



TPO Board Meeting

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

March 22, 2022

4:00 PM

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. [TPO Meeting Minutes – February 22, 2022](#) (Page 3)**
- 5. ACTION ITEMS**
 - A. [Annual 2021 FDOT/TPO Joint Certification](#) (Page 30)**
FDOT and TPO staff will share highlights from the annual joint certification process.
 - B. [Fiscal Years 20/21 to 21/22 Unified Planning Work Program \(UPWP\) De-Obligation Amendment](#) (Page 79)**
Staff is seeking approval of an amendment to the UPWP.
 - C. [Fiscal Years 2021/22 to 2025/26 Transportation Improvement Program \(TIP\) Amendment](#) (Page 162)**
Staff is seeking approval of an amendment to the TIP.
 - D. [Citizens Advisory Committee \(CAC\) Application](#) (Page 373)**
Staff is seeking approval of an applicant for the CAC.
 - E. [Approval of Community Transportation Coordinator \(CTC\) Annual Evaluation](#) (Page 377)**
Staff is seeking approval of the TPO's annual evaluation of the Community Transportation Coordinator performed on Marion Transit Services.

6. PRESENTATIONS

A. Commitment to Zero Crash Tech Memo (Page 634)

Chris Keller, Benesch, will present a summary of the Crash Memo in support of the Safety Action Plan project.

B. Fiscal Years 2022/23 to 2023/24 Draft Unified Planning Work Program (UPWP) (Page 691)

Staff will present a summary of the draft UPWP covering the next two fiscal years.

7. COMMENTS BY FDOT

C. Construction Report (Page 826)

8. COMMENTS BY TPO STAFF

A. Commitment to Zero Community Workshop (Page 828)

9. CITIZENS ADVISORY COMMITTEE (CAC) CHAIR REPORT

10. COMMENTS BY TPO MEMBERS

11. PUBLIC COMMENT (Limited to 2 minutes)

12. ADJOURNMENT

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

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

*The next regular meeting of the Ocala Marion Transportation Planning Organization
will be held on April 26, 2022.*



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
February 22, 2022
4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Kathy Bryant
Commissioner Craig Curry
Mayor Kent Guinn
Councilman James Hilty
Commissioner Ron Livsey
Councilmember Barry Mansfield
Commissioner Michelle Stone
Mayor Bill White

Members Not Present:

Councilmember Kristen Dryer
Commissioner Jeff Gold
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Anna Taylor, FDOT
David Bottomley
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Ire Bethea called the meeting to order at 4:02pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

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

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on February 15, 2022. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

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

Item 5A. Performance Management Safety Targets

Mr. Balmes presented and said the Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and TPOs/MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. The first of the performance measures that had become effective in 2016 was assessing the conditions of roadway safety – PM1.

By May 2018, all TPO/MPO's were required to establish safety targets and approve or update on an annual basis. Specifically, the Ocala Marion TPO was required to update and adopt **Targets** for **five** required **Safety Performance Measures** established under MAP-21. This year, the TPO must submit Safety targets to the Florida Department of Transportation (FDOT) no later than February 25, 2022.

Mr. Balmes mentioned the five required safety performance measures.

1. Fatalities - Total number of fatalities involving a motor vehicle crash
2. Fatalities (Rate) - Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Serious Injuries - Total number of serious injuries involving a motor vehicle crash
4. Serious Injuries (Rate) - Rate of serious injuries per 100 Million Vehicle Miles Traveled (VMT)
5. Non-Motorized Fatalities & Serious Injuries - Number of non-motorized fatalities and number non-motorized serious injuries involving a motor vehicle crash

On an annual basis, the TPO had the opportunity to select one of two options regarding updating and submission of safety targets.

1. Adopt the state targets established by FDOT.
2. Develop its own quantifiable safety performance targets.

If the TPO adopts state targets, it was required to annually adopt the same targets until changes were made by FDOT. Presently, the FDOT had adopted 0 for each of the five safety targets.

In 2018, when the process became a federal requirement, the TPO Board adopted its own specific safety performance targets to better track progress and reflect more accountability to the public. The targets reflect specific crash data for Marion County. For the past four years, the TPO Board has opted to follow the same approach of reviewing prior year target results, and adopting revised targets tied to a specific methodology involving five-year rolling averages and projected vehicle miles traveled (VMT).

The methodology was explained in more detail in a memo provided to the TPO board.

Following the same methodology used in 2021, the TPO conducted an analysis of the five safety targets for 2022 using data and information provided by FDOT and the University of Florida Signal Four Analytics online database. The methodology of developing targets for 2022 involved calculating the average percent change of three periods of five-year rolling averages for each of the five targets, and projecting VMT based on historic trends. The three five-year rolling averages included 2015 to 2019; 2016 to 2020; and 2017 to 2021. The aggregate percent change of the three rolling averages was then applied to the third rolling average period to calculate the proposed 2022 targets.

Based upon the analysis, the proposed 2022 safety targets (not exceed) were as follows:

Fatalities – **98**

Fatalities per 100 Million VMT – **2.08**

Serious Injuries – **3778**

Serious Injuries per 100 Million VMT – **8.02**

Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries - **57**

Two options were provided to the board:

Option A. Continue using the methodology for developing annual safety targets.

Recommend to the TPO Board adoption of the proposed safety targets for 2022. As part of the Commitment to Zero Safety Action Plan, staff recommended the consideration of crash reduction factors and corresponding strategies to improve safety in Ocala/Marion County for 2023 target setting.

Option B. Adopt 0 for all five safety targets to reflect the statewide/FDOT targets, and the Commitment to Zero Safety Action Plan goal of moving toward 0 Fatalities and 0 Serious Injuries.

The board had discussion on the safety targets and methodology.

Mr. Balmes mentioned that the Ocala Marion TPO had made a choice to set its own targets since mandated to do so in 2018. There was a choice to set the state targets of zero but if the TPO decided to go with the state targets of zero there could not be a change to go back and set targets.

Approved –

Commissioner Stone shared her concerns of at some point being penalized by the state with dollars that would get allocated. The state has said they would not penalize however she preferred to set targets to be able to see real data numbers.

Commissioner Bryant said that zero was probably an unrealistic goal but everything that could be done to reduce accidents should be done. She agreed with setting realistic goals and remaining consistent with what had already been done.

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

Item 5B. TPO Travel Policy

Rob Balmes presented to the board and said that the TPO maintained a Travel Policy to establish formal procedures for the reimbursement or payment of expenses incurred when staff and board members were on official TPO business.

Based on a recent internal review of the Travel Policy, the following changes were proposed as updates or clarifications:

- **Page 3: 1.7 Letter of Agreement.** This section was updated to match the current Marion County Human Resources advanced-level training policy and threshold (\$2,000). The prior amount of \$1,000 had corresponded to the City of Ocala Human Resources policy when the TPO was hosted by the City.
- **Page 4: 2.1 General Principles.** An updated reference to the new sub-section 2.4.3 was made, which provides more clarification regarding same-day travel meals.
- **Page 7: 2.4 Meals and Incidentals.** Sub-section 2.4.4 was created to provide clarification regarding General Service Administration (GSA) Allowable Travel Expenses. When a staff or board member is on TPO business, he/she can claim a meal allowance at an event/conference/meeting when a meal(s) is included as part of registration, if special conditions or circumstances are warranted. These conditions are highlighted on page 7.

Ms. Stone made a motion to approve the TPO Travel Policy. Mr. Curry seconded, and the motion passed unanimously.

Item 5c. Citizens Advisory Committee (CAC) Application

Per the Bylaws of the Citizens Advisory Committee (CAC), all membership nominations required TPO Board review and approval.

Mr. Balmes said that TPO staff received an application for membership to the CAC by Matt Fabian. Mr. Fabian was an active member of the community and was currently serving as a professional developer in Ocala. He had expressed an interest in transportation issues in the Ocala/Marion County area, and serving on the CAC.

Ms. Bryant made a motion to approve Matt Fabian as a member of the CAC. Ms. Stone seconded, and the motion passed unanimously.

Item 6a. Transportation Resilience Guidance Paper

The TPO had been supported by Kittelson and Associates to complete the guidance paper on transportation resilience. The main purpose of the paper was to help better educate and inform the TPO about transportation resilience. The paper also provided consideration for how to integrate resilience into future transportation planning, and opportunities at the state and federal levels of government for grants and funding.

Transportation Resiliency was the ability to adapt to changing conditions and recovery from disruptions, such as major weather events. The impacts from both natural and human-related events could have significant and unexpected impacts to the Ocala/Marion transportation system.

Franco Saraceno, Kittelson and Associates, provided a presentation at the meeting to share highlights from the guidance paper and considerations for next steps.

The presentation that was given is attached to pages 8-27 of this set of minutes for reference.

Commissioner Stone asked if resiliency was part of any grant funding that would be received.

Mr. Saraceno answered that resiliency was a part of the grants and that the particular grant programs had a focal point of resiliency.

Commissioner Stone asked Mr. Balmes if the TPO was aware of how to access the grants for some of the projects that might be identified.

Mr. Balmes said that was part of the reason of developing the resiliency guidance paper to know the next steps to take and see what opportunities for grant funding that would be available. The TPO would be engaging with staff in the future.

Item 7. Comments by FDOT

Ms. Taylor provided an updated construction report and gave an update on US 441 resurfacing and said that on November 29, 2021 a new contractor was awarded to the project and that work started and was expected to be completed in about three weeks, weather permitting. The project was anticipated to be completed later summer/ early fall.

Ms. Taylor highlighted that Secretary Perdue was in Tallahassee for a session earlier in the month and had great discussions with Representative McClain and Representative Harding specifically talking about the DAB project and Marion County priorities and it was great conversation.

Ms. Taylor also gave a few other updates:

The I-4 express lanes would be open to the general public 10am on Saturday, February 26, 2022.

FDOT Statewide Secretary, Kevin Thibault was selected to become the Executive Director of the Orlando International Airport and would be making a transition into his new position. FDOT would give announcements about leadership roles as they became available.

Approved –

In the prior week an MPO workshop was hosted at the District Five office and thanked TPO Director, Rob Balmes for participating in the successful workshop and for the continued partnership.

Item 8. Comments by TPO Staff

Mr. Balmes told the board a Community wide workshop for the Commitment to Zero Safety Action Plan was planned for April 14, 2022 at the College of Central Florida – Klein Center from 5:30pm – 8pm. Electronic and hard copy fliers would be distributed to the board upon completion.

Item 9. Comments by TPO Board Members

Mayor Bill White gave a report that Inglis had a kick-off meeting with FDOT regarding the improvements of US 19 from the red level area up to Chiefland. With the intension of the Suncoast Parkway hooking into US 19 there was anticipation to improve US 19.

Mayor White said Dunnellon was interested in the project because anything that would attract traffic into US 19 would attract pass-through traffic in Dunnellon. FDOT said that the project was in the planning phase, possibly five years out.

Chairman Bethea gave comments about serious traffic issues in Marion County. He gave thoughts about the City of Ocala, Marion County, TPO, and FDOT have conversations about the traffic congestion and how to work together to make things better for the citizens.

Commissioner Stone mentioned that a workshop was being developed at the request of Marion County with the City to talk about economic development both residential and commercial. She also told the board to study the Transportation Improvement Plan (TIP) where the roadway projects were listed.

Commissioner Bryant said the workshop that the County was developing would be an opportunity for the City and County to discuss the growth currently and the growth to come. Also, identify different corridors that can be expanded to make a difference.

Commissioner Stone mentioned the Congestion Management Plan (CMP) being developed by the TPO.

Mr. Balmes said that the CMP had been adopted in 2021 and would be revisited every one to two years.

Mr. Balmes also mentioned that the TPO looked at projects that were federalized or received state funding so a workshop that included local projects as well would give the TPO a great picture.

Commissioner Bryant said that all municipalities would be invited to the workshop.

Mayor Guinn mentioned that population in the City with business growth was not going to stop.

Approved –

Item 10. Public Comment

Mr. David Bottomley, 305 Woodbury Pines Circle, Orlando, FL 32828 addressed the board with comments about the Silver Springs State Park and the importance of LED lighting. He also gave comments about the importance of preserving Silver Springs and the uniqueness of Marion County parks.

Item 11. Adjournment

The meeting was adjourned by Chairman Bethea at 5:13pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant

An aerial photograph of a coastal city, likely Jacksonville, Florida, showing a mix of urban buildings, parking lots, and green spaces. A large blue rectangular box is overlaid on the lower-left portion of the image, containing the title and date in white text. The background shows a dense urban area with various colored buildings, streets, and parking lots. In the distance, a large body of water (the ocean) is visible under a clear sky. A tall water tower is visible on the left side of the image.

TRANSPORTATION RESILIENCY GUIDANCE

FEBRUARY 2022

An aerial photograph of a river meandering through a lush, dense green forest. The river is dark and reflects the surrounding foliage. The forest is composed of various shades of green, indicating a healthy, mature ecosystem. The word 'AGENDA' is overlaid in large, white, sans-serif capital letters on the upper left portion of the image.

AGENDA

- What is Resiliency?
- National guidance
- Funding opportunities
- Vulnerability analysis
- Resiliency strategies
- Next steps

Transportation Resiliency

Is it relevant to Marion County, FL?

The Federal Highway Administration defines resiliency as:

the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions



Sinkhole opens on Baseline Road; southbound lanes closed from Maricamp to Dogwood



Austin L. Miller
Ocala Star-Banner

Published 1:59 p.m. ET Feb. 18, 2022 | Updated 5:16 p.m. ET Feb. 18, 2022

[View Comments](#)



A sinkhole opened Friday afternoon on Baseline Road just south of Maricamp Road. Southbound lanes were closed as of 2 p.m. *Austin L. Miller/Ocala Star-Banner*

DISRUPTIONS

Disruptions can include natural and man-made disasters

- Flooding
- Wildfires
- Tornadoes
- HazMat incidents
- Sinkholes
- Traffic crashes

NATIONAL GUIDANCE



Resiliency Requirements

Resilience planning was first introduced into federal transportation legislation 10 years ago.

2012

Moving Ahead for Progress in the 21st Century (MAP-21)

Added eligibility of “protection against extreme events” to funding programs

2015

Fixing America’s Surface Transportation Act (FAST Act)

Formalizes resilience consideration into transportation planning

2021

Infrastructure Investment & Jobs Act (II&J)

Allocates \$47 billion to infrastructure resilience

FUNDING OPPORTUNITIES

In 2021, Governor DeSantis signed the first piece of legislation dedicated to resiliency planning in Florida.



