.10 File with the Commission for the Transportation Disadvantaged,** 605 Suwannee Street, Mail Station 49, Tallahassee, Florida, 32399-0450 its invoice on form or forms prescribed by the Commission, and such other data and deliverables pertaining to the Project as listed in Exhibit "A" hereof, as the Commission may require, to justify and support the invoices as specified in the Commission's Grant Agreement/Contract Invoicing Procedures.

**7.11** Grantee certifies, under penalty of perjury, that the Agency will comply with the provisions of the Agreement and that all invoices and support documentation will be true and correct.



**7.12 Financial Consequence:** Payment shall not be made to the Grantee unless tasks have been completed and back up documentation as requested is provided to the Commission. The project must be completed no later than June 30, 2021.

**7.20 The Commission's Obligations:** Subject to other provisions hereof, the Commission will honor such invoices in amounts and at times deemed by the Commission to be proper and in accordance with this agreement to ensure the completion of the Project and payment of the eligible costs. However, notwithstanding any other provision of this Agreement, the Commission may give written notice to the Grantee that it will refuse to make a payment to the Grantee on the Project if:

**7.21 Misrepresentation:** The Grantee has made misrepresentation of a material nature in its application, or any supplement thereto or amendment thereof, with respect to any document of data or certification furnished therewith or pursuant hereto;

**7.22 Litigation:** There is pending litigation with respect to the performance by the Grantee of any of its duties or obligations which may jeopardize or adversely affect the Project, the Agreement, or payments to the Project;

**7.23 Required Submittals/Certifications:** The Grantee has failed or refused to provide to the Commission detailed documentation of requisitions or certifications of actions taken;

**7.24 Conflict of Interests:** There has been any violation of the conflict of interest provisions, prohibited interests, or lobbying restrictions, contained herein;

**7.25 Default:** The Grantee has been determined by the Commission to be in default under any of the provisions of this Agreement and has been unable to resolve compliance issues once notified by the Commission; or

**7.26 Supplanting of Funds:** The Grantee has used Transportation Disadvantaged Trust Funds to replace or supplant available and appropriate funds for the same purposes, in violation of Chapter 427, Florida Statutes.

**7.30 Invoices for Deliverables:** Invoices for deliverables pursuant to this Agreement shall be submitted in detail sufficient for a proper preaudit and postaudit thereof. Failure to submit to the Commission detailed supporting documentation with the invoice or request for project funds will be cause for the Commission to refuse to pay the amount claimed by the Grantee until the Commission is satisfied that the criteria set out in Chapters 287 and 427, Florida Statutes, Rules 3A-24, 41-2, and 60A-1, Florida Administrative Code, and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant is met. The Commission shall pay the Grantee for the satisfactory performance of each task as outlined in Exhibit "A" on a quarterly basis.

**7.40 Commission Claims:** If, after project completion, any claim is made by the Commission resulting from an audit or for work or services performed pursuant to this agreement, the Commission may offset such amount from payments due for work or services done under any grant agreement which it has with the Grantee owing such amount if, upon demand, payment of

the amount is not made within sixty (60) days to the Commission. Offsetting any amount pursuant to this section shall not be considered a breach of contract by the Commission.

## **8.00 Termination or Suspension of Project:**

**8.10 Termination or Suspension Generally:** If the Grantee abandons or, before completion, finally discontinues the Project; or if, by reason of any of the events or conditions set forth in Section 7.20 hereof, or for any other reason, the commencement, prosecution, or timely completion of the Project by the Grantee is rendered improbable, infeasible, impossible, or illegal, the Commission may, by written notice to the Grantee, suspend any or all of its obligations under this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected, or the Commission may terminate any or all of its obligations under this Agreement.

**8.20 Action Subsequent to Notice of Termination or Suspension.** Upon receipt of any final termination or suspension notice under this Section, the Grantee shall proceed promptly to carry out the actions required therein which may include any or all of the following: (1) necessary action to terminate or suspend, as the case may be, Project activities and contracts and such other action as may be required or desirable to keep to the minimum the costs upon the basis of which the financing is to be computed; (2) furnish a statement of the project activities and contracts, and other undertakings the cost of which are otherwise includable as Project costs; and (3) remit to the Commission such portion of the financing and any advance payment previously received as is determined by the Commission to be due under the provisions of the Agreement. The termination or suspension shall be carried out in conformity with the latest schedule, plan, and budget as approved by the Commission or upon the basis of terms and conditions imposed by the Commission upon the failure of the Grantee to furnish the schedule, plan, and budget within a reasonable time. The acceptance of a remittance by the Grantee shall not constitute a waiver of any claim which the Commission may otherwise have arising out of this Agreement.