\$8.7 b

Promoting Resilient Operations for Transformative, Efficient, & Cost-saving Transportation (PROTECT)



\$1.0 b

Building Resilient Infrastructure & Communities (BRIC)

Federal Infrastructure Investment & Jobs Act



\$3.5 b

Flood Mitigation Assistance (FMA)



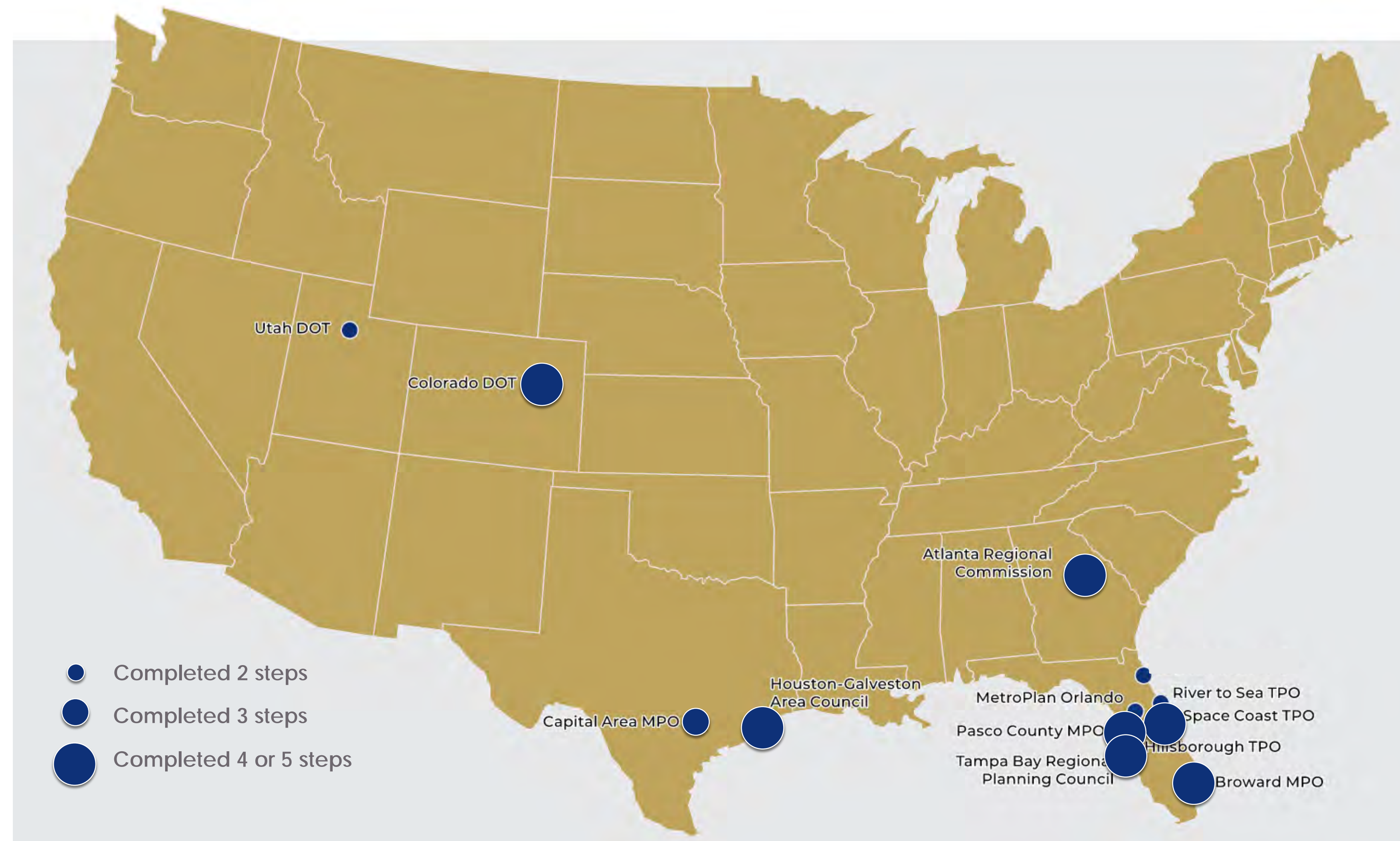
\$20 m

Resilient Florida Grant Program

Statewide Flooding and Sea Level Rise Resilience

PEER AREA RESILIENCY EFFORTS

- 1 Define hazards
- 2 Identify critical roadways
- 3 Assess vulnerabilities
- 4 Develop mitigation strategies
- 5 Specify funding sources



PEER AREA RESILIENCY EFFORTS

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Agency/ Location	Plan	Description	Resiliency Actions				
			Defines Hazards	Identifies Critical Roadways	Assesses Vulnerabilities/ Exposure	Develops Mitigation Strategies	Specifies Funding Sources
Space Coast TPO Brevard County, FL	Transportation Resiliency Master Plan	Defines six unique shocks/stressors and their impact on roadways critical to the communities in Brevard County; develops mitigation strategies.	●	●	●	●	●
River to Sea TPO	SLR Vulnerability Assessment	Identified exposure/vulnerability to evacuation routes, major roadways, trails, and stormwater storage assets.	●		●		
MetroPlan Orlando	2045 Long Range Transportation Plan	Used scenario planning to identify potential risks and how they can impact the region. MetroPlan Orlando chose six key drivers of change: Population, Economy, Visitation, Development & Land Use, Technology, and Climate. These drivers were used to form four scenarios, to help guide the planning and needs assessment.	●				



Vulnerability analysis



Wildfires – **960** square miles in Marion County are prone to wildfires



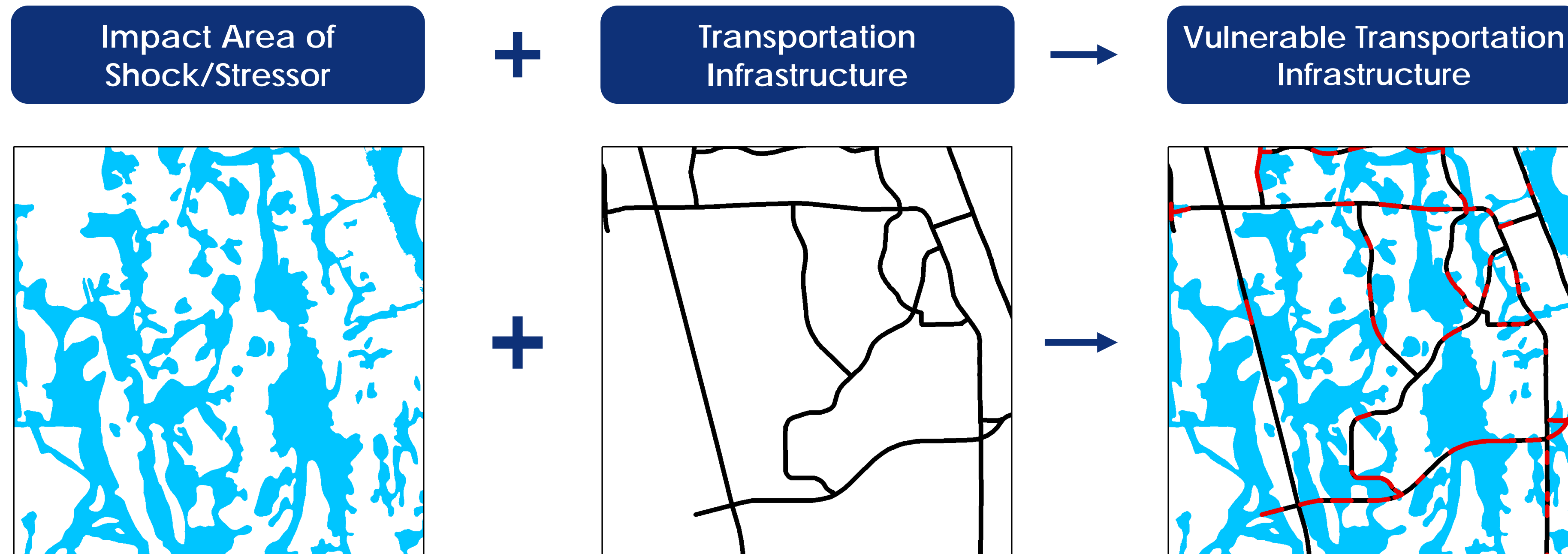
Flooding – **315** square miles in Marion County are prone to flooding



Sinkholes – **803** sinkholes in Marion County between 2015 and 2020

Exposure analysis

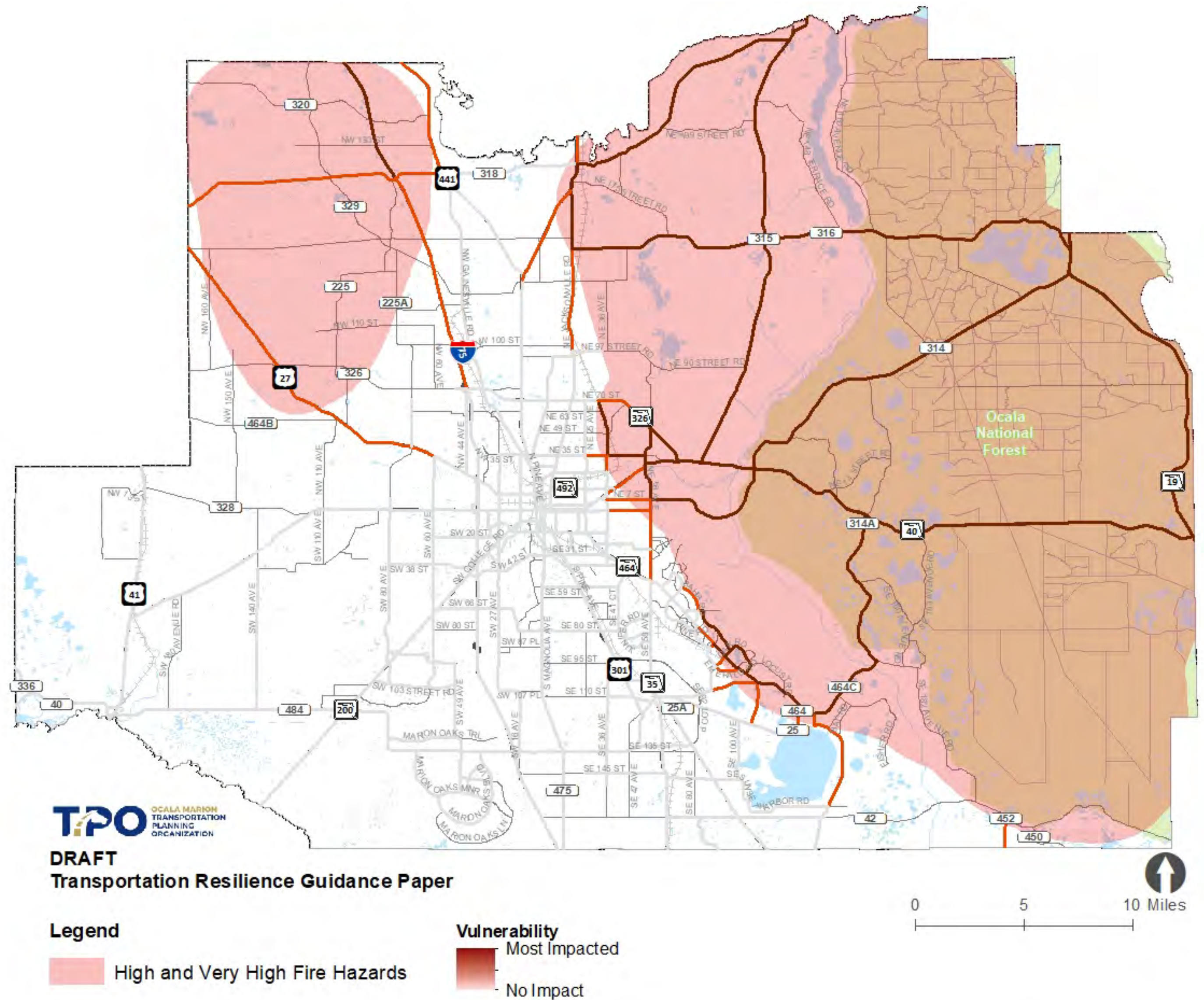
Spatial analysis of the relationship between shock/stressors and federal aid eligible network. Analysis completed separately for evacuation network as well.



WILDFIRE exposure

Federal Aid Eligible Road exposure

- 78 miles of principal arterials
- 38 miles of minor arterials
- 116 miles of major collectors
- 23 miles of minor collectors
- 255 total miles of roadways
35% of system



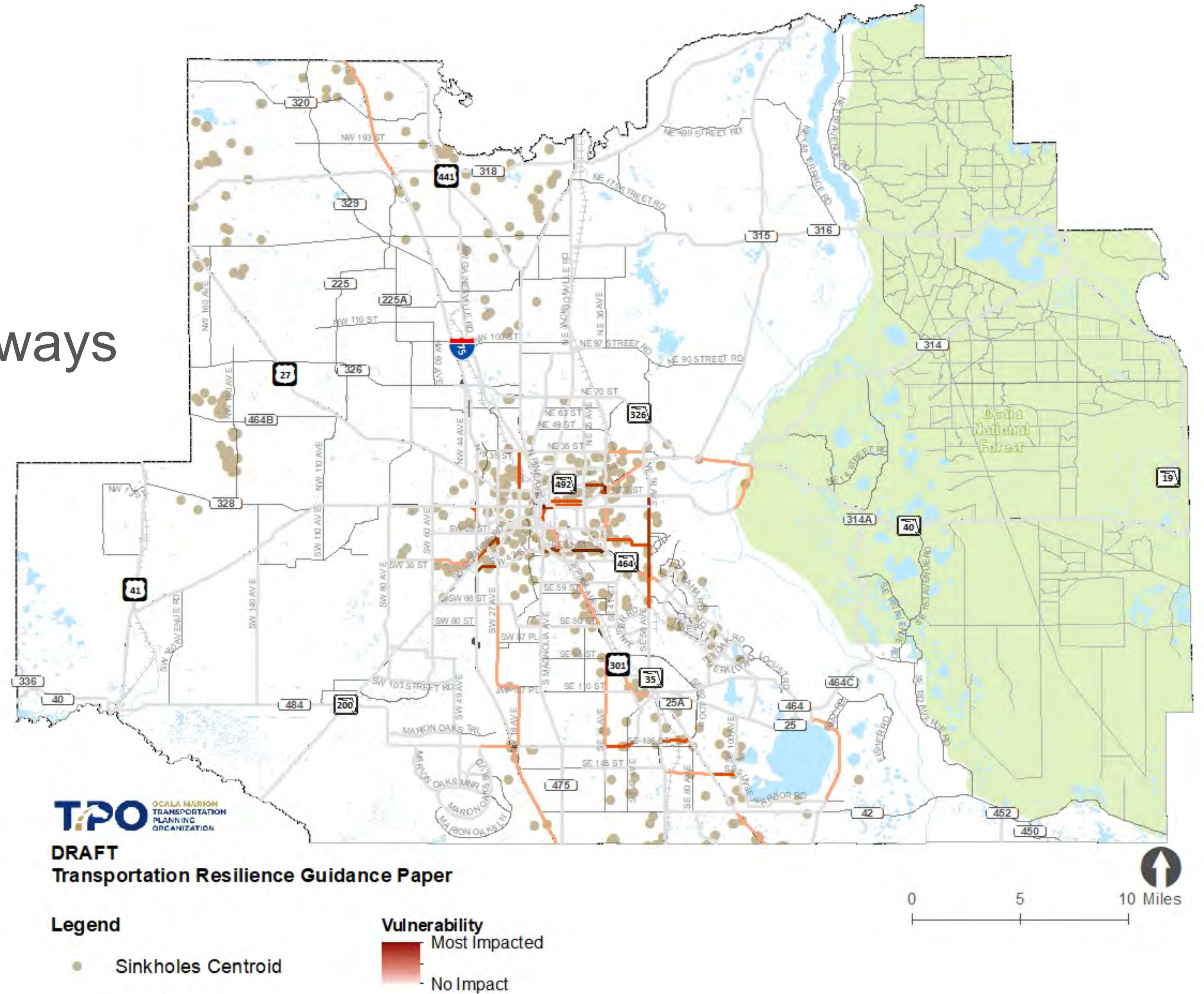
Federal Aid Eligible Roadways exposure

-

SINKHOLE exposure

Federal Aid Eligible Roadways exposure

- 37 miles of principal arterials
- 21 miles of minor arterials
- 6 miles of major collectors
- 21 miles of minor collectors
- 86 total miles of roadways
12% of system



MITIGATION STRATEGIES

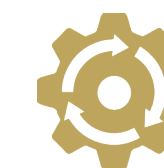
Types of Strategies



Prevention – Improvements that reduce likelihood of impact to the system



Adaptation – Improvements that adjust to shocks and stressors to minimize impacts























Absorption – Improvements that fortify the system against shocks and stressors



















Restoration – Improvements that facilitate restoration of normal function after impacts.