## **8.30 Public Records:**

IF THE GRANTEE HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE GRANTEE'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

850/410-5700  
CTDOmbudsman@dot.state.fl.us  
605 Suwannee Street, MS 49  
Tallahassee, Florida 32399

The Grantee shall keep and maintain public records required by the Commission to perform the service of this agreement.

Upon request from the Commission's custodian of public records, provide the Commission with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.

Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the agreement term and following completion of the agreement if the Grantee does not transfer the records to the Commission.

Upon completion of the agreement, transfer, at no cost, to the Commission all public records in possession of the Grantee or keep and maintain public records required by the Commission to perform the service. If the Grantee transfers all public records to the Commission upon completion of the contract, the Grantee shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Grantee keeps and maintains public records upon completion of the contract, the Grantee shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Commission, upon request from the Commission's custodian of public records, in a format that is compatible with the information technology systems of the Commission.

Failure by the Grantee to comply with Chapter 119, Florida Statutes, shall be grounds for immediate unilateral cancellation of this Agreement by the Commission.

## **9.00 Contracts of the Grantee:**

**9.10 Third Party Agreements:** The Grantee shall not execute any contract or obligate itself in any manner requiring the disbursement of Transportation Disadvantaged Trust Fund moneys, including contracts or amendments thereto, with any third party with respect to the Project without being able to provide a written certification by the Grantee that the contract or obligation was executed in accordance with the competitive procurement requirements of Chapter 287, Florida Statutes, Chapter 427, Florida Statutes, and the rules promulgated by the Department of Management Services. Failure to provide such certification, upon the Commission's request, shall be sufficient cause for nonpayment by the Commission as provided in Section 7.23. The Grantee agrees, that by entering into this Agreement, it explicitly certifies that all its third-party contracts will be executed in compliance with this section.

**9.20 Compliance with Consultants' Competitive Negotiation Act:** It is understood and agreed by the parties hereto that participation by the Commission in a project with the Grantee, where said project involves a consultant contract for any services, is contingent on the Grantee complying in full with the provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act. The Grantee shall certify compliance with this law to the Commission for each consultant contract it enters.

**9.30 Competitive Procurement:** Procurement of all services or other commodities shall comply with the provisions of Section 287.057, Florida Statutes.

## **10.00 Restrictions, Prohibitions, Controls, and Labor Provisions:**

**10.10 Equal Employment Opportunity:** In connection with the carrying out of any Project, the Grantee shall not discriminate against any employee or applicant for employment because of race, age, disability, creed, color, sex or national origin. The Grantee will take affirmative action

to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, age, disability, creed, color, sex, or national origin. Such action shall include, but not be limited to, the following: Employment upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Grantee shall insert the foregoing provision modified only to show the particular contractual relationship in all its contracts in connection with the development of operation of the Project, except contracts for the standard commercial supplies or raw materials, and shall require all such contractors to insert a similar provision in all subcontracts, except subcontracts for standard commercial supplies or raw materials. The Grantee shall post, in conspicuous places available to employees and applicants for employment for Project work, notices setting forth the provisions of the nondiscrimination clause.

**10.20 Title VI - Civil Rights Act of 1964:** The Grantee will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Statute 252), the Regulations of the Federal Department of Transportation, the Regulations of the Federal Department of Justice, and the assurance by the Agency pursuant thereto.

### **10.30 Prohibited Interests:**

**10.31 Contracts or Purchases:** Unless authorized in writing by the Commission, no officer of the Grantee, or employee acting in his or her official capacity as a purchasing agent, shall either directly or indirectly purchase, rent, or lease any realty, goods, or services for the Grantee from any business entity of which the officer or employee or the officer's or employee's business associate or spouse or child is an officer, partner, director, or proprietor or in which such officer or employee or the officer's or employee's spouse or child, or any combination of them, has a material interest.

**10.32 Business Conflicts:** Unless authorized in writing by the Commission, it is unlawful for an officer or employee of the Grantee, or for any company, corporation, or firm in which an officer or employee of the Grantee has a financial interest, to bid on, enter into, or be personally interested in the purchase or the furnishing of any materials, services or supplies to be used in the work of this agreement or in the performance of any other work for which the Grantee is responsible.

**10.33 Solicitations:** No officer or employee of the Grantee shall directly or indirectly solicit or accept funds from any person who has, maintains, or seeks business relations with the Grantee.

**10.34 Former Employees - Contractual Services:** Unless authorized in writing by the Commission, no employee of the Grantee shall, within 1 year after retirement or termination, have or hold any employment or contractual relationship with any business entity about any contract for contractual services which was within his or her responsibility while an employee.

**10.35 Former Employees - Consulting Services:** The sum of money paid to a former employee of the Grantee during the first year after the cessation of his or her responsibilities, by the Grantee, for contractual services provided to the Grantee, shall not exceed the annual salary received on the date of cessation of his or her responsibilities. The provisions of this section may be waived by the Grantee for a particular contract if the Grantee determines, and the Commission approves, that such waiver will result in significant time or cost savings for the Grantee and the project.

The Grantee shall insert in all contracts entered into in connection with this Agreement and shall require its contractors to insert in each of their subcontracts, the following provision:

"No member, officer, or employee of the Grantee during his tenure or for one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

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

**10.40 Non-discrimination of Persons With Disabilities:** The Grantee and any of its contractors or their sub-contractors shall not discriminate against anyone on the basis of a disability (physical, mental or emotional impairment). The Grantee agrees that no funds shall be used to rent, lease or barter any real property that is not accessible to persons with disabilities nor shall any meeting be held in any facility unless the facility is accessible to persons with disabilities. The Grantee shall also assure compliance with The Americans with Disabilities Act, as it may be amended from time to time.

**10.50 Lobbying Prohibition:** No Grantee may use any funds received pursuant to this Agreement for the purpose of lobbying the Legislature, the judicial branch, or a state agency. No Grantee may employ any person or organization with funds received pursuant to this Agreement for the purpose of lobbying the Legislature, the judicial branch, or a state agency. The "purpose of lobbying" includes, but is not limited to, salaries, travel expenses and per diem, the cost for publication and distribution of each publication used in lobbying; other printing; media; advertising, including production costs; postage; entertainment; telephone; and association dues. The provisions of this paragraph supplement the provisions of Section 11.062, Florida Statutes, which is incorporated by reference into this Agreement.

**10.60 Public Entity Crimes:** No Grantee shall accept any bid from, award any contract to, or transact any business with any person or affiliate on the convicted vendor list for a period of 36 months from the date that person or affiliate was placed on the convicted vendor list unless that person or affiliate has been removed from the list pursuant to Section 287.133, Florida Statutes. The Grantee may not allow such a person or affiliate to perform work as a contractor, supplier, subcontractor, or consultant under a contract with the Grantee. If the Grantee was transacting business with a person at the time of the commission of a public entity crime which resulted in that person being placed on the convicted vendor list, the Grantee may also not accept any bid from, award any contract to, or transact any business with any other person who is under the

same, or substantially the same, control as the person whose name appears on the convicted vendor list so long as that person's name appears on the convicted vendor list.

**10.70 Homeland Security:** Grantee shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of:

1. all new persons employed by the grantee during the term of the grant agreement to perform employment duties within Florida; and
2. all new persons, including subcontractors, assigned by the grantee to perform work pursuant to the contract with the Commission.

The Commission shall consider the employment by any vendor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the vendor knowingly employs unauthorized aliens, such violation shall be cause for unilateral cancellation of this agreement. Refer to the U.S. Department of Homeland Security's website at [www.dhs.gov](http://www.dhs.gov) to learn more about E-Verify.

## **11.00 Miscellaneous Provisions:**

**11.10 Environmental Pollution:** Not applicable.

**11.20 Commission Not Obligated to Third Parties:** The Commission shall not be obligated or liable hereunder to any party other than the Grantee.

**11.30 When Rights and Remedies Not Waived:** In no event shall the making by the Commission of any payment to the Grantee constitute or be construed as a waiver by the Commission of any breach of covenant or any default which may then exist, on the part of the Grantee, and the making of such payment by the Commission while any such breach or default shall exist shall in no way impair or prejudice any right or remedy available to the Commission for such breach or default.

**11.40 How Contract Affected by Provisions Being Held Invalid:** If any provision of this Agreement is held invalid, the provision shall be severable and 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.

**11.50 Bonus and Commissions:** By execution of the Grant, the Grantee 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 financing hereunder.

**11.60 State or Territorial Law:** Nothing in the Agreement shall require the Grantee to observe or enforce compliance with any provision thereof, perform any other act or do any other thing in contravention of any applicable State law: Provided, that if any of the provisions of the Agreement violate any applicable State law, the Grantee will at once notify the Commission in writing in order that appropriate changes and modifications may be made by the Commission and the Agency to the end that the Grantee may proceed as soon as possible with the Project.



**11.70 Venue:** This agreement shall be governed by and construed in accordance with the law of the State of Florida. In the event of a conflict between any portion of the contract and the Florida law, the laws of Florida shall prevail. The Grantee agrees to waive forum and venue and that the Commission shall determine the forum and venue in which any dispute under this Agreement is decided.