PREVENTION STRATEGIES















Strategy	Description	Hazards	Considerations	Benefits	Cost	Source
Prevention: Strategies that reduce the likelihood of a shock or stressor impacting the system.						
Reduce VMT	Reducing Vehicle Miles Travelled (VMT) reduces the strain on the network associated with rerouting trips or reducing the available route choices.			<ul style="list-style-type: none">• Reduce community reliance on automobile trips• Reduce the number of vehicles that must use detour routes		
Develop a Stormwater Management Plan	Develop a plan to address existing conditions and the required capacity for new facilities.			<ul style="list-style-type: none">• Determine effectiveness of centralized facilities and other regional opportunities		<ul style="list-style-type: none">• Houston Galveston Resilience Pilot Program
Construct green roofs	Utilize green roofs that provide shade, reduce surrounding air temperature, and reduce runoff.			<ul style="list-style-type: none">• Reduce runoff• Reduce urban heat island effect		<ul style="list-style-type: none">• USFS Compendium of Adaptation Practices
Realign or reconnect water courses	Realign waterways away from critical infrastructure. Reconnect waterways to allow natural flood plains to absorb impact of storm events.			<ul style="list-style-type: none">• Allow natural flooding to occur, rather than constraining waterways		<ul style="list-style-type: none">• World Road Association International Climate Change Adaptation Framework for Road Infrastructure
Implement fire-use restrictions	Implement policies to reduce the likelihood of wildfire during conditions that are conducive to wildfire ignition.			<ul style="list-style-type: none">• Reduce chances of wildfire		<ul style="list-style-type: none">• USFS Compendium of Adaptation Practices
Use forest management techniques such as thinning, prescribed burn, and fuels removal	Reduce the likelihood for an extreme fire, with intermittent fire and other management practices.			<ul style="list-style-type: none">• Maintain ecosystems that require fire		<ul style="list-style-type: none">• USFS Compendium of Adaptation Practices
<div><div>Legend</div><div> General</div><div> Heat</div><div> Wildfire</div><div> Flood</div><div> Tornado</div><div> Low cost</div><div> Medium cost</div><div> High cost</div></div>						

ADAPTATION STRATEGIES

Adaptation: Strategies that change the system in anticipation of shocks and stressors to maintain normal functioning.						
Discourage development and growth in vulnerable areas	Create zoning requirements that encourage dense development to occur outside of impact areas, for example the flood plain.		<ul style="list-style-type: none"> • Consider impacts to communities living in less vulnerable areas • Consider conservation projects, especially in areas that coincide with environmentally vulnerable/valuable areas 	<ul style="list-style-type: none"> • Reduce the amount of vulnerable infrastructure over time 		<ul style="list-style-type: none"> • FEMA Nature-Based Solutions • Houston Galveston Resilience Pilot Program
Site new facilities outside of hazard area	When developing new assets or infrastructure, consider locating outside of the hazard area.			<ul style="list-style-type: none"> • Consider hazards during the planning phase to reduce the cost of relocation 		<ul style="list-style-type: none"> • FHWA Adaptation Framework
Change the nature of access to critical facilities	Provide access to critical facilities under hazards by considering alternative accesses. For example, access through the rear of the building, provide for walking or using a mode other than automobile for a portion of the access trip.			<ul style="list-style-type: none"> • Provides redundant access during normal operations 		<ul style="list-style-type: none"> • USFS Compendium of Adaptation Practices
Provide redundant routes	Maintain redundant routes in the network that are functional for all modes.		<ul style="list-style-type: none"> • Consider access to critical facilities and critical routes 	<ul style="list-style-type: none"> • Reduces the consequence of segments being impacted by shocks or stressors • Offers traffic management in non-hazard times 		<ul style="list-style-type: none"> • Resilient California
Legend  General  Heat  Wildfire  Flood  Tornado  Low cost  Medium cost  High cost						

ABSORPTION STRATEGIES

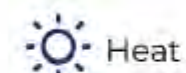
Absorption: Strategies that help the system function normally during events that cause shocks and stressors.

Conduct regular maintenance of infrastructure	Maintain the working order of infrastructure, for example keeping culverts clear.		<ul style="list-style-type: none">Proactive measure to maintain flow at critical pointsMaintain clear of overgrown vegetation which may spread wildfire across the roadway		<ul style="list-style-type: none">South Florida Climate PilotHouston Galveston Resilience Pilot Program	
Construct hardened shoulders	Widen roadway structure to reduce impact to travel lanes.		<ul style="list-style-type: none">Requires clearance around roadwayAlong roadways experiencing strong flows	<ul style="list-style-type: none">Limit inundation to one side of roadwayReduce erosion from overtopping		<ul style="list-style-type: none">Resilient Tampa Bay
Use permeable pavements	Slows, filters, and cleans stormwater runoff by installing porous surfaces.		<ul style="list-style-type: none">Especially relevant in areas with large parking lotsAppropriate only for gentle slopesCan become clogged.Appropriate for low traffic volumes, loads, and speed	<ul style="list-style-type: none">Reduce runoffAllow water to infiltrateReduced particulates in water		<ul style="list-style-type: none">Resilient Tampa BayHouston Galveston Resilience Pilot Program
Construct enhanced road surface	For flooding: Increase the thickness of hot mix asphalt (consider increasing 2") and binder course using larger aggregate. For heat and wildfire: Design road with materials resistant to fire and heat.			<ul style="list-style-type: none">Resist water movement and inundationWithstand impacts of prolonged exposure to heat or submersion		<ul style="list-style-type: none">Resilient Tampa BayResilient CaliforniaHouston Galveston Resilience Pilot Program
Construct enhanced sub-surface	Increase the thickness of subbase layers to provide additional drainage, structural strength, and resistance to flow damages (consider increasing 4-6").			<ul style="list-style-type: none">Resist water movement and inundation		<ul style="list-style-type: none">Resilient Tampa BayHouston Galveston Resilience Pilot Program
Construct berms or barriers	Construct a barrier to prevent water from flooding the roadway.		<ul style="list-style-type: none">Consider available right-of-way to construct barrier	<ul style="list-style-type: none">Prevent water from reaching roadway or flowing across roadway		<ul style="list-style-type: none">FHWA Adaptation Framework
Construct protected or depressed medians	Separate the roadway and potential effect of inundation with a median between the travel lanes in each direction.		<ul style="list-style-type: none">Especially effective along roadways in flat areasRequires maintenance of vegetation and keeping drains clear	<ul style="list-style-type: none">Reduce the occurrence of floods across the full roadwayIf depressed, serve as a holding area for water		<ul style="list-style-type: none">Resilient Tampa BayHouston Galveston Resilience Pilot Program

Legend



General



Heat



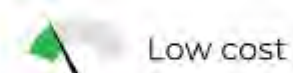
Wildfire



Flood



Tornado



Low cost

















Medium cost



High cost

RESTORATION STRATEGIES

Restoration: Strategies that help the system recover quickly and return to normal functioning.

Install generator connections at traffic signals	Provide built in connections on signal cabinets to connect a generator.		<ul style="list-style-type: none"> • Battery capacity and need for replacement or installation of a generator • Prioritize signals with greatest impact 	<ul style="list-style-type: none"> • Quickly resume operations after shock 		<ul style="list-style-type: none"> • Space Coast TPO Resiliency Master Plan
Prioritize roadways	Prioritize roadways based upon network effectiveness. In all response activities focus on roadways in priority order, for example send crews to clear debris from priority roadways before non-priority roadways.		<ul style="list-style-type: none"> • Include community input regarding critical routes and facilities 	<ul style="list-style-type: none"> • Clear and defined plan that can be communicated to the community 		<ul style="list-style-type: none"> • Resilient California
Develop warning systems with resilient communications	Warning system may consist of sensors, cameras, citizen reporting tool, or other means.			<ul style="list-style-type: none"> • Quickly alert of hazard to allow response to occur 		<ul style="list-style-type: none"> • Houston Galveston Resilience Pilot Program
Develop a coordination plan with other agencies to respond to changes and hazards						<ul style="list-style-type: none"> • FHWA Adaptation Framework
Coordinate with transit providers to identify alternative routes and stops if normal infrastructure is impacted				<ul style="list-style-type: none"> • Continue to operate transit in a predetermined manner consistent with rider expectations. 		<ul style="list-style-type: none"> • Resilient California
Establish stand-by contracts for damage response	Establish mechanisms to pay for rapid response to hazards.			<ul style="list-style-type: none"> • Proactive measure to reduce the length of impact. 		<ul style="list-style-type: none"> • FHWA HOP-15-025
Stockpile materials (culvert pipe, fuel, components) and equipment (generators, traffic control devices) at appropriate locations	Maintain an inventory of critical materials to quickly respond to needs during and after shocks.		<ul style="list-style-type: none"> • Different materials will be needed at different locations to address each hazard • Consider in conjunction with prioritized roadways • Consider cost of storage and potential deterioration of materials over time 	<ul style="list-style-type: none"> • Proactive measure to reduce the length of impact. 		<ul style="list-style-type: none"> • FHWA HOP-15-025



NEXT STEPS

Incorporating Resiliency into planning processes



Project level planning/development



Hazard data collection



Scenario planning analysis



Identification of critical facilities



Identification and prioritization of needed resiliency
improvements



Questions?

Franco Saraceno

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813.556.6972



TO: Board Members

FROM: Rob Balmes, Director

RE: Annual Joint FDOT/TPO Certification, 2021

Summary

On an annual basis and pursuant to federal requirements, 23 USC 134(k)(5) and CFR 450.334(a), the Florida Department of Transportation (FDOT) and Ocala/Marion Transportation Planning Organization (TPO) perform a joint review of the certification status for the transportation planning process. The joint certification process for 2021 took place from January to February 2022, including a meeting at the FDOT District office on February 2, 2022.

The development of a Joint Certification package document was conducted by TPO and FDOT District 5 staff, and is included with this memo. FDOT and TPO staff will share high level findings from the 2021 certification process at the Board meeting.

Attachment(s)

- 2021 FDOT/Ocala Marion TPO Joint Certification package document

If you have any questions about the Joint Certification process or package, please contact me at: 438-2631.

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Select MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on insert date.

Based on a joint review and evaluation, the Florida Department of Transportation and the recommend that the Metropolitan Planning Process for the be Select option.

Name:
Title: District Secretary (or designee)

Date

Name:
Title: MPO Chairman (or designee)

Date



Ocala/Marion County TPO

Joint Certification 2021

1/20/2022

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT's [MPO Joint Certification Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and email it with this completed Certification Document to your District MPO Liaison.

Please note that the District shall report the identification of, and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

Part 1

Part 1 of the Joint Certification is to be completed by the MPO.

Part 1 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review (ICAR) agreement; and any other applicable agreements? Please list all agreements and dates that they need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

Please Check: Yes ☒ No ☐

The TPO has an ICAR agreement, signed by all parties in December 2020. This includes the TPO, City of Ocala, Marion County, East Central Florida Regional Planning Council and the Florida Department of Transportation. Other agreements include:

Interlocal Agreement, June 21, 2016.

Metropolitan Planning Organization Agreement, June 2, 2021.

Staff Services Agreement with Marion County, Revised agreement approved by the TPO Board in February 2020.

Joint Metropolitan Planning Agreement with Lake~Sumter MPO, November, 2020.

Interlocal Agreement Creating the Central Florida MPO Alliance, October, 2005

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

Please Check: Yes ☒ No ☐

The TPO coordinates with the Lake~Sumter MPO on a regular basis involving the Long Range Transportation Plan (LRTP), Congestion Management Process (CMP) and regional priorities. In October 2020, a Joint Planning Agreement between the TPO and MPO was executed and approved by both governing boards.

The TPO also works in partnership with the MPO/TPOs as part of the Central Florida MPO Alliance. Specifically, the TPO collaborates on regional transportation priority projects and needs, reflected in a Regional Priority project lists, and joint long-range transportation plan.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

Please Check: Yes ☒ No ☐

The TPO applies the 10 Planning Factors to guide the overall development and implementation of several major programs and planning processes. These include:

The Fiscal Years 2020/21 to 2021/22 Unified Planning Work Program (UPWP) outlines the 10 Planning Factors (pages 6-7) to guide the work of the TPO over the two-year period. The

planning factors are also integrated into the 2045 Long Range Transportation Plan (LRTP) and Congestion Management Process. The 10 planning factors will be fully integrated again into the next UPWP to guide how the TPO conducts all activities and tasks. In response to integrate planning factors into TPO planning projects, the TPO focused on completing tasks involving the Congestion Management Process, Resilience and Safety in 2021.

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

Please Check: Yes ☒ No ☐

The Continuing, Cooperative and Comprehensive (3-C) transportation process is the foundation for all work of the TPO.

The 3C process is specifically mentioned on page 1, Introduction, of the Fiscal Years 2020/21 to 2021/22 UPWP to place emphasis on its critical importance and requirement. The Public Participation Plan, adopted in 2021, also places emphasis on the 3C process as the focus of the TPO.

Continuing: TPO activities that are ongoing include work with the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC), TPO Board and the Transportation Disadvantaged Local Coordinating Board (TDLCB); and the public participation process with partners, citizens and stakeholders. The TPO has a continued focus on ensuring all documents and agreements in place and are up to date on the public website. The TPO continuously monitors the LRTP and TIP and assists local governments with planning services and data/information requests. The TPO continuously ensures that finances and invoicing are reviewed, submitted and processed for the two federal grants (PL-112, 5305d) and one state grant (CTD) monthly and quarterly.

Cooperative: The TPO cooperates with participating agencies on a local, regional and statewide basis. This includes our four governmental partners of Marion County – City of Belleview, Dunnellon, Ocala and Marion County; federal/state/local - the Florida Department of Transportation, and many other key partners, such as the Florida Office of Greenways and Trails, Ocala/Marion Chamber and Economic Partnership, SunTran, Federal Highway Administration and Federal Transit Administration. These organizations serve on our technical committees, TPO Board and/or play a key role in guiding the transportation planning process of the TPO.

Comprehensive: The TPO ensures that all modes of transportation and all users are addressed in our updated 2045 LRTP, TIP and supporting studies and documents, also including the Congestion Management Plan (CMP) and upcoming Safety Action Plan. The TPO also focuses on ensuring the core planning documents are supportive of local community plans and priorities. This approach is specifically documented in the 2045 LRTP, PPP and current TIP.

5. When was the MPOs Congestion Management Process last updated?

Please Check: Yes ☒ No ☐ N/A ☐

In 2021, the TPO conducted a major update to the Congestion Management Process. This includes a policy and procedures element and state of system in one Congestion Management Plan. The intent is to ensure the TPO has an up to date and viable CMP to address congestion issues in Ocala/Marion County. The state of systems element of the CMP will be updated every 2-3 years. If the TPO becomes part of a Transportation Management Area (TMA), post 2020 Census results, the TPO will conduct an additional update ensure full compliance with federal requirements.

6. Has the MPO recently reviewed and/or updated its Public Participation Plan (PPPs)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

Please Check: Yes ☒ No ☐

In 2021, the TPO completed a major update to the Public Participation Plan (PPP), including placing the document into a public-friendly format. This process included a 45-day public review period, reviews by committees and adoption by the TPO Board in January 2021.

7. Was the Public Participation Plan made available for public review for at least 45 days before adoption?

Please Check: Yes ☒ No ☐

Yes. The Public Participation Plan (PPP) public review period was from November 4, 2020 to December 19, 2020.

Part 1 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by FDOT and the Division Administrator of FHWA?

TPO staff ensures that all funds are expended according to applicable Federal and State laws by making purchases and paying contractors for tasks or activities referenced in the UPWP; always following the UPWP; coordinating in advance with our FDOT District 5 Liaison when needed; and by researching all applicable federal and state laws. Prior to making any purchases or payments, the TPO ensures internally that this coordination and research were carefully undertaken. In some cases, questions need to be sent to FDOT Central Office through the District. In these instances, the TPO awaits proper guidance until proceeding.

2. How often does the MPO submit invoices to the District for review and reimbursement?

The TPO submits FHWA PL-112 grant invoices to the FDOT District 5 Liaison on a monthly basis. Typically, within 30 to 45 calendar days after a period (month) has closed, the District receives the TPO's invoice summary packet for review and comment, and soon thereafter provides prompt review/approval. For FTA 5305d grants, invoices are submitted to the FDOT Transit Office on a quarterly basis for reimbursement. These invoices are also sent within 30-45 days after the quarter has closed.

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

The TPO is not a direct recipient of federal funds.

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302?](#)

The TPO maintains an internal database and record keeping system regarding all federal and state grants tied directly to the UPWP. The TPO also keeps a secondary financial system tied to the UPWP through the host agency Marion County financial management system/software.

This approach is required by the host agency to provide payment for services, salaries/benefits, etc.

5. How does the MPO ensure records of costs incurred under the terms of the MPO Agreement maintained and readily available upon request by FDOT at all times during the period of the MPO Agreement, and for five years after final payment is made?

TPO staff organizes all FHWA PL, FTA 5305d invoice packets with necessary backup documentation in electronic folders labeled with their grant, fiscal year and by month. These files are maintained electronically through the Marion County IT cloud system and currently date back at least five years at a minimum, in the event an invoice or supporting documentation is needed or requested.

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

Yes. When requested, the TPO provides all backup documentation per invoice and will continue to follow this procedure until notified otherwise.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds and applicable State laws?

The TPO receives services from Marion County Procurement Services Department to contract with consultants/vendors through a Staff Services Agreement. Prior to the issue of a Contract solicitation, Procurement Services ensures the TPO meets all applicable federal laws and that consultants/vendors are made aware of the key requirements by federal and state laws. Specifically, Procurement Services includes detailed language in coordination with the TPO in RFQ's, RFP's and other contracts directing consultants/vendors of their responsibilities for complying with federal, state and local laws that affect their work. This also includes compliance with Title VI and the FDOT Disadvantaged Business Enterprise (DBE)

program. The TPO has also coordinated closely with our FDOT District 5 Liaison and FHWA-Florida Division for their review of solicitation packages and results for contracts with consultants. This process also includes a review of each Scope of Services and associated budgets developed through the TPO's General Planning Consultant (GPC) contract task work orders.

8. Does the MPO have an existing negotiated indirect cost rate from the Federal government or use the de minimis rate (currently set at 10% of modified total direct costs which may be used indefinitely [\(2 C.F.R. 200.414\(f\)\)](#)?

In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.

Please Check: Indirect Rate ☐ De Minimis Rate ☐ N/A ☐

- a. If the MPO has an existing negotiated indirect cost rate, did the MPO submit a cost allocation plan?

The above box Indirect Rate could not be checked. Indirect should be checked. TPO is hosted by Marion County. The TPO provides a monthly Cost Allocation to the Clerk of the Court and Comptroller. The rate is reviewed annually and calculated based on services rendered to the TPO by County Departments and the Clerk of the Court in the prior County fiscal year. A Cost Allocation is submitted annually the District, and included in full invoice packets. This includes monthly invoice documentation and statements electronically signed by the Marion County Administrator and TPO Director.

Part 1 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?"

Please Check: Yes ☒ No ☐

The TPO has a signed Title VI/Nondiscrimination Assurance and is posted on the website. Liz Mitchell is the TPO's Title VI Coordinator, effective July 1, 2019. The Title VI Plan was updated in 2018, and was further updated and adopted by the TPO Board in April 2020. A Title VI Statement in both English and Spanish was also developed and posted to the TPO website. The TPO also maintains a Title VI Assurance poster at the entry of its office. All core TPO documents contain a statement regarding Title VI compliance, including the LRTP, TIP, UPWP and PPP.

2. Do the MPO's contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

Please Check: Yes ☒ No ☐

The TPO, in collaboration with Marion County Procurement Services Department, includes specific language that addresses lobbying, Title VI, DBE and suspension. The specific language was included in the FY 2021/22 to 2022/23 UPWP, adopted by the TPO Board in May 2020. Additionally, this language was included in the TPO's General Planning Consultant (GPC) Request for Qualifications (RFQ) and Community Transportation Coordinator (CTC) Request for Proposals (RFP) procurement processes in 2020.

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with FDOT's procedure?

Please Check: Yes ☒ No ☐

As outlined in the TPO's adopted Title VI Plan, the TPO implemented a process to ensure that any discrimination is investigated and addressed. Any person that believes to have been subjected to discrimination based on race, color, national origin, sex, age, disability, religion, income or family status may submit a complaint in writing, by email, in person, or on the phone to TPO Title VI Coordinator, Liz Mitchell. The Title VI Plan outlines how the process moves forward to process and resolve all complaints.

4. Does the MPO collect demographic data to document nondiscrimination and equity in its plans, programs, services, and activities?

Please Check: Yes ☒ No ☐

The TPO collected and analyzed demographic area data for the development of the Title VI Plan and 2045 Long Range Transportation Plan (LRTP). This included information to ensure that any discrimination is identified and addressed regarding public involvement and input, transportation investments and priorities and ultimately implementation. Environmental Justice (EJ) Equity areas were identified, and a concerted effort was made in the 2045 LRTP through initial public outreach workshops to be located in EJ areas.

As part of the 2045 LRTP, Equity Areas were identified and overlaid through Geographic Information Systems (GIS) analysis and compared to Cost Feasible projects. The TPO's online map portal may be accessed to view this information. Equity Areas include Traffic Analysis Zones (TAZ) with Youth (under 16) Higher than County Average, Seniors, Residents with No Vehicles Higher than County Average, Poverty Higher than County Average and Minorities Higher Than County Average. TAZ's containing 3 or more of these groups were identified in red; TAZ's with 2 in orange; TAZ's with 1 in yellow. The overall focus of this approach was to study future transportation improvements as they relate to Equity areas and ensure all citizens of Marion County are properly served, creating a more equitable transportation system.

In the future, the TPO anticipates expanding upon this process to address the additional federal emphasis of equity on the transportation system.

5. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

Please Check: Yes ☒ No ☐

The TPO engaged in a series of virtual training and webinars as follows:

UFTI-T2: Intro Transportation Equity – Feb. 17, 2021

Equity & Infrastructure Planning – Feb. 25, 2021

Accessibility for Passengers with Mobility Disabilities: Part 1 – Mar. 11, 2021

Accessibility for Passengers with Mobility Disabilities: Part 2 – Mar. 24, 2021

Accessibility for Passengers with Sensory or Cognitive Disabilities: Part 1 – Apr. 7, 2021

Getting from here to there – Progress toward Equity and Inclusiveness – Apr. 16, 2021

Accessibility for Passengers with Sensory or Cognitive Disabilities: Part 2 – Apr. 21, 2021

Mobility, Equity, and Access Summit – May 6, 2021

Transportation Equity at USDOT - Information Session – June 18, 2021

FHWA ADA Webinar: Disability Advisory Groups – July 21, 2021

6. Does the MPO keep on file for five years all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

Please Check: Yes ☒ No ☐

Yes, the TPO has identified in its Title VI plan a process to maintain a log of all complaints. Files are documented and maintained for a minimum of five years.

Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

Please Check: Yes ☒ No ☐

When the TPO began its hosting relationship with Marion County Procurement on July 1, 2019, all contracting processes and documents were coordinated with FDOT District 5 and FHWA-FL division to ensure the procurement and selection process are consistent with federal law and state statute. This has included reviews of all procurement packages, qualifications and evaluation process.

2. Does the MPO maintain sufficient records to detail the history of procurement, management, and administration of the contract? These records will include but are not limited to: rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract, progress reports, and invoices.

Note: this documentation is required by [2 C.F.R. 200.325](#) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes ☒ No ☐

The TPO maintains all files electronically in the cloud-based server. This includes the procurement files, management of contracts, scopes of services, budgets and invoices. Per the Staff Services Agreement with Marion County, the Procurement Services Department on behalf of the TPO also maintains all official records of procurement, management and contract documents.

3. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

Please Check: Yes ☒ No ☐

The TPO currently has in place through the Staff Services Agreement with Marion County provisions for following the appropriate processes of the Procurement Services Department and the Marion County Clerk of the Court and Comptroller.

4. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

Please Check: Yes ☒ No ☐

The TPO currently has in place through the Staff Services Agreement with Marion County provisions for following the appropriate processes of the Procurement Services Department. This includes contracts to perform services and/or Scopes of Services with detailed budgets, project schedules and deadlines for deliverables. The TPO Director provides the overall oversight of all contracts and scopes of services. This also includes regular meetings with contractors regarding project status, budget and deliverable deadlines.

5. Does the MPO's contracts include all required federal and state language from the MPO Agreement?

Please Check: Yes ☐ No ☒

Current contracts do not specify MPO Agreement language. It would be appreciated if FDOT could guide the TPO on proper language so that contracts may be amended.

6. Does the MPO follow the FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes ☒ No ☐

The TPO follows the DBE plan and process approved by FDOT. In February 2022, the TPO plans to adopted a DBE program document that directly follows the FDOT DBE plan and program.

7. Does the MPO use the Equal Opportunity Compliance (EOC) system to ensure that consultants are entering bidders opportunity list information, as well as accurately and regularly accept DBE commitments and payments?

Please Check: Yes ☐ No ☒

The TPO has not yet used the EOC system to track and monitor the commitments or payments.

8. The MPO must be prepared to use the Grant Application Process (GAP) to record their professional services contract information starting on July 1, 2022. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete (Recordings are available on the FDOT Local Programs [webpage](#)).

Please Check: Yes ☐ No ☒

The TPO was not aware of this training opportunity, but will take appropriate action to complete all trainings by July 1, 2022.

9. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

Please Check: Yes ☒ No ☐

The TPO provides an Equal Opportunity Statement that was developed in coordination with FDOT and FHWA-FL Division.

10. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes ☐ No ☒ N/A ☐

The TPO does not consider the scoring, evaluating and award process of procurement packages based on geographic preference or physical location. However, one form used through our host Marion County Procurement, contains a statement that will require elimination on future procurements. This statement was included with a form involving Disclosure of Subcontractors and Sub-Consultants in the TPO's General Planning Consultant (GPC) 2020 procurement process. *"The County reserves the right to accept or reject any subcontractor based on past performance, **location**, or any other grounds that may conflict with the best interests of Marion County Board of County Commissioners"*. Question 12 cannot be manually answered, so this applies to item E Location as well. This statement shall be removed from all future procurement packages of the TPO. Due to the requirement of the TPO working through Marion County Procurement and their processes as our government host, a reference to location was overlooked in a General Planning Consultant

(GPC) package form. However, this form did not factor in any way with the GPC selection process conducted by the TPO as reflected in the scoring, evaluation and ultimately the selection and contracting with three firms.

11. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes ☒ No ☐ N/A ☐

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a) ☐ Minority business
- b) ☐ Local business
- c) ☐ Disadvantaged business
- d) ☐ Small business
- e) ☐ Location (physical location in proximity to the jurisdiction)
- f) ☐ Materials purchasing (physical location or supplier)
- g) ☐ Locally adopted wage rates
- h) ☐ Other: _____

13. Do the MPO contracts only permit the use of the approved FDOT race-neutral program?

Please Check: Yes ☐ No ☒ N/A ☐

14. Do the MPO contracts specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes ☐ No ☒ N/A ☐

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes ☒ No ☐ N/A ☐

16. Do the MPO contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)

- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

Please Check: Yes ☐ No ☒ N/A ☐

Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPOs noteworthy practices and achievements below.

In 2021, the TPO was selected by the Association of Metropolitan Planning Organizations (AMPO) to participate in a peer national spotlight program. For an entire week in January, the TPO was featured through AMPO's social media to all partners in the nation involving programs, staffing, website and public engagement. The TPO has taken pride in developing a social media presence as a tool to connect and inform our citizens and partners.

The TPO also conducted more extensive outreach in 2021 through public opinion surveys and social media. This approach continued to broaden the TPO's outreach and connections in the community, leading to local news articles, social media attention and increased activity on the website. Examples included a public opinion survey of the transportation disadvantaged community, and a public survey involving the TPO's Congestion Management Process.

In 2021, the TPO completed a major update to the Congestion Management Plan (CMP). The CMP was developed to serve as a more up-to-date resource for the community and also tied to the annual LOPP process.

The TPO began development of a transportation resilience guidance document. The document will be used to better educate the inform elected leaders, staff and citizens about the opportunities and challenges of maintaining a more resilient transportation system. The guidance document will support the TPO in identifying the major opportunities for projects, planning and program work related to resilience at both the state and federal levels.

At the end of 2021, the TPO initiated Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. This planning project will involve the development of a Safety Action Plan to support the Vision Zero initiatives happening at all levels of government. The project formal kick-off took place in January is scheduled to be completed in summer or fall 2022 and then lead into future opportunities for implementation through education, projects and community collaboration.

Part 1 Section 6: MPO Comments

The MPO may use this space to make any additional comments or ask any questions, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

The TPO really appreciates the positive, ongoing collaboration. The meetings and regular discussions that take place with Liaison team members, along with meetings with the Secretary and other District Leadership provides for a very good working relationship. The new Office of Safety is also a recent development in 2021 the TPO is looking forward to engaging with at the project and planning levels. The TPO also looks forward to working with the District on Freight Mobility planning efforts and coordinating on the annual project priorities process.



Ocala/Marion County TPO

Joint Certification 2021

1/25/2022

Part 2 – FDOT District

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The Certification Package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question within this document.

Since all of Florida's MPOs adopt a new Transportation Improvement Program (TIP) annually, many of the questions related to the TIP adoption process have been removed from this certification, as these questions have been addressed during review of the draft TIP and after adoption of the final TIP.

As with the TIP, many of the questions related to the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP) have been removed from this certification document, as these questions are included in the process of reviewing and adopting the UPWP and LRTP.

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 9: Attachments allows you to embed any attachments to the certification, including the [MPO Joint Certification Statement](#) document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 9: Attachments.

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

The final Certification Package should include Part 1, Part 2, and any required attachments and be transmitted to Central Office no later than June 1 of each year.

Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in [2 CFR §200.332 \(b\)-\(e\)](#), also expressed below. It is important to note that FDOT is the recipient and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

(b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:

- (1) The subrecipient's prior experience with the same or similar subawards;*
- (2) The results of previous audits including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;***
- (3) Whether the subrecipient has new personnel or new or substantially changed systems; and***
- (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*

(c) Consider imposing specific subaward conditions upon a subrecipient if appropriate as described in §200.208.

(d) Monitor the activities of the subrecipient as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward; and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:

- (1) Reviewing financial and performance reports required by the pass-through entity.*
- (2) Following-up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies pertaining to the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and written confirmation from the*

subrecipient, highlighting the status of actions planned or taken to address Single Audit findings related to the particular subaward.

(3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by §200.521.

(4) The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section §200.513(a)(3)(vii). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.

(e) Depending upon the pass-through entity's assessment of risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be useful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:

(1) Providing subrecipients with training and technical assistance on program-related matters; and

(2) Performing on-site reviews of the subrecipient's program operations;

(3) Arranging for agreed-upon-procedures engagements as described in §200.425.

If an MPO receives a Management Decision as a result of the Single Audit, the MPO may be assigned the high-risk level.

After coordination with the Office of Policy Planning, any of the considerations in 2 CFR §200.331 (b) may result in an MPO being assigned the high-risk level.

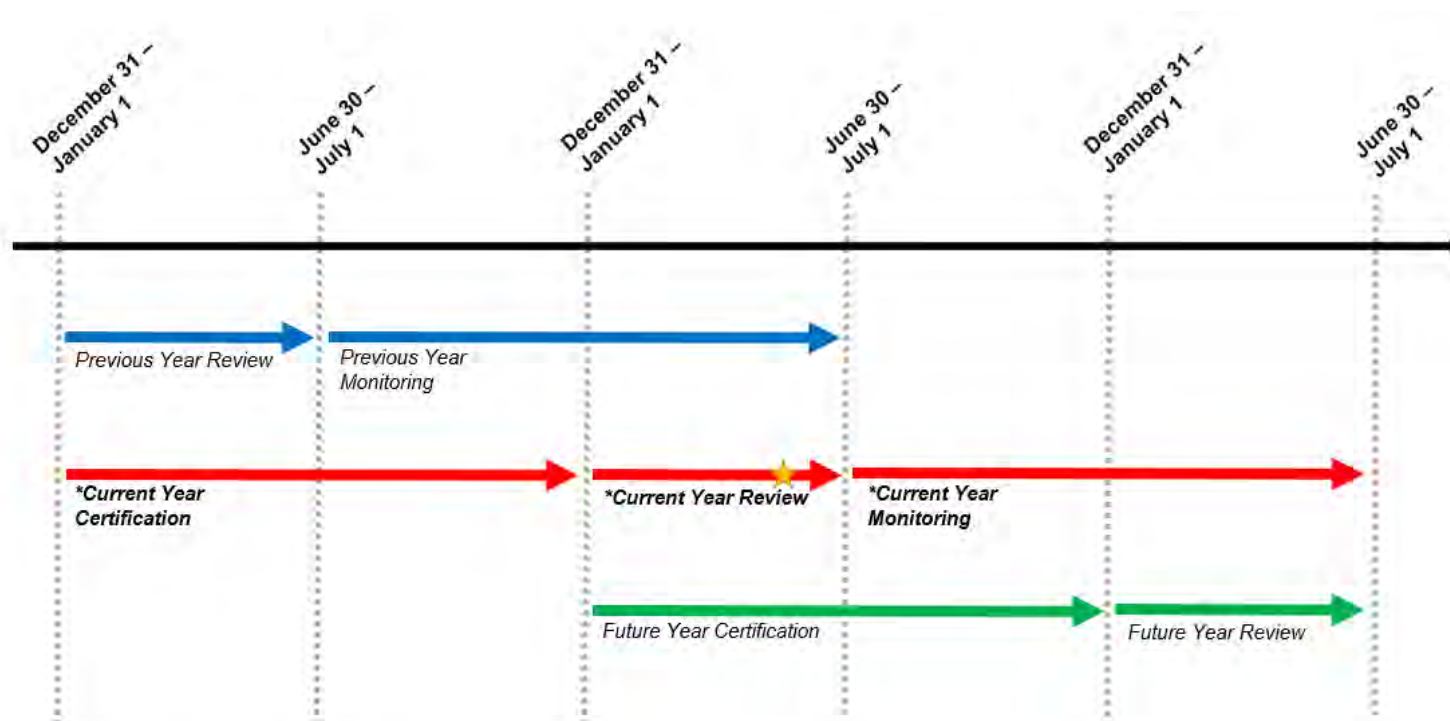
The questions in Part 2 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by FDOT MPO Liaisons for the upcoming year. The frequency of review is based on the level of risk in **Table 1**.