**12.00 Contractual Indemnity:** It is not intended by any of the provision of this Agreement to create in the public or any member thereof, a third-party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The Grantee guaranties the payment of all just claims for materials, supplies, tools, or labor and other just claims against the Grantee or any subcontractor, in connection with this Agreement. Additionally, to the extent permitted by law and as limited by and pursuant to the provisions of Section 768.28, Florida Statutes, the Grantee agreements to indemnify, and hold harmless the Commission, including the Commission's officers and employees, from liabilities, damages, losses, and costs, including but not limited to, reasonable attorney's fees, to the extent caused by negligence, recklessness, or intentional wrongful misconduct of the Grantee and persons employed or utilized by the Grantee in the performance of this Agreement. This indemnification shall survive the termination of this agreement. Nothing contained in this paragraph is intended to nor shall it constitute a waiver of the State of Florida and the Grantee's sovereign immunity. Additionally, the Grantee agrees to include the following indemnification in all contracts with contractors/subcontractors and consultants/subconsultants who perform work in connection with this agreement.

"To the fullest extent permitted by law, the Grantee's contractor/consultant shall indemnify, and hold harmless the Commission for the Transportation Disadvantaged, including the Commission's officers and employees, from liabilities, damages, losses, and costs, including but not limited to, reasonable attorney's fees, to the extent caused by negligence, recklessness, or intentional wrongful misconduct of the Contractor/consultant and persons employed or utilized by the contractor/consultant in the performance of this Agreement.

This indemnification shall survive the termination of this agreement. Nothing contained in this paragraph is intended to nor shall it constitute a waiver of the State of Florida and the Grantee's sovereign immunity."

**13.00 Appropriation of Funds:** The State of Florida's performance and obligation to pay under this agreement is contingent upon an annual appropriation by the Legislature. If applicable, Grantee's performance of its obligations under this Agreement is subject to an appropriation by the Grantee's Board of County Commissioners for the purposes set forth hereunder. The Commission acknowledges where the Grantee is a political subdivision of the State of Florida it is authorized to act in accordance with the Grantee's purchasing ordinance(s), laws, rules and regulations.

**14.00 Expiration of Agreement:** The Grantee agrees to complete the Project on or before June 30, 2021. If the Grantee does not complete the Project within this time period, this agreement will expire. Expiration of this agreement will be considered termination of the Project and the procedure established in Section 8.00 of this agreement shall be initiated. For the purpose of this Section, completion of project is defined as the latest date by which all required tasks have been completed, as provided in

the project description (Exhibit "A"). Unless otherwise extended by the Commission, all reimbursement invoices must be received by the Commission no later than August 15, 2021.

**15.00 Agreement Format:** All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

**16.00 Execution of Agreement:** This agreement may be simultaneously executed in a minimum of two counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one in the same instrument.

**17.00 Vendors and Subcontractors Rights:** Vendors (in this document identified as Grantee) providing goods and services to the Commission will receive payments in accordance with Section 215.422, Florida Statutes. The parties hereto acknowledge Section 215.422, Florida Statutes, and hereby agree that the time in which the Commission is required to approve and inspect goods and services shall be for a period not to exceed eleven (11) working days upon receipt of a proper invoice. The Florida Department of Transportation has 20 days to deliver a request for payment (voucher) to the Department of Financial Services. The twenty (20) days are measured from the latter of the date the invoice is received or the goods or services are received, inspected, and approved.

If a payment is not available within forty (40) days after receipt of the invoice and receipt, inspection and approval of goods and services, a separate interest penalty at a rate as established pursuant to Section 55.03(1), Florida Statutes will be due and payable, in addition to the invoice amount to the Grantee. Interest penalties of less than one (1) dollar will not be enforced unless the Grantee requests payment. Invoices that have to be returned to a Grantee because of Grantee preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Commission.

A Vendor Ombudsman has been established within the Department of Management Services. The duties of this individual include acting as an advocate for vendors who may be experiencing problems in obtaining timely payment(s) from the Commission. The Vendor Ombudsman may be contacted at (850) 413-5516.

**18.00 Payment to Subcontractors:** Payment by the Grantee to all subcontractors with approved third-party contracts shall be in compliance with Section 287.0585, Florida Statutes. Each third-party contract from the Grantee to a subcontractor for goods or services to be performed in whole or in part with Transportation Disadvantaged Trust Fund moneys, must contain the following statement:

When a contractor receives from a state agency any payment for contractual services, commodities, supplies, or construction contracts, except those construction contracts subject to the provisions of chapter 339, the contractor shall pay such moneys received to each subcontractor and supplier in proportion to the percentage of work completed by each subcontractor and supplier at the time of receipt of the payment. If the contractor receives less than full payment, then the contractor shall be required to disburse only the funds received on a pro rata basis with the contractor, subcontractors, and suppliers, each receiving a prorated portion based on the amount due on the payment. If the contractor without reasonable cause fails to make payments required by this section to

subcontractors and suppliers within 7 working days after the receipt by the contractor of full or partial payment, the contractor shall pay to the subcontractors and suppliers a penalty in the amount of one-half of 1 percent of the amount due, per day, from the expiration of the period allowed herein for payment. Such penalty shall be in addition to actual payments owed and shall not exceed 15 percent of the outstanding balance due. In addition to other fines or penalties, a person found not in compliance with any provision of this subsection may be ordered by the court to make restitution for attorney's fees and all related costs to the aggrieved party or the Department of Legal Affairs when it provides legal assistance pursuant to this section. The Department of Legal Affairs may provide legal assistance to subcontractors or vendors in proceedings brought against contractors under the provisions of this section.