Table 1. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

The Risk Assessment that is part of this joint certification has two main components – the Certification phase and the Monitoring phase – and involves regular reviewing, checking, and surveillance. The first step is to complete this Risk Assessment during the joint certification for the current year (*The red line in **Figure 1***). The current year runs for a 12-month period from January 1 to December 31 of the same year (**Example: January 1, 2018 through December 31, 2018**). There is a 6-month period when the joint certification for the current year is reviewed before the Risk Assessment enters the Monitoring phase. The joint certification review runs from January 1 to June 30 (**Example: January 1, 2019 through June 30, 2019**). After the review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period (**Example: July 1, 2019 to June 30, 2020**). The entire Risk Assessment runs for a total of 30-months. However, there will always be an overlapping of previous year, current year, and future year Risk Assessments. **Figure 1** shows the timeline of Risk Assessment phases and how Risk Assessments can overlap from year to year.

Figure 1. Risk Assessment: Certification Year vs. Monitoring



★ June 1st - Joint Certifications are due to FDOT

Part 2

Part 2 of the Joint Certification is to be completed by the District MPO Liaison.

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G1L92-7	1/1/2021- 1/31/2021	3/3/2021	No
G1L92-8	1/18/2021- 2/12/2021	4/27/2021	No
G1L92-9	2/15/2021- 3/12/2021	5/13/2021	No
G1L92-10	3/15/2021- 4/23/2021	5/26/2021	No
G1L92-11	4/26/2021- 5/21/2021	6/3/2021	No
G1L92-12	5/6/2021- 6/18/2021	7/6/2021	No
G1L92-13	6/21/2021- 7/16/2021	8/30/2021	No
G1L92-14	7/19/2021- 8/13/2021	9/23/2021	No

G1L92-15	8/16/2021- 9/10/2021	10/19/2021	No
G1L92-16	9/13/2021- 10/22/2021	11/16/2021	No
G1L92-17	10/26/2021- 11/19/2021	12/13/2021	No
G1L92-18	11/21/2021- 12/17/2021	1/12/2022	No
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			12
Total Number of Invoices Submitted			12

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed in the certification period in **Table 3** and attach the checklists to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Invoice Review Checklist (i.e. checked yes). The MPO Invoice Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting unallowable, unreasonable or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.

Corrections or findings that are not considered materially significant do not warrant elevation of MPO risk. Examples of corrections or findings that are not considered materially significant include:

- Typos.

- Incorrect UPWP revision number.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of Correct Materially Significant Finding Questions
G1L92-7 (PL) Review Date: 3/3/2021	7
G1L92-8 (PL) Review Date: 4/28/2021	7
G1L92-9 (PL) Review Date: 5/18/2021	7
G1L92-10 (PL) Review Date: 5/26/2021	7
G1L92-11 (PL) Review Date: 6/8/2021	7
G1L92-12 (PL) Review Date: 7/8/2021	7
G1L92-13 (PL) Review Date: 8/30/2021	7
G1L92-14 (PL) Review Date: 9/23/2021	7
G1L92-15 (PL) Review Date: 10/21/2021	7
G1L92-16 (PL) Review Date: 11/16/2021	7
G1L92-17 (PL) Review Date: 12/13/2021	7
G1L92-18 (PL) Review Date: 1/12/2022	7
MPO Invoice Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	84

**Note: There are 7 materially significant questions per MPO Invoice Review Checklist.*

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Supporting Documentation Review Checklist (i.e. checked yes). The MPO Supporting Documentation Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting an invoice with charges that are not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.
- Submitting travel charges that do not comply with the MPO's travel policy.

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of Correct Materially Significant Finding Questions
G1L92-8 Reviewed: 01/25/2022	23
<i>*only 23 questions applied</i>	
MPO Supporting Documentation Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	23

**Note: There are 25 materially significant questions per MPO Supporting Documentation Review Checklist.*

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: Yes ☒ No ☐ N/A ☐

Risk Assessment Score

Please use the Risk Assessment worksheet to calculate the MPO's risk score. Use **Table 5** as a guide for the selecting the MPO's risk level.

Table 5. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

Risk Assessment Percentage: 100%

Level of Risk: **Low**

Part 2 Section 2: Long-Range Transportation Plan (LRTP)

Did the MPO adopt a new LRTP in the year that this certification is addressing?

Please Check: Yes ☐ No ☒

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

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Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP in the year that this certification is addressing?

Please Check: Yes ☒ No ☐

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

1-27-2021, FY20-25_TIP_1.26.2021.pdf – This version of the Fiscal Years 2020/21-2024/25 Transportation Improvement Program was adopted by the Ocala Marion TPO Board on January 26, 2021.

4-28-2021, Agenda from April 27, 2021 TPO Board Meeting Agenda Packet.pdf, FY 20-25 TIP April Amended 2021.pdf, TIP Amendment 1 Memo and Projects.pdf – Please find attached the following for an amendment (#1) to the TIP: TPO Board Meeting Agenda, TIP Amendment 1 with background and project information (2 new projects), Full TIP document, including signed resolution

4-28-2021, Agenda from April 27, 2021 TPO Board Meeting Agenda Packet.pdf, FY 20-25 TIP April Amended 2021.pdf, TIP Amendment 2 Memo and Package.pdf – TIP Amendment #2 with the following documentation as follows, TPO Board Meeting Agenda, TIP Amendment Package (Transit PM Targets), Full TIP document as amended with signed resolution

5-4-2021, Draft FY 21-22 to 25-26 Transportation Improvement Program.pdf, TIP Review Checklist_Ocala-MarionTPO_5-13-21.docx – The Ocala/Marion TPO FY 2021/22 to 2025/26 Draft Transportation Improvement Program is available for review. The draft TIP is being posted to the TPO's website today, along with a press release, advertisement in the local newspaper, email and social media blasts, and direct submission to state and federal agencies. Please find attached the draft TIP document. The public comment period is from May 4, 2021 to June 22, 2021. The TPO anticipates adoption of the TIP at the Board meeting on June 22, 2021.

5-26-2021, FY 20-25 TIP May 25 Amended 2021.pdf, May 25, 2021 TPO Board Meeting Agenda Packet.pdf – May 25, 2021 TIP Amendment. Request for two projects amended per FDOT. See attachments.

6-23-2021, FY 20-21 to 24-26 Amended TIP.pdf, TIP Agenda Package.pdf – On June 22, 2021, the TPO Board approved the requested amendment. Please find attached the meeting information and draft TIP as amended.

6-23-2021, Adopted TIP Review Checklist_Ocala-MarionTPO_7-29-21.docx, Fiscal Years 2021-22 to 2025-26 Adoption TIP.pdf, June 22, 2021 TPO Board Meeting Agenda Packet - TIP.pdf – The TPO Board adopted the FY 2021/22 to 2025/26 TIP on June 22, 2021. Please find attached the meeting information and adopted TIP document.

8-25-2021, FY 20-25 TIP August 2021.pdf, FY 21-25 TIP Amendment Memo and Files.pdf – Per the request of FDOT on August 3, 2021, please find attached the amended FY 20-21 to 24/25 TIP to include the project FM#449238-1. This includes the August 24, 2021 TPO Board agenda, agenda item and amended TIP document.

8-25-2021, FY 2022 to 2026 TIP Document Amendment 1.pdf, FY 22-26 TIP Amendment Memo and Materials.pdf, Roll Forward TIP Memo and Documents.pdf – Please find attached Amendment 1 of the FY 21/22 to 25/26 TIP. This amendment includes the FDOT request to add project FM 449238-1. This amendment also includes the Roll Forward projects per the request of FDOT. The TPO Board approved the amendment on August 24, 2021. The amended TIP is included with the files.

Part 2 Section 4: Unified Planning Work Program (UPWP)

Did the MPO adopt a new UPWP in the year that this certification is addressing?

Please Check: Yes ☐ No ☒

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

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Part 2 Section 5: Clean Air Act

The requirements of [Sections 174](#) and [176 \(c\) and \(d\)](#) of the Clean Air Act.

The Clean Air Act requirements affecting transportation only applies to areas designated nonattainment and maintenance for the National Ambient Air Quality Standards (NAAQS). Florida currently is attaining all NAAQS. No certification questions are required at this time. In the event the Environmental Protection Agency issues revised NAAQS, this section may require revision.

Title(s) of Attachment(s)

N/A

Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding

Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Please Check: Yes ☒ No ☐ N/A ☐

Part 2 Section 7: MPO Procurement and Contract Review

To evaluate existing DBE reporting requirements, choose one professional services procurement package and contract between the MPO and a third party to answer the following questions. If the answer to any of the questions is no, there is no penalty to the MPO. FDOT is using this information to determine technical support and training for the MPOs. Any new procurements after July 1, 2022 must be compliant with the existing DBE reporting requirements.

1. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes ☒ No ☐ N/A ☐

2. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes ☒ No ☐ N/A ☐

3. Does the contract only permit the use of the approved FDOT race-neutral program?

Please Check: Yes ☐ No ☒ N/A ☐

4. Does the contract specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes ☐ No ☒ N/A ☐

5. Is the contract free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes ☒ No ☐ N/A ☐

6. Does the contract contain required civil rights clauses, including:
- a. Nondiscrimination in contracting statement (49 CFR 26.13)
 - b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
 - c. FDOT DBE specifications

Please Check: Yes ☐ No ☒ N/A ☐

Part 2 Section 8: District Questions

The District may ask up to five questions at their own discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question, and the response in the blanks below. This section is optional and may cover any topic area of which the District would like more information.

1. In CY2021, explain how the MPO addressed the goals and objectives outlined in your LRTP and how the required performance measures are supported in your plans and priorities.

In 2021, the TPO addressed LRTP goals directly through the annual LOPP process., including how projects are scored and ranked. The TPO also placed an emphasis on congestion management (CMP), resilience and safety through specific planning projects. These projects will support the LRTP goals to improve safety, meet community needs, protect natural resources and optimize existing infrastructure. The Safety Action Plan is being developed to be integrated with annual safety targets and to support the vision and goals of the LRTP. The CMP will also be integrated further with the LOPP. Through the resilience guidance paper under development, this process will also lead to identifying assets that require investment and/or improvements to ensure they are maintained over time.

2. Which processes should FDOT consider improving to assist the MPO in carrying out its day-to-day operations?

There needs to be improvements to the FDOT/MPO Document Portal. This includes notifications to all parties involved when documents are uploaded or updated, and when reviews/approvals are completed. This would also include an email notification to all parties involved that a document was uploaded or approved as one example.

3. In which areas could FDOT consider improving to enhance the relationship between the MPO's and the Department?

In 2021, the meeting involving Secretary Perdue, Anna Taylor, the TPO Director and Chair was greatly appreciated. The focus was on projects and the annual prioritization process, along with general discussion. A meeting like this or similar on an annual basis involving the District and TPO to touch base and connect would be a great way to continue building our working relationship.

Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the problem must be corrected by the MPO.

Status of Recommendations and/or Corrective Actions from Prior Certifications

In the 2020 Certification the Department recommended the TPO work toward invoicing on a monthly or quarterly basis in accordance with the MPO handbook. The Department has seen great improvement in all areas of invoicing and applauds the TPO for their hard work and dedication.

Recommendations

As we work toward a new UPWP cycle and the transition to the CPG, the department would like to strongly encourage the MPO to partner with their transit agencies in making sure that all aspects of transit planning are still being prioritized.

Corrective Actions

The Department has no corrective actions at this time.

Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification related documents here or through the [MPO Document Portal](#). Please also sign and attached the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

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TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2020/21 to 2021/22 Unified Planning Work Program (UPWP) Amendment, De-Obligation Request

Summary

The Unified Planning Work Program (UPWP) is a federally required two-year document that serves as the TPO's working budget. The current Fiscal Year (FY) 2020/21 to 2021/22 UPWP is authorized to June 30, 2022. As outlined in the Florida Department of Transportation (FDOT) MPO Program Management Handbook, Federal Highway Administration (FHWA) Planning Funds (PL-112) currently programmed, but not expended by June 30, 2020 in the current UPWP, require de-obligation for future re-obligation into the next two-year UPWP (FY 2022/23 to 2023/24).

Based on the analysis of the current UPWP, the TPO submitted a formal letter to FDOT on March 2, 2022 requesting the de-obligation of \$175,000 in FHWA PL-112 funding. This funding change is reflected in the attached corresponding task and funding tables for FY 2020/21 (year one).

Pending Board approval, the TPO proposes to re-obligate the full \$175,000 in funding from FY 2020/21 of the current UPWP to the first year of the new FY 2022/23 to 2023/24 UPWP for Consultant Planning services – Consultants. These funds will be used for conducting future transportation studies and planning activities over the next two-year period based on identified priorities. This change will be reflected in the final draft version of the FY 2022/23 to 2023/24 UPWP presented to the TPO Board on April 26, 2022.

Attachment(s)

- De-Obligation Request Letter to FDOT
- Current and Proposed UPWP summary of changes
- Amended FY 20/21 to 21/22 UPWP, pending approval

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

Action Requested

TPO staff requests the TPO Board to approve a UPWP amendment to de-obligate \$175,000 FHWA-PL funds from the FY 2020/21 to 2021/22 UPWP, and once approved by FDOT and FHWA, re-obligate said funds to the FY 2022/23 to 2023/24 UPWP.

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



March 2, 2022

Anna Taylor
Government Liaison Administrator
Florida Department of Transportation
719 Woodland Boulevard
DeLand, FL 32770

Subject: De-Obligation of FHWA PL-112 Funds

Dear Anna,

On behalf of the Ocala/Marion Transportation Planning Organization (TPO), this memo serves as a notification to the FDOT District 5 Liaison Group the intention to de-obligate and unencumber funding from the current Fiscal Years 2020/21 to 2021/22 Unified Planning Work Program (UPWP).

The TPO plans to take Board Action on March 22, 2022 through a UPWP amendment, to de-obligate a total of \$175,000 in FHWA PL-112 funding. This amount of funding will be reflected in the UPWP amendment and corresponding task and funding tables for FY 2020/2021 (year one), and submitted to the MPO Document Portal no later than April 15, 2022.

The de-obligation comes primarily from lower costs due to staff vacancies for the entire fiscal year, along with a delay in beginning the TPO's Commitment to Zero Safety Action Plan.

Sincerely,

Rob Balmes, AICP CTP Director
Ocala/Marion County TPO
352-438-2631
Rob.balmes@marionfl.org

Cc Ire Bethea, Sr., Chair
 Shakayla Irby

**Fiscal Years 2020/21 to 2021/22 Unified Planning Work Program (UPWP)
De-Obligation Summary of Changes**

FY 2020/21 Funding Changes by Task

Task 1 – Administration

Current: \$319,463

Proposed: \$289,463

Difference: -\$30,000 (salaries/benefits)

Task 3 – Administration

Current: \$41,717

Proposed: \$31,717

Difference: -\$10,000 (salaries/benefits)

Task 5 – Public Transportation

Current: \$6,738

Proposed: \$1,738

Difference: -\$5,000 (salaries/benefits)

Task 6 – Public Involvement

Current: \$47,063

Proposed: \$42,063

Difference: -\$5,000 (salaries/benefits)

Task 7 – Special Projects

Current: \$221,229

Proposed: \$96,229

Difference: -\$125,000 (consultants)

Total:

Current: \$687,026

Proposed: \$512,026

Difference: -\$175,000

CURRENT

Table 1A: Task 1 Estimated Budget for FY 2020/21

Task 1						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 247,091	**\$11,000	\$ -	\$ -	\$ 258,091
	Total:	\$ 247,091	\$ 11,000	\$ -	\$ -	\$ 258,091
B. Consultant						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
C. Travel						
	Travel Expenses	\$ 7,891	\$ 1,258	\$ 855	\$ -	\$ 10,005
	Training & Education	\$ 1,973	\$ 315	\$ 214	\$ -	\$ 2,501
	Total:	\$ 9,864	\$ 1,573	\$ 1,069	\$ -	\$ 12,506
D. Direct Expenses						
	Copier	\$ 2,158	\$ 338	\$ 104	\$ -	\$ 2,600
	Advertising	\$ 1,660	\$ 208	\$ 716	\$ -	\$ 2,584
	Insurance Premiums	\$ 1,362				\$ 1,362
	Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
	Office Supplies	\$ 3,735	\$ 468	\$ 180	\$ -	\$ 4,383
	Postage	\$ 332	\$ 42	\$ 16	\$ -	\$ 390
	New Software	\$ 5,686	\$ 712	\$ 274	\$ -	\$ 6,672
	Machinery & Equipment	\$ 2,905	\$ 364	\$ 140	\$ -	\$ 3,409
	Total:	\$ 18,253	\$ 2,184	\$ 1,450	\$ -	\$ 21,887
E. Indirect Expenses						
	Marion County Cost Allocation	\$ 39,255	\$ 6,148	\$ 1,892	\$ -	\$ 47,295
	TOTAL BUDGET	\$ 319,463	\$ 20,905	\$ 4,411	\$ -	\$ 344,778

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

* All Federal funds, including fund transfers, apply the required non-federal match. **5305(d) FY 17/18 funds for a Congestion Management Plan in prior FY 18-20 UPWP will also be used for grant invoicing (\$830).

Table 1B: Task 1 Estimated Budget for FY 2021/22

Task 1							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	#FTA 5305(d) Carryforward	TD	Local	Total:
A. Personnel							
	Salaries & Benefits	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ -	\$ 282,594
	Total:	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ -	\$ 282,594
B. Consultant							
	*Annual Allocation for CFMPO Alliance	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
C. Travel							
	Travel Expenses	\$ 1,274	\$ 7,319	\$ -	\$ 880	\$ -	\$ 9,473
	Training & Education	\$ 318	\$ 1,830	\$ -	\$ 220	\$ -	\$ 2,368
	Total:	\$ 1,592	\$ 9,149	\$ -	\$ 1,100	\$ -	\$ 11,841
D. Direct Expenses							
	Copier	\$ 2,158	\$ 313	\$ -	\$ 105	\$ -	\$ 2,576
	Advertising	\$ 1,660	\$ 240	\$ -	\$ 750	\$ -	\$ 2,650
	Insurance Premiums	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ 2,610
	Printing & Binding (Educational)	\$ 415	\$ 552	\$ -	\$ 20	\$ -	\$ 987
	Office Supplies	\$ 3,735	\$ 467	\$ -	\$ 100	\$ -	\$ 4,302
	Postage	\$ 332	\$ 48	\$ -	\$ 20	\$ -	\$ 400
	New Software	\$ 5,810	\$ 728	\$ -	\$ 200	\$ -	\$ 6,738
	Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ -	\$ 3,690
	Total:	\$ 17,965	\$ 4,793	\$ -	\$ 1,195	\$ -	\$ 23,953
E. Indirect Expenses							
	Marion County Cost Allocation	\$ 26,536	\$ 29,670	\$ 19,243	\$ 1,857	\$ -	\$ 77,306
	TOTAL BUDGET	\$ 325,588	\$ 51,711	\$ 19,243	\$ 4,152	\$ -	\$ 400,694

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

* All Federal funds, including fund transfers, apply the required non-federal match.

#Carryforward prior FTA 5305(d) grant funding (FM 431401-1-14-31). Funding for Cost Allocation.

Table 3A: Task 3 Estimated Budget for FY 2020/21

Task 3						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 30,757	\$ -	\$ -		\$ 30,757
	Total:	\$ 30,757	\$ -	\$ -	\$ -	\$ 30,757
B. Consultant						
	*Consultants	\$ 10,960	\$ -	\$ -		\$ 10,960
	Total:	\$ 10,960	\$ -	\$ -	\$ -	\$ 10,960
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 41,717	\$ -	\$ -	\$ -	\$ 41,717

*The TPO will utilize previously authorized 5305(d) funds to support completion of the 2045 LRTP project, in addition to FY 2022 PL for updates a shown in Table 3B. This includes the use of FY 17/18 funds previously allocated for a Congestion Management Plan for a total of \$79,296. A total of \$78,466 of these funds will be applied to the 2045 LRTP. The 2045 LRTP is documented in the prior FY 18-20 UPWP including the use of FY 18/19 5305(d) funds. For more financial information regarding this project in the prior UPWP, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>

Table 3B: Task 3 Estimated Budget for FY 2021/22

Task 3						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 30,122	\$ -	\$ -		\$ 30,122
	Total:	\$ 30,122	\$ -	\$ -		\$ 30,122
B. Consultant						
	Consultants	\$ 4,710	\$ -	\$ -		\$ 4,710
	Total:	\$ 4,710	\$ -	\$ -		\$ 4,710
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 34,832	\$ -	\$ -		\$ 34,832

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner, Grants Coordinator/Fiscal Planner.

Budget Summary

The estimated budget for Task 5 in FY 2020/21 and FY 2021/22 is summarized in Tables 5A and 5B.

Table 5A: Task 5 Estimated Budget for FY 2020/21

Task 5						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 6,738		\$ 22,327		\$ 29,066
	Total:	\$ 6,738	\$ -	\$ 22,327		\$ 29,066
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 6,738	\$ -	\$ 22,327		\$ 29,066

Table 5B: Task 5 Estimated Budget for FY 2021/22

Task 5						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
	Total:	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 6,345	\$ -	\$ 23,371		\$ 29,716

SunTran Required Activities

Public transportation activities planned by SunTran for FY 2020/21 and FY 2021/22 include the following:

Table 6A: Task 6 Estimated Budget for FY 2020/21

Task 6						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 43,527	\$ -	\$ -		\$ 43,527
	Total:	\$ 43,527	\$ -	\$ -		\$ 43,527
B. Consultant						
	TPO Website Maint. & Hosting	\$ 3,536	\$ 494	\$ -		\$ 4,030
	Total:	\$ 3,536	\$ 494	\$ -		\$ 4,030
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 47,063	\$ 494	\$ -		\$ 47,557

Table 6B: Task 6 Estimated Budget for FY 2021/22

Task 6						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 41,219	\$ -	\$ -		\$ 41,219
	Total:	\$ 41,219	\$ -	\$ -		\$ 41,219
B. Consultant						
	TPO Website Maint. & Hosting	\$ 7,280	\$ -	\$ -		\$ 7,280
	Total:	\$ 7,280	\$ -	\$ -		\$ 7,280
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 48,499	\$ -	\$ -		\$ 48,499

Budget Summary

The estimated budget for Task 7 in FY 2020/21 and FY 2021/22 is summarized in Tables 7A and 7B.

Table 7A: Task 7 Estimated Budget for FY 2020/21

Task 7								
Estimated Budget detail for FY 2020/21								
		FHWA (PL)	FTA 5305(d) FY 20/21	*FTA 5305(d) Carry Forward			Local	Total:
Budget Category	Budget Category Description			Federal (FTA)	FDOT Match	Local Match		
A. Personnel								
	Salaries & Benefits	\$ 34,691	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ 40,191
	Total:	\$ 34,691	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ 40,191
B. Consultant								
	# Consultants	\$ 186,538	\$ 59,807	\$ -		\$ -	\$ -	\$ 246,345
	Safety Action Plan	\$ -	\$ -	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 36,382
	Total:	\$ 186,538	\$ 59,807	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 282,727
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 221,229	\$ 65,307	\$ 29,106	\$ 3,638	\$ 3,638		\$ 322,918

Table 7B: Task 7 Estimated Budget for FY 2021/22

Task 7							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	**FTA 5305(d) Carryforward	TD	Local	Total:
A. Personnel							
	Salaries & Benefits	\$ 15,117	\$ 3,400	\$ -	\$ -	\$ -	\$ 18,517
	Total:	\$ 15,117	\$ 3,400	\$ -	\$ -	\$ -	\$ 18,517
B. Consultant							
	# Consultants	\$ 97,637	\$ 28,715	\$ 40,843	\$ -	\$ -	\$ 167,195
	Total:	\$ 97,637	\$ 28,715	\$ 40,843	\$ -	\$ -	\$ 167,195
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 112,754	\$ 32,115	\$ 40,843			\$ 185,712

*Carryforward FTA 5305(d) grant funding (Contract G0V18, FY 16/17)

**Carryforward prior FTA 5305(d) grant funding (FM 431401-1-14-31). Funding to support completion of Safety Action Plan.

#In addition to the funding amounts for consultant services listed in Tables 7A and 7B, a Congestion Management Plan (CMP) and an Economic Study regarding the impacts of cycling and trails are documented in the previous UPWP FY 18-20. The TPO will utilize authorized 5305(d) and PL funds to support the completion of a Congestion Management Plan, Safety Action Plan and Economic Study of cycling and trails from executed grants in FY 19/20 and 20/21, in addition to authorized PL funds in FY 20/21 and 21/22. For more financial information regarding these projects, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>.

SUMMARY BUDGET TABLES - CURRENT

FISCAL YEAR 2020/2021 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE

FY 2020/21 FUNDING SOURCES															
TASK	ELEMENT	Planning Funds (PL)			Local	FTA Section 5305(d)				TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2020/21 FTA 5305(d)		Carry Forward FTA		State	^ FTA 5307	Federal	State	Local		
					FTA	**FDOT Soft Match	FTA	FDOT Match							
1	Admin (Less 1B)	\$ 314,463	\$ 56,824	\$ -	\$ 20,905	\$ 5,226			\$ 4,411	\$ -	\$ 335,368	\$ 4,411	\$ -	\$ 339,779	
1B	CFMPOA*	\$ 5,000	\$ 904	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000	
2	Data/Safety	\$ 22,599	\$ 4,084	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ 22,599	
3	LRP	\$ 41,717	\$ 7,538	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 41,717	\$ -	\$ -	\$ 41,717	
4	SRP	\$ 28,217	\$ 5,099	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ 28,217	
5	Public Trans.	\$ 6,738	\$ 1,218	\$ -	\$ -	\$ -			\$ 22,327	\$ 69,800	\$ 6,738	\$ 22,327	\$ -	\$ 29,065	
6	Public Inv.	\$ 47,063	\$ 8,504	\$ -	\$ 494	\$ 123			\$ -	\$ -	\$ 47,557	\$ -	\$ -	\$ 47,557	
7	Special Proj.	\$ 221,229	\$ 39,976	\$ -	\$ 65,307	\$ 16,327	\$ 29,106	\$ 3,638	\$ -	\$ -	\$ 315,642	\$ 3,638	\$ 3,638	\$ 322,918	
8	Local Funds	\$ -	\$ -	\$ 3,500	\$ -	\$ -			\$ -		\$ -	\$ -	\$ 3,500	\$ 3,500	
TOTAL:		\$ 687,026	\$ 124,146	\$ 3,500	\$ 86,706	\$ 21,676	\$ 29,106	\$ 3,638	\$ 26,738	\$ 69,800	\$ 802,838	\$ 30,376	\$ 7,138	\$ 840,352	
*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO and Polk TPO															
**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match, Toll Revenue Credits)															
^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table															

FY 2020/21 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^ SunTran
1	Admin	\$ 319,463	\$ 20,905	\$ -	\$ 4,411	\$ -	\$ 344,779	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 22,599	\$ -	\$ -	\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ -
3	LRP	\$ 41,717	\$ -	\$ -	\$ -	\$ -	\$ 41,717	\$ -	\$ 10,960	\$ -
4	SRP	\$ 28,217	\$ -	\$ -	\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ -
5	Public Trans.	\$ 6,738	\$ -	\$ -	\$ 22,327	\$ -	\$ 29,065	\$ -	\$ -	\$ 69,800
6	Public Inv.	\$ 47,063	\$ 494	\$ -	\$ -	\$ -	\$ 47,557	\$ -	\$ 4,030	\$ -
7	Special Proj.	\$ 221,229	\$ 94,413	\$ 3,638	\$ -	\$ 3,638	\$ 322,918	\$ -	\$ 282,727	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 687,026	\$ 115,812	\$ 3,638	\$ 26,738	\$ 7,138	\$ 840,352	\$ 5,000	\$ 298,217	\$ 69,800
*Consultant charges not included in total, as they are already calculated within each agency's charges for that specific task										
^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO										

PROPOSED

Table 1A: Task 1 Estimated Budget for FY 2020/21

Task 1								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	State Match	Local Match	TD	Local	Total:
A. Personnel								
	Salaries & Benefits	\$ 217,091	**\$11,000	\$ -	\$ -	\$ -	\$ -	\$ 228,091
	Total:	\$ 217,091	\$ 11,000	\$ -	\$ -	\$ -	\$ -	\$ 228,091
B. Consultant								
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
C. Travel								
	Travel Expenses	\$ 7,891	\$ 1,258	\$ -	\$ -	\$ 855	\$ -	\$ 10,005
	Training & Education	\$ 1,973	\$ 315	\$ -	\$ -	\$ 214	\$ -	\$ 2,501
	Total:	\$ 9,864	\$ 1,573	\$ -	\$ -	\$ 1,069	\$ -	\$ 12,506
D. Direct Expenses								
	Copier	\$ 2,158	\$ 338	\$ -	\$ -	\$ 104	\$ -	\$ 2,600
	Advertising	\$ 1,660	\$ 208	\$ -	\$ -	\$ 716	\$ -	\$ 2,584
	Insurance Premiums	\$ 1,362						\$ 1,362
	Printing & Binding (Educational)	\$ 415	\$ 52	\$ -	\$ -	\$ 20	\$ -	\$ 487
	Office Supplies	\$ 3,735	\$ 468	\$ -	\$ -	\$ 180	\$ -	\$ 4,383
	Postage	\$ 332	\$ 42	\$ -	\$ -	\$ 16	\$ -	\$ 390
	New Software	\$ 5,686	\$ 712	\$ -	\$ -	\$ 274	\$ -	\$ 6,672
	Machinery & Equipment	\$ 2,905	\$ 364	\$ -	\$ -	\$ 140	\$ -	\$ 3,409
	Total:	\$ 18,253	\$ 2,184	\$ -	\$ -	\$ 1,450	\$ -	\$ 21,887
E. Indirect Expenses								
	Marion County Cost Allocation	\$ 39,255	\$ 6,148	\$ -	\$ -	\$ 1,892	\$ -	\$ 47,295
	TOTAL BUDGET	\$ 289,463	\$ 20,905	\$ -	\$ -	\$ 4,411	\$ -	\$ 314,778

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

* All Federal funds, including fund transfers, apply the required non-federal match. **5305(d) FY 17/18 funds for a Congestion Management Plan in pto FY 18-20 UPWP will also be used for grant invoicing (\$830).