**19.00 Modification:** This Agreement may not be changed or modified unless authorized in writing by both parties.

IN WITNESS WHEREOF, the parties hereto have caused these presents be executed, the day and year first above written.

**GRANTEE: OCALA/MARION COUNTY  
TRANSPORTATION PLANNING  
ORGANIZATION**

**COMMISSION FOR THE TRANSPORTATION  
DISADVANTAGED**

**BY:**\_\_\_\_\_

**BY:**\_\_\_\_\_

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

**TITLE: Executive Director (Commission Designee)**

**EXHIBIT "A"**  
**PROJECT DESCRIPTION AND RESPONSIBILITIES:**  
**PLANNING**

This exhibit forms an integral part of that Grant Agreement, between the State of Florida, Commission for the Transportation Disadvantaged and Ocala/Marion County Transportation Planning Organization, 2710 E Silver Springs Blvd Ocala, FL 34471.

**I. PROJECT LOCATION:** Marion County(ies)

**II. PROJECT DESCRIPTION:** This project provides for the accomplishment of the duties and responsibilities of the Designated Official Planning Agency as set forth in Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, Commission policies and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant. The project period will begin on the date of this agreement and will end on the date indicated in Section 14.00 hereof. Specific required tasks are as follows:

**TASK 1:** **Weighted value = 17%**  
Jointly develop and annually update the Transportation Disadvantaged Service Plan (TDSP) with the community transportation coordinator (CTC) and the Local Coordinating Board (LCB).

**Deliverable:** Complete initial TDSP or annual updates. Must be approved by the LCB no later than June 30<sup>th</sup> of the current grant cycle.

**TASK 2 A:** **Weighted value = 15%**  
When necessary and in cooperation with the LCB, solicit and recommend a CTC. The selection will be accomplished, to the maximum extent feasible, through public competitive bidding or proposals in accordance with applicable laws and rules. Such recommendation shall be presented to the Commission by planning agency staff or their designee as needed.

**Deliverable:**  
Planning agency's letter of recommendation and signed resolution.

**OR**

**TASK 2 B:**  
Provide staff support to the LCB in conducting an annual evaluation of the CTC, including local developed standards as delineated in the adopted TDSP. Assist the Commission in joint reviews of the CTC.

**Deliverable:**  
LCB and planning agency selected CTC evaluation worksheets pursuant to the most recent version of the Commission's CTC Evaluation Workbook.

**TASK 3:****Weighted value = 40%**

Organize and provide staff support and related resources for at least four (4) LCB meetings per year, holding one meeting during each quarter. Exceptions to reschedule meeting(s) outside of a quarter due to the imminent threat of a natural disaster may be granted by the Commission.

Provide staff support for committees of the LCB.

Provide program orientation and training for newly appointed LCB members.

Provide public notice of LCB meetings in accordance with the most recent LCB and Planning Agency Operating Guidelines.

LCB meetings will be held in accordance with the Commission's most recent LCB and Planning Agency Operating Guidelines and will include at least the following:

1. Agendas for LCB meetings. Agenda should include action items, informational items and an opportunity for public comment.
2. Official minutes of LCB meetings and committee meetings (regardless of a quorum). A copy will be submitted along with the quarterly report to the Commission. Minutes will at least be in the form of a brief summary of basic points, discussions, decisions, and recommendations. Records of all meetings shall be kept for at least five years.
3. A current full and active membership of voting and non-voting members to the LCB. Any time there is a change in the membership, provide the Commission with a current membership roster and mailing list of LCB members.
4. A report of the LCB membership's attendance at the LCB meeting held during this grant period. This would not include committee meetings.

**Deliverable:** LCB Meeting agendas; minutes; membership roster; attendance report; copy of public notice of meetings; training notification.

**TASK 4:****Weighted value = 4%**

Provide at least one public workshop annually by each LCB, and assist the Commission, as requested, in co-sponsoring public workshops. This public workshop must be held separately from the LCB meeting. It may, however, be held on the same day as the scheduled LCB meeting. It could be held immediately following or prior to the LCB meeting.

**Deliverable:** Public workshop agenda and minutes of related workshop only. The agenda and minutes must be separate documents and cannot be included in the LCB meeting agenda and minutes, if held on the same day. Minutes may reflect "no comments received" if none were made.