Table 1B: Task 1 Estimated Budget for FY 2021/22

Task 1							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	#FTA 5305(d) Carryforward	TD	Local	Total:
A. Personnel							
	Salaries & Benefits	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ -	\$ 282,594
	Total:	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ -	\$ 282,594
B. Consultant							
	*Annual Allocation for CFMPO Alliance	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
C. Travel							
	Travel Expenses	\$ 1,274	\$ 7,319	\$ -	\$ 880	\$ -	\$ 9,473
	Training & Education	\$ 318	\$ 1,830	\$ -	\$ 220	\$ -	\$ 2,368
	Total:	\$ 1,592	\$ 9,149	\$ -	\$ 1,100	\$ -	\$ 11,841
D. Direct Expenses							
	Copier	\$ 2,158	\$ 313	\$ -	\$ 105	\$ -	\$ 2,576
	Advertising	\$ 1,660	\$ 240	\$ -	\$ 750	\$ -	\$ 2,650
	Insurance Premiums	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ 2,610
	Printing & Binding (Educational)	\$ 415	\$ 552	\$ -	\$ 20	\$ -	\$ 987
	Office Supplies	\$ 3,735	\$ 467	\$ -	\$ 100	\$ -	\$ 4,302
	Postage	\$ 332	\$ 48	\$ -	\$ 20	\$ -	\$ 400
	New Software	\$ 5,810	\$ 728	\$ -	\$ 200	\$ -	\$ 6,738
	Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ -	\$ 3,690
	Total:	\$ 17,965	\$ 4,793	\$ -	\$ 1,195	\$ -	\$ 23,953
E. Indirect Expenses							
	Marion County Cost Allocation	\$ 26,536	\$ 29,670	\$ 19,243	\$ 1,857	\$ -	\$ 77,306
	TOTAL BUDGET	\$ 325,588	\$ 51,711	\$ 19,243	\$ 4,152	\$ -	\$ 400,694
* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake Sumter MPO, Ocala Marion MPO and Polk TPO.							
* All Federal funds, including fund transfers, apply the required non-federal match.							

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

* All Federal funds, including fund transfers, apply the required non-federal match.

#Carryforward prior FTA 5305(d) grant funding (FM 431401-1-14-31). Funding for Cost Allocation.

Table 3A: Task 3 Estimated Budget for FY 2020/21

Task 3								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	FTA 5305(d)	FTA 5305(d)	TD	Local	Total:
A. Personnel								
	Salaries & Benefits	\$ 20,757	\$ -	\$ -	\$ -	\$ -		\$ 20,757
	Total:	\$ 20,757	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,757
B. Consultant								
	*Consultants	\$ 10,960	\$ -	\$ -	\$ -	\$ -		\$ 10,960
	Total:	\$ 10,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,960
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 31,717	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,717

*The TPO will utilize previously authorized 5305(d) funds to support completion of the 2045 LRTP project, in addition to FY 2022 PL for updates as shown in Table 3B. This includes the use of FY 17/18 funds previously allocated for a Congestion Management Plan for a total of \$79,296. A total of \$78,466 of these funds will be applied to the 2045 LRTP. The 2045 LRTP is documented in the prior FY 18-20 UPWP including the use of FY 18/19 5305(d) funds. For more financial information regarding this project in the prior UPWP, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>

Table 3B: Task 3 Estimated Budget for FY 2021/22

Task 3						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 30,122	\$ -	\$ -		\$ 30,122
	Total:	\$ 30,122	\$ -	\$ -		\$ 30,122
B. Consultant						
	Consultants	\$ 4,710	\$ -	\$ -		\$ 4,710
	Total:	\$ 4,710	\$ -	\$ -		\$ 4,710
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 34,832	\$ -	\$ -		\$ 34,832

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner, Grants Coordinator/Fiscal Planner.

Budget Summary

The estimated budget for Task 5 in FY 2020/21 and FY 2021/22 is summarized in Tables 5A and 5B.

Table 5A: Task 5 Estimated Budget for FY 2020/21

Task 5								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	FTA 5305(d)	FTA 5305(d)	TD	Local	Total:
A. Personnel								
	Salaries & Benefits	\$ 1,738		\$ -	\$ -	\$ 22,327		\$ 24,066
	Total:	\$ 1,738	\$ -	\$ -	\$ -	\$ 22,327		\$ 24,066
B. Consultant								
	Consultants	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 1,738	\$ -	\$ -	\$ -	\$ 22,327		\$ 24,066

Table 5B: Task 5 Estimated Budget for FY 2021/22

Task 5						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
	Total:	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 6,345	\$ -	\$ 23,371		\$ 29,716

SunTran Required Activities

Public transportation activities planned by SunTran for FY 2020/21 and FY 2021/22 include the following:

- Review congested route segments/intersections for potential ITS applications to improve service.
- Periodically review routes and schedules to determine effectiveness, identify linkages

Table 6A: Task 6 Estimated Budget for FY 2020/21

Task 6								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	FTA 5305(d)	FTA 5305(d)	TD	Local	Total:
A. Personnel								
	Salaries & Benefits	\$ 38,527	\$ -	\$ -	\$ -	\$ -		\$ 38,527
	Total:	\$ 38,527	\$ -	\$ -	\$ -	\$ -		\$ 38,527
B. Consultant								
	TPO Website Maint. & Hosting	\$ 3,536	\$ 494	\$ -	\$ -	\$ -		\$ 4,030
	Total:	\$ 3,536	\$ 494	\$ -	\$ -	\$ -		\$ 4,030
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 42,063	\$ 494	\$ -	\$ -	\$ -		\$ 42,557

Table 6B: Task 6 Estimated Budget for FY 2021/22

Task 6						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 41,219	\$ -	\$ -		\$ 41,219
	Total:	\$ 41,219	\$ -	\$ -		\$ 41,219
B. Consultant						
	TPO Website Maint. & Hosting	\$ 7,280	\$ -	\$ -		\$ 7,280
	Total:	\$ 7,280	\$ -	\$ -		\$ 7,280
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 48,499	\$ -	\$ -		\$ 48,499

Budget Summary

The estimated budget for Task 7 in FY 2020/21 and FY 2021/22 is summarized in Tables 7A and 7B.

Table 7A: Task 7 Estimated Budget for FY 2020/21

Task 7								
Estimated Budget detail for FY 2020/21								
		FHWA (PL)	FTA 5305(d) FY 20/21	*FTA 5305(d) Carry Forward			Local	Total:
Budget Category	Budget Category Description			Federal (FTA)	FDOT Match	Local Match		
A. Personnel								
	Salaries & Benefits	\$ 34,691	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ 40,191
	Total:	\$ 34,691	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ 40,191
B. Consultant								
	# Consultants	\$ 61,538	\$ 59,807	\$ -		\$ -	\$ -	\$ 121,345
	Safety Action Plan	\$ -	\$ -	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 36,382
	Total:	\$ 61,538	\$ 59,807	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 157,727
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 96,229	\$ 65,307	\$ 29,106	\$ 3,638	\$ 3,638		\$ 197,918

Table 7B: Task 7 Estimated Budget for FY 2021/22

Task 7							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	**FTA 5305(d) Carryforward	TD	Local	Total:
A. Personnel							
	Salaries & Benefits	\$ 15,117	\$ 3,400	\$ -	\$ -	\$ -	\$ 18,517
	Total:	\$ 15,117	\$ 3,400	\$ -	\$ -	\$ -	\$ 18,517
B. Consultant							
	# Consultants	\$ 97,637	\$ 28,715	\$ 40,843	\$ -	\$ -	\$ 167,195
	Total:	\$ 97,637	\$ 28,715	\$ 40,843	\$ -	\$ -	\$ 167,195
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 112,754	\$ 32,115	\$ 40,843			\$ 185,712

*Carryforward FTA 5305(d) grant funding (Contract G0V18, FY 16/17)

**Carryforward prior FTA 5305(d) grant funding (FM 431401-1-14-31). Funding to support completion of Safety Action Plan.

#In addition to the funding amounts for consultant services listed in Tables 7A and 7B, a Congestion Management Plan (CMP) and an Economic Study regarding the impacts of cycling and trails are documented in the previous UPWP FY 18-20. The TPO will utilize authorized 5305(d) and PL funds to support the completion of a Congestion Management Plan, Safety Action Plan and Economic Study of cycling and trails from executed grants in FY 19/20 and 20/21, in addition to authorized PL funds in FY 20/21 and 21/22. For more financial information regarding these projects, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>.

SUMMARY BUDGET TABLES

FISCAL YEAR 2020/2021 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE - PROPOSED

FY 2020/21 FUNDING SOURCES														
TASK	ELEMENT	Planning Funds (PL)		Local	FTA Section 5305(d)				TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2020/21 FTA 5305(d)		Carry Forward FTA		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match	FTA	FDOT Match						
1	Admin (Less 1B)	\$ 284,463	\$ 51,403	\$ -	\$ 20,905	\$ 5,226			\$ 4,411	\$ -	\$ 305,368	\$ 4,411	\$ -	\$ 309,779
1B	CFMPOA*	\$ 5,000	\$ 904	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000
2	Data/Safety	\$ 22,599	\$ 4,084	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ 22,599
3	LRP	\$ 31,717	\$ 5,731	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 31,717	\$ -	\$ -	\$ 31,717
4	SRP	\$ 28,217	\$ 5,099	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ 28,217
5	Public Trans.	\$ 1,738	\$ 314	\$ -	\$ -	\$ -			\$ 22,327	\$ 69,800	\$ 1,738	\$ 22,327	\$ -	\$ 24,065
6	Public Inv.	\$ 42,063	\$ 7,601	\$ -	\$ 494	\$ 123			\$ -	\$ -	\$ 42,557	\$ -	\$ -	\$ 42,557
7	Special Proj.	\$ 96,229	\$ 17,389	\$ -	\$ 65,307	\$ 16,327	\$ 29,106	\$ 3,638	\$ -	\$ -	\$ 190,642	\$ 3,638	\$ 3,638	\$ 197,918
8	Local Funds	\$ -	\$ -	\$ 3,500	\$ -	\$ -			\$ -		\$ -	\$ -	\$ 3,500	\$ 3,500
TOTAL:		\$ 512,026	\$ 92,523	\$ 3,500	\$ 86,706	\$ 21,676	\$ 29,106	\$ 3,638	\$ 26,738	\$ 69,800	\$ 627,838	\$ 30,376	\$ 7,138	\$ 665,352
*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO and Polk TPO														
**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match, Toll Revenue Credits)														
^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table														

FY 2020/21 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^ SunTran
1	Admin	\$ 289,463	\$ 20,905	\$ -	\$ 4,411	\$ -	\$ 314,779	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 22,599	\$ -	\$ -	\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ -
3	LRP	\$ 31,717	\$ -	\$ -	\$ -	\$ -	\$ 31,717	\$ -	\$ 10,960	\$ -
4	SRP	\$ 28,217	\$ -	\$ -	\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ -
5	Public Trans.	\$ 1,738	\$ -	\$ -	\$ 22,327	\$ -	\$ 24,065	\$ -	\$ -	\$ 69,800
6	Public Inv.	\$ 42,063	\$ 494	\$ -	\$ -	\$ -	\$ 42,557	\$ -	\$ 4,030	\$ -
7	Special Proj.	\$ 96,229	\$ 94,413	\$ 3,638	\$ -	\$ 3,638	\$ 197,918	\$ -	\$ 157,727	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 512,026	\$ 115,812	\$ 3,638	\$ 26,738	\$ 7,138	\$ 665,352	\$ 5,000	\$ 173,217	\$ 69,800
*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task										
^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO										



Website: Ocalamariontpo.org

Unified Planning Work Program

Fiscal Years 2020/2021 and 2021/2022



Adopted April 28, 2020 (Effective July 1, 2020)

Amendment #1 (Revision #1): August 5, 2020
Modification #1 (Revision #2): September 22, 2020
Amendment #2 (Revision #3): November 24, 2020
Amendment #3 (Revision #4): January 26, 2021

Amendment #4 (Revision #5): April 27, 2021
Amendment #5 (Revision #6): June 22, 2021
Modification #2 (Revision #7): August 4, 2021
Amendment #6 (Revision #8): August 24, 2021

Amendment #7 (Revision #9): October 26, 2021
Modification #3 (Revision #10): December 6, 2021
Amendment #8 (Revision #11): January 25, 2022
Modification #4 (Revision #12): February 11, 2022
Amendment #9 (Revision #13): March 22, 2022

This document was prepared in cooperation with the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and participating local governments.

Federal Aid Project (FAP) Number: 0314-058-M

FDOT Financial Project Numbers: 439331-3-14-01

Catalog of Federal Domestic Assistance Numbers:

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

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

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO)
ENDORISING THE AMENDED UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS
2020/2021 to 2021/2022

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

WHEREAS, Title 23 CFR Section 450.308(c) and Florida Statute 339.175(9) require each MPO to annually submit a Unified Planning Work Program; and

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

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2020/2021 to 2021/2022 Unified Planning Work Program has been prepared consistent with Chapter 3 of the MPO Program Management Handbook.

WHEREAS, The 2020/2021 to 2021/2022 Unified Planning Work Program was approved by the Ocala/Marion County Transportation Planning Organization on April 28, 2020; and

WHEREAS, The Ocala/Marion County Transportation Planning Organization's 2020/2021 to 2021/2022 Unified Planning Work Program has been amended to change funding amounts of Federal Highway Administration (PL-112) funds related to de-obligation.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the Unified Planning Work Program for 2020/2021 to 2021/2022 and authorizes the TPO Director to execute all applications, invoices, revisions, amendments, un-encumbrances and de-obligations that may be necessary during the duration of the UPWP.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 22nd day of March 2022.

By: _____
Ire Bethea Sr. TPO Chair

Robert Balmes, TPO Director



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

Cost Analysis Certification

Ocala/Marion County TPO

Unified Planning Work Program - FY 2022

Select Status 2/14/2022

Revision Number: Revision 12

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

Name: Rakinya Hinson

MPO Liaison FDOT District 5

Title and District

DocuSigned by:
Rakinya Hinson
DF5360D3FA644A8...

2/14/2022

Signature

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INTRODUCTION

The Unified Planning Work Program (UPWP) outlines the Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) planning activities for the two-year period from July 1, 2020 to June 30, 2022 (fiscal years 2020/21, 2021/22). The UPWP incorporates all federal, state, regional and local activities to be performed in the TPO Urbanized Areas and Marion County. The UPWP is required as a basis and condition for federal funding assistance by the joint planning regulations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). All planning activities must follow a *Continuing, Cooperative and Comprehensive (3-C) transportation process and be in full compliance with Title 23 United States Code (USC), Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning) and Title 49 (Public Transportation).

The UPWP provides a description and estimated budget for eight specific planning tasks to be undertaken by the TPO. Planning tasks programmed in the UPWP reflect the services anticipated to meet local priorities, as well as the requirements of FHWA, FTA and the Florida Department of Transportation (FDOT). The federal government provides funding to support the TPO through FDOT, including three primary sources of funds: FHWA Planning (PL funds), FTA Section 5305(d), and the Florida Commission for Transportation Disadvantaged (TD) state grant. The FDOT provides an 18.07% non-cash (soft) match for PL funds and a 20% soft match for the 5305(d) funds. An overall summary of the planning activities, budget and matching funds for the two-year period are provided on pages 36 to 39.

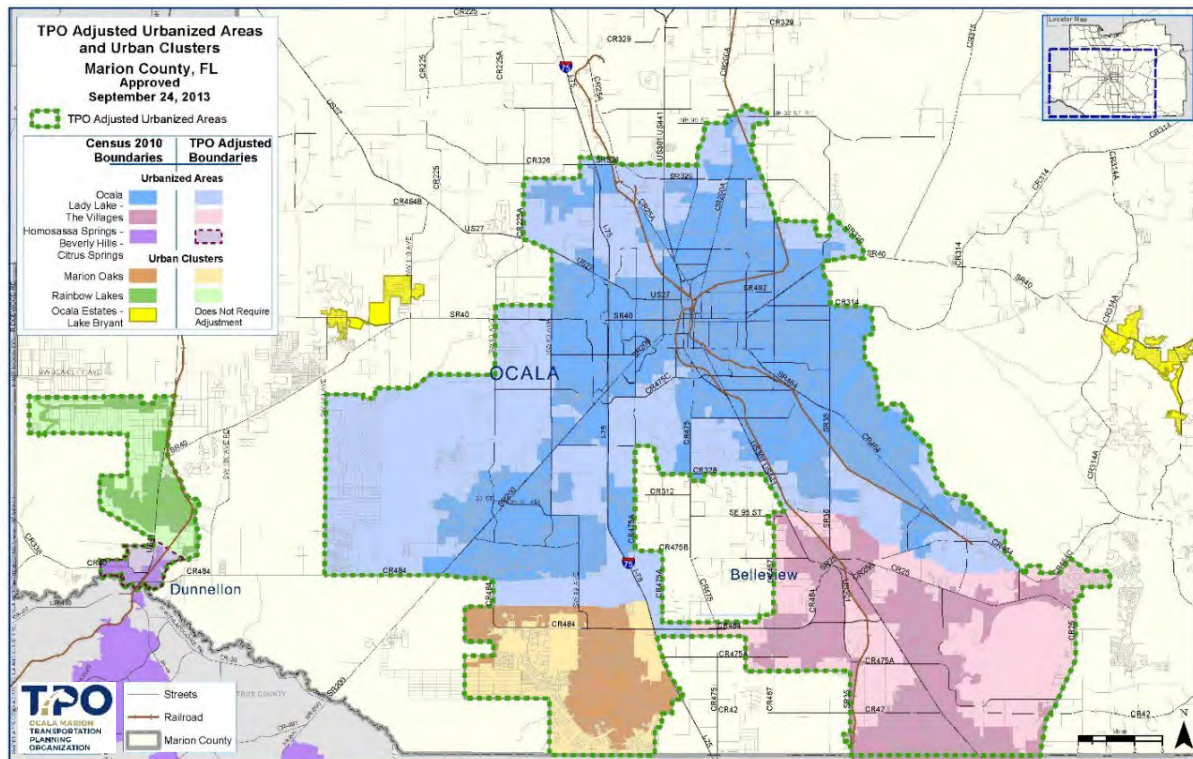
Public and local government involvement for the development of the UPWP is accomplished through regularly scheduled meetings of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) (draft only) and the TPO Board (draft and final approval). The TPO also strives to engage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

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

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: TPO Urbanized Areas and Urban Clusters



Appendix B provides a glossary of terms and acronyms used in this document and by the TPO.