**TASK 5:****Weighted value = 4%**

Develop and annually update by-laws for LCB approval.

**Deliverable:** Copy of LCB approved by-laws with date of update noted on cover page and signature of LCB Chair or designee.

**TASK 6:****Weighted value = 4%**

Develop, annually update, and implement LCB grievance procedures in accordance with the Commission's most recent LCB and Planning Agency Operating Guidelines. Procedures shall include a step within the local complaint and/or grievance procedure that advises a dissatisfied person about the Commission's Ombudsman Program.

**Deliverable:** Copy of LCB approved Grievance Procedures with date of update noted on cover page.

**TASK 7:****Weighted value = 4%**

Review and comment on the Annual Operating Report (AOR) for submittal to the LCB, and forward comments/concerns to the Commission.

**Deliverable:** Cover Page of AOR, signed by CTC representative and LCB Chair.

**TASK 8:****Weighted value = 4%**

Research and complete the Actual Expenditures Report (AER) for direct federal and local government transportation funds to the Commission no later than September 15th. Complete the AER, using the Commission approved form.

**Deliverable:** Completed AER in accordance with the most recent Commission's AER instructions.

**TASK 9:****Weighted value = 4%**

Complete quarterly progress reports addressing planning accomplishments for the local transportation disadvantaged program as well as planning grant deliverables; including but not limited to, consultant contracts, special studies, and marketing efforts.

**Deliverable:** Complete Quarterly Progress Reports submitted with invoices. Quarterly Report must be signed by planning agency representative. Electronic signatures are acceptable.

**TASK 10:****Weighted value = 4%**

Planning agency staff shall attend at least one Commission sponsored training, including but not limited to, the Commission's regional meetings or annual training workshop.

**Deliverable:** Documentation related to attendance at such event(s); including but not limited to sign in sheets.

**III. Special Considerations by Planning Agency:**

Not Applicable

**IV. Special Considerations by Commission:**

Not Applicable



## EXHIBIT "B"

### PROJECT BUDGET AND CASHFLOW

This exhibit forms an integral part of that certain Grant Agreement between the Florida Commission for the Transportation Disadvantaged and Ocala/Marion County Transportation Planning Organization, 2710 E Silver Springs Blvd Ocala, FL 34471.

#### I. PROJECT COST:

Estimated Project Cost shall conform to those eligible Costs as indicated by Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, Commission policies, and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant. For the required services, compensation shall be the total maximum limiting amount of \$26,738.00 for related planning services in Marion County(ies)

Task 1	17%	\$4,545.46
Task 2	15%	\$4,010.70
Task 3	40%	\$10,695.20
Task 4	4%	\$1,069.52
Task 5	4%	\$1,069.52
Task 6	4%	\$1,069.52
Task 7	4%	\$1,069.52
Task 8	4%	\$1,069.52
Task 9	4%	\$1,069.52
Task 10	4%	\$1,069.52
<hr/> TOTAL:		\$26,738.00

#### II. SOURCE OF FUNDS

Commission for the Transportation Disadvantaged  
State Funds (100%)

\$26,738.00

**Total Project Cost**

\$26,738.00

**III. CASH FLOW – Not applicable. Grantee will be paid based on satisfactory performance of each task detailed in Exhibit A.**

FY 20/21      Jul    Aug    Sep    Oct    Nov    Dec    Jan    Feb    Mar    Apr    May    June

## **EXHIBIT "C"**

### **PLANNING**

This exhibit forms an integral part of that certain Grant Agreement between the Florida Commission for the Transportation Disadvantaged and Ocala/Marion County Transportation Planning Organization, 2710 E Silver Springs Blvd Ocala, FL 34471.

THE GRANTEE SHALL SUBMIT THE FOLLOWING REQUIRED DOCUMENTS AND CERTIFICATIONS:

#### DOCUMENTS:

1. Submit progress reports to the Commission quarterly. Finished products such as, but not limited to, the Coordinating Board minutes, by-laws, grievance procedures, and the Transportation Disadvantaged Service Plan, shall be submitted to the Commission. Progress reports and finished products are required to accompany all reimbursement invoices. Invoices and deliverables shall be submitted electronically to:

Florida Commission for the Transportation Disadvantaged  
[FLCTDInvoice@dot.state.fl.us](mailto:FLCTDInvoice@dot.state.fl.us)

THIRD PARTY CONTRACTS: The Grantee must certify to all third party contracts pursuant to Section 9.10 except that written approval is hereby granted for:

1. Contracts furnishing contractual services or commodities from a valid State or inter-governmental contract as set forth in Section 287.042(2), Florida Statutes.
2. Contracts furnishing contractual services or commodities for an amount less than Category II as set forth in Section 287.107(1)(b), Florida Statutes.
3. Contracts for consultant services for an amount less than Category I as set forth in Section 287.017(1)(a), Florida Statutes.

FM/JOB No(s). 43202911401

CONTRACT NO.

AGREEMENT DATE

## **EXHIBIT "D"**

### **STATE FINANCIAL ASSISTANCE (FLORIDA SINGLE AUDIT ACT)**

#### **THE STATE RESOURCES AWARDED PURSUANT TO THIS AGREEMENT CONSIST OF THE FOLLOWING:**

##### **SUBJECT TO SECTION 215.97, FLORIDA STATUTES:**

**Awarding Agency:** Commission for the Transportation Disadvantaged/Florida Department of Transportation  
**State Project Title:** COMMISSION FOR THE TRANSPORTATION DISADVANTAGED (CTD)  
PLANNING GRANT PROGRAM  
**CSFA Number:** 55.002  
**\*Award Amount:** \$26,738.00

\*The state award amount may change with supplemental agreements

Specific project information for CSFA Number 55.002 is provided at: <https://apps.fldfs.com/fsaa/searchCatalog.aspx>

#### **COMPLIANCE REQUIREMENTS APPLICABLE TO STATE RESOURCES AWARDED PURSUANT TO THIS AGREEMENT:**

State Project Compliance Requirements for CSFA Number 55.002 are provided at: <https://apps.fldfs.com/fsaa/searchCompliance.aspx>

The State Projects Compliance Supplement is provided at: <https://apps.fldfs.com/fsaa/compliance.aspx>

[\*\*Back to Agenda\*\*](#)



**FDOT District Five - Ocala Operations**  
**627 Northwest 30th Avenue**  
**Ocala, Florida 34475**  
**352-620-3000**

Outside Consultant

In-House Construction

Maintenance

## Project Status Report as of June 18, 2020

MARION						
SR 200 from east of Southwest 60th Avenue to east of Southwest 38th Court						
FIN #	437344-1-52-01, 435659-2-52-01					
CONTRACT #	T5605					
Lump Sum						
PROJECT DESCRIPTION: Work includes resurfacing of SR 200, and widening and adding turn lanes on SR 200 and I-75 ramps.						
					TIME	COST
CONTRACTOR:	D.A.B. Constructors Inc.	LET DATE:	3/28/2018	ORIGINAL:	400	\$7,668,888.88
FED. AID #:	N/A	NTP:	6/01/2018	CURRENT:	591	\$7,854,865.64
FUND TYPE	Construction	TIME BEGAN:	8/30/2018	ELAPSED:	654	\$7,266,360.65
		WORK BEGAN:	8/30/2018	% ORIGINAL:	163.50%	94.75%
		EST. COMPLETION:	Summer 2020	% TO DATE:	110.66%	92.51%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Kelly Marshall	C: 904-424-6082	<a href="mailto:kmarshall@aeengineeringinc.com">kmarshall@aeengineeringinc.com</a>		
FDOT PROJECT MANAGER		Denise Larkin	O: 352-620-3007	<a href="mailto:denise.larkin@dot.state.fl.us">denise.larkin@dot.state.fl.us</a>		
CONTRACTOR'S PROJECT MANAGER:		Kathy Barnes	C: 813-924-5169	<a href="mailto:kathrynb@dabcon.com">kathrynb@dabcon.com</a>		
MARION						
I-75 WEIGH-IN-MOTION STATION CONCRETE REPAIRS						
FIN #	440311-1-52-01					
CONTRACT #	E5Z67					
Conventional Pay Item						
PROJECT DESCRIPTION: Interstate 75 Weigh-in-Motion Station concrete repairs between County Road 484 (Exit 341) and the Sumter County Line						
					TIME	COST
CONTRACTOR:	VE Whitehurst & Sons Inc.	LET DATE:	3/05/2019	ORIGINAL:	550	\$11,314,430.29
FED. AID #:	N/A	NTP:	5/02/2019	CURRENT:	582	\$12,270,653.16
FUND TYPE	Construction	TIME BEGAN:	6/3/2019	ELAPSED:	380	\$6,710,458.80
		WORK BEGAN:	6/3/2019	% ORIGINAL:	69.09%	59.31%
		EST. COMPLETION:	Early 2021	% TO DATE:	65.29%	54.69%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Carl Francois	C: 407-421-4489	<a href="mailto:cfrancois@mehtaeng.com">cfrancois@mehtaeng.com</a>		
FDOT PROJECT MANAGER		Ronda Daniell	O: 352-620-3005 C: 352-274-8191	<a href="mailto:ronda.daniell@dot.state.fl.us">ronda.daniell@dot.state.fl.us</a>		
CONTRACTOR'S PROJECT MANAGER:		Austin Miller	C: 386-515-5204	<a href="mailto:austin.millerl@andersoncolumbia.com">austin.millerl@andersoncolumbia.com</a>		
MARION & SUMTER						
Florida Regional Advanced Mobility Elements (FRAME)						
FIN #	440900-1-52-01					
CONTRACT #	T5662					
Conventional Pay Item						
PROJECT DESCRIPTION:The department is adding FRAME technology along Interstate 75 (I-75), State Roads 40, 44, 200, 326, 464, and U.S. 27, 301, and 441 in Sumter and Marion counties. FRAME technology allows connected vehicles to enhance traffic data optimization for regional mobility. This will assist the Regional Transportation Management Center in efforts to manage congestion and improve traffic flow along the interstate and other area state roads that are connected to the system.						
					TIME	COST
CONTRACTOR:	Contact Network LLC	LET DATE:	4/24/2019	ORIGINAL:	550	\$4,944,219.19
FED. AID #:	N/A	NTP:	6/24/2019	CURRENT:	604	\$5,475,089.27
FUND TYPE	Construction	TIME BEGAN:	8/23/2019	ELAPSED:	297	\$3,187,467.56
		WORK BEGAN:	9/12/2019	% ORIGINAL:	54.00%	64.47%
		EST. COMPLETION:	Spring 2021	% TO DATE:	49.17%	58.22%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		James Newman	C: 954-892-3491	<a href="mailto:jnewman@aeengineeringinc.com">jnewman@aeengineeringinc.com</a>		
FDOT PROJECT MANAGER		Denise Larkin	O: 352-620-3007	<a href="mailto:Denise.larkin@dot.state.fl.us">Denise.larkin@dot.state.fl.us</a>		
CONTRACTOR'S PROJECT MANAGER:		Gregg Hutchins	C: 386-365-0822			

## Project Status Report as of June 18, 2020

MARION						
Widening of 36th Avenue from NE 19th Place to NE 26th Street						
FIN #	431798-3-52-01 & 431798-3-56-01					
CONTRACT #	E5Z71					
Conventional Pay Item						
PROJECT DESCRIPTION: Widen 36th Avenue from two lanes to four lanes and construct a new bridge over the CSX railroad tracks and a new access road.						
					TIME	COST
CONTRACTOR:	Sema Construction Inc.	LET DATE:	5/07/2019	ORIGINAL:	570	\$16,210,000.00
FED. AID #:	N/A	NTP:	7/10/2019	CURRENT:	611	\$16,370,000.00
FUND TYPE	Construction	TIME BEGAN:	8/9/2019	ELAPSED:	263	\$8,350,487.83
		WORK BEGAN:	9/23/2019	% ORIGINAL:	46.14%	51.51%
		EST. COMPLETION:	Summer 2021	% TO DATE:	43.04%	51.01%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Carl Aiduck, Jr.	C: 954-892-3491		<a href="mailto:caiduck@aeengineeringinc.com">caiduck@aeengineeringinc.com</a>	
FDOT PROJECT MANAGER		Denise Larkin	O: 352-620-3007		<a href="mailto:Denise.larkin@dot.state.fl.us">Denise.larkin@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Robert Riherd	O: 407-563-7900		<a href="mailto:riherd@semaconstruction.com">riherd@semaconstruction.com</a>	

MARION						
SR 326 at County Road 25A Add Turn Lanes						
FIN #	435660-2					
CONTRACT #	T5674					
Conventional Pay Item						
PROJECT DESCRIPTION: Add a right turn lane for SB County Road 25A to WB State Road 326 and add right turn lane from WB S.R. 326 to NB C.R. 25A						
					TIME	COST
CONTRACTOR:	Heavy Civil Inc.	LET DATE:	12/04/2019	ORIGINAL:	190	\$1,194,207.71
FED. AID #:	N/A	NTP:	2/11/2020	CURRENT:	193	\$1,194,207.71
FUND TYPE	Construction	TIME BEGAN:	3/1/2020	ELAPSED:	95	\$345,949.89
		WORK BEGAN:	3/16/2020	% ORIGINAL:	50.00%	28.97%
		EST. COMPLETION:	Fall 2020	% TO DATE:	49.22%	28.97%
CONTACT			PHONE		EMAIL	
FDOT PROJECT MANAGER		Denise Larkin	O: 352-620-3007		<a href="mailto:denise.larkin@dot.stat.fl.us">denise.larkin@dot.stat.fl.us</a>	
PROJECT ADMINISTRATOR		Carl Aiduck	Carl Aiduck, Jr.		<a href="mailto:caiduck@aeengineeringinc.com">caiduck@aeengineeringinc.com</a>	



Outside Consultant

In-House Construction

Maintenance