TPO ORGANIZATION STRUCTURE

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

The TPO is served by two advisory committees (CAC, TAC) and works in coordination with the area's Transportation Disadvantaged Local Coordinating Board (TDLCB). FDOT serves on the TDLCB and TAC bodies as a non-voting member.

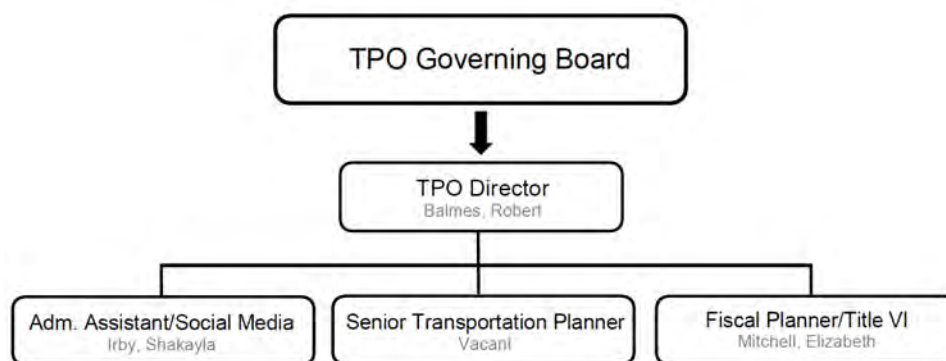
Transportation Disadvantaged Local Coordinating Board (TDLCB): coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

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

Technical Advisory Committee (TAC): comprised of professional planners, engineers, and school officials that review plans, programs and projects from a technical perspective, offering recommendations to the TPO.

The TPO is comprised of four professional staff members, including a TPO Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist/Social Media Coordinator and a vacant position. Figure 2 displays a staff organization chart of the TPO (June 1, 2021).

Figure 2: TPO Staff Organization Chart



TPO AGREEMENTS

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

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

The JPA of March 4, 1991, involving the Commission for the Transportation Disadvantaged (CTD) established the Ocala Marion County TPO as the Designated Official Planning Agency (DOPA) for transportation disadvantaged planning. This JPA also established the Ocala Marion TDLCB.

The TPO is part of a coalition of six Metropolitan Planning Organizations (MPO) that are members of the Central Florida Metropolitan Planning Organization Alliance (CFMPOA). The TPO is party to an Interlocal Agreement with the six MPOs (Resolution No. 2004-01) last updated in October 2005.

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

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

PLANNING EMPHASIS AREAS AND ACTIVITIES

The transportation planning activities of the UPWP are aligned with the '3-C' process and follow specific organizational, federal and state emphasis areas. The following summarizes how the TPO's UPWP tasks in fiscal years (FY) 2020/21 and 2021/22 are guided by these areas.

PLANNING EMPHASIS AREAS

TPO Long Range Transportation Plan

The TPO's **Long Range Transportation Plan (LRTP)** outlines the vision for transportation in Marion County for the next 20 to 25 years. The LRTP reflects input and guidance from government officials, citizen's advisory boards, technical experts, community stakeholders and the general public. The LRTP is also used to forecast future travel demands in Marion County. The current LRTP (2040 LRTP) was adopted on November 24, 2015, and includes a Needs Assessment and Cost Feasible Plan. Selected projects from the Cost Feasible Plan are identified in the Transportation Improvement Program (TIP) Priority Projects List. These projects are prioritized on an annual basis. In 2020, the TPO will adopt a major update to the LRTP, extending the horizon year to 2045. On February 25, 2020, the TPO Board adopted the goals of the 2045 LRTP, which will serve as overall guidance to future transportation planning by the TPO and partners. The goals in weighted order are:

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

Federal Planning Factors

In December 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act serves as the primary surface transportation legislation and is valid until September 30, 2020. The Fast Act identifies 10 planning factors that shall be considered as part of the development of transportation plans and programs of the TPO. The planning factors are outlined in Title 23 USC, Section 134(h) and are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve

- quality of life, promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 7. Promote efficient system management and operation; and
 8. Emphasize the preservation of the existing transportation system.
 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
 10. Enhance travel and tourism.

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

Figure 3: FAST Act Planning Factors and UPWP Work Tasks

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

Florida Planning Emphasis Areas

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

Safety

Safety has been a federal planning priority over numerous iterations of the transportation legislation. As stated within the FAST Act planning factors, metropolitan areas should "increase safety for motorized and non-motorized users." The state of Florida has expanded on this concept further by becoming a Vision Zero area, with a stated goal within the Florida Transportation Plan of zero fatalities across the state's transportation system. FDOT adopted their Strategic Highway Safety Plan in 2016, which provides more information about how the state intends to address transportation safety in the coming years.

Since the MPOs are being asked to report on and monitor their progress against their adopted safety performance measures, MPOs need to account in their UPWP for the effort necessary to meet these federal requirements. Additionally, MPOs are encouraged to consider how to

Figure 4: Florida Planning Emphasis Areas and UPWP Tasks

UPWP Task	Safety	System Connectivity	Resilience	ACES Vehicles
1. Administration	X	X	X	X
2. Data Collection	X	X		
3. Long Range Planning	X	X	X	X
4. Short Range Planning	X	X	X	
5. Public Transportation	X	X		
6. Public Involvement	X	X	X	X
7. Special Projects	X	X	X	X
8. Local Fund				

expand upon the level of analysis and reporting required by the performance measurement process to further study their unique safety challenges. This approach may include the identification of safety needs in the MPO's LRTP or TIP, stand-alone safety studies for areas or corridors, or safety considerations within modal planning elements.

System Connectivity

Connectivity is a concept that is emphasized both at the federal and state levels. Within the FAST Act, one of the ten planning factors states, "enhance the integration and connectivity of the transportation system, across and between modes, for people and freight." Within the Florida Transportation Plan, system connectivity is addressed within four different goals.

- Make our economy more competitive
- Increase opportunities for access to transit and other modes
- Provide a more efficient and mobile transportation system
- Meet the needs of a growing and changing population

A connected system is often more cost-effective and better able to address natural and manmade constraints. For MPOs, system connectivity should be considered within several contexts. First, MPOs should emphasize connectivity within their boundaries to serve the unique needs of their urban and non-urban jurisdictions. This requires coordination with member jurisdictions to identify their connectivity needs while also understanding how current and future land uses impact or can help augment connectivity. Second, MPOs should consider connectivity beyond their boundaries and emphasize continuity on those facilities that link their MPO to other metropolitan and non-urban or rural areas. Third, connectivity for MPOs should include multimodal linkages that are supportive of both passengers and freight.

A connected network supports users traveling by a variety of modes, including first and last mile linkages.

Resilience

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

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

ACES (Automated, Connected, Electric, Shared-Use) Vehicles

According to the Federal Highway Administration, “Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/AV usage.”

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors, and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES.

REGIONAL TRANSPORTATION PLANNING ACTIVITIES

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

Regional Studies

I-75 Forward Project Development and Environment (PD&E) Studies (47.7 miles)

FDOT is conducting two studies to evaluate transportation improvements and upgrades to I-75 in Sumter, Marion and Alachua Counties. Both studies will take place simultaneously. The outcomes for both studies may result in different recommendations to address transportation corridor issues for each specific area. The PD&E studies are conducted from 2020 to 2023.

- Southern Segment: Florida Turnpike (SR 91) to SR 200
- Northern Segment: SR 200 to CR 234

Multi-use Corridors of Regional Economic Significance (M-CORES) Program Task Forces

Based on a program signed into law by Governor Ron DeSantis in May 2019 (Senate Bill 7068), the FDOT is overseeing a program to identify transportation corridor opportunities to support tolled facilities, accommodate regional connectivity and leverage technology. Three specific corridors have been identified, including:

- Suncoast Connector: From Citrus County to Jefferson County;
- Northern Turnpike Connector: From northern terminus of the Florida Turnpike to the Suncoast Parkway; and
- Southwest-Central Florida Connector: From Collier County to Polk County

Marion County has two representatives that serve on the Northern Turnpike Connector Task Force, including the Marion County Board of County Commissioners and the Ocala Marion TPO. The Task Force evaluates the corridor in coordination with FDOT for economic, community and environmental issues and opportunities. The Task Forces are scheduled to convene from mid-2019 to fall 2020. By law, construction of the three corridors is scheduled to start by January 2023, and open to traffic no later than July 1, 2030.

FDOT District Five Planning Activities

The following summarizes the major planning activities of FDOT District Five for the two-year period.

- | | |
|--|---|
| <ul style="list-style-type: none">• GIS Application Development and System Maintenance• Systems Planning and Reviews• Interchange Reviews• Travel Demand Model Development• ETDM/Community Impact Assessment• Statistics• Federal Functional Classification• Traffic Counts Program | <ul style="list-style-type: none">• Modal Development Technical Support• Transportation Alternatives Program Development• Commuter Services• State Highway System Corridor Studies• Complete Streets Studies• Growth Management Impact Reviews• Promoting and coordinating safety for all modes of transportation, including bicycle and pedestrian |
|--|---|

TPO PLANNING PRIORITIES FOR FISCAL YEARS (FY) 2020/21 AND 2021/22

The following summarizes the planning priorities of the TPO for FY 2020/21 and FY 2021/22. This includes activities with their associated end products and completion dates. Some activities are identified as ongoing or as needed based on local government requests.

2045 Long Range Transportation Plan (LRTP)

Planning activities for the 2045 LRTP will involve finalizing the Needs Plan, developing the Cost-Feasible Plan, a public involvement and engagement process, plan documentation, presentations on draft and final plan documents and final adoption. The LRTP must be adopted by November 2020.

Transportation Improvement Program (TIP)

The TPO will actively manage the FY 2020/21 to 2024/25 TIP, including amendments and the Roll Forward Amendment to be adopted by the TPO Board by October 2020. TPO staff will also develop the next TIP which will include FY 2021/22 to 2025/26, and is scheduled for adoption by June 2021.

Congestion Management Plan (CMP)

The TPO will undertake the development of a revised Congestion Management Plan (CMP) to better manage congestion and to meet federal requirements and state statutes. The TPO is anticipated to become a Transportation Management Area (TMA), post 2020 Census. Once designated as a TMA, the TPO will be required to maintain a CMP and meet all federal requirements. Therefore, being proactive by developing a revised CMP will be a high priority task. The last significant development of the TPO's CMP was in 2011, which included CMP Policy Procedures and State of State of System reports. It is anticipated both documents will be revised and likely combined into one comprehensive CMP, starting in fall 2020 with completion by fall 2021.

Economic and Community Benefits of Bicycling and Trails in Marion County:

A Study of Transportation and Tourism Impacts

This is a TPO-sponsored study to determine the economic and community benefits of bicycling and trails related to transportation and tourism, supporting the overall economic development of Marion County. The economic and community benefits assessed may include employment, attraction of new business, increased business activity, increases in property values, visitor spending, recreation, education, health, congestion mitigation, safety, environmental, capital projects, public and private investments. The study area will include the Cities of Belleview, Dunnellon, Ocala and unincorporated Marion County. The timeline is expected to be from fall 2021 to mid 2022.

Safety Planning

Improving safety is critical to the future of transportation in Marion County. The TPO, in collaboration with its local government partners will develop a plan or actionable strategies

that support the improvement of safety for all users. This may include a comprehensive assessment of the primary locations, types or causes of safety issues in the County; identification of solutions and strategies to improve safety; and innovative methods to improve public awareness and education. The completion of this task is anticipated to be by spring 2022.

Local Government Planning Support for Studies and Plans

The TPO has outlined planning services that will be undertaken during the two-year period on an as-needed basis to support the transportation network, land use, environment and future economic development of Marion County. The following outlines the planned activities in summary format:

Corridor and Subarea Analysis

As Marion County's population and transportation system continues to expand and develop, the TPO will support local governments by performing professional planning activities, not limited to the completion of corridor studies, land use analysis, market area studies, and traffic circulation studies. Services may be to support a single corridor or involve a sub-area within Marion County.

Transportation Studies

The TPO will support its local government partners in conducting localized transportation studies in downtowns, major activity centers or hubs. This may include an analysis of the transportation network, intersections, traffic circulation, truck routes and parking.

Resiliency Planning

Improving resiliency is crucial to the long-term viability of the transportation system in Marion County. The TPO will work with its local government partners to identify vulnerable road and bridge assets that may be disrupted or damaged by extreme weather events (e.g., flooding). This task may involve the development of a plan or strategies that address resilience, support greater adaption, short and long-term planning and risk reduction.

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

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

UPWP TASKS

The activities of the UPWP are organized into eight specific tasks. Each task provides an overview of the work completed in the previous UPWP, activities planned for the next two-year period and the funding sources and costs associated with those activities. Also included are responsible staff and/or consultants for each task. Summary budget tables for FY 2020/2021 and FY 2021/2022 are on pages 35 to 38.

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

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

Task 3: Long Range Planning: Includes work related to the development and maintenance of the Long Range Transportation Plan (LRTP), performance management, as well as the Efficient Transportation Decision Making Process (ETDM) and items related to Census 2020.

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

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

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

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

Task 8: Local Fund: Identifies all tasks and expenditures that are non-reimbursable from state and federal grant sources or local match funds.

Cost categories for the UPWP are as follows:

Personnel:	Salaries and fringe benefits for TPO staff. Fringe includes retirement, FICA, health insurance, workers compensation and life insurance.
Consultant:	Costs for consulting services.
Travel:	Costs for travel related to all TPO activities.
Direct Expenses:	
Office	Supplies, computer equipment, furniture, copier (leased), postage, etc.
Administrative	Training, legal support, audit, etc.
Indirect Expenses:	Marion County Cost Allocation.

FDOT Soft Match

Section 120 of Title 23, USC, permits FDOT to use toll revenue expenditures as a credit toward the non-federal matching share of all authorized programs. This credit, referred to as a “Soft Match”, is listed as FDOT state funds in the agency participation tables on pages 36 and 37. For this UPWP, the total soft match by FDOT is 18.07% of the FHWA PL funds, and 20% of the FTA 5305(d) funds.

FHWA Approval

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

Marion County Cost Allocation

Per the Staff Services Agreement between the TPO and Marion County Board of County Commissioners, calculated rates are used by the Office of the Marion County Clerk of the Circuit Court and Comptroller to recover indirect costs of the TPO. These rates are derived from an annual TPO Cost Allocation Plan completed by the Clerk of the Circuit Court and Comptroller. The Plan is prepared in compliance with Section 200 of Title 2, USC. The Plan was presented to and approved by the TPO Board and Florida Department of Transportation in July 2019. **Appendix C** contains the current TPO Cost Allocation Plan and Staff Services Agreement with Marion County.

TASK 1: ADMINISTRATION

Purpose

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

Previous Work Completed

The completed administrative activities of the TPO in FY 2018/19 and FY 2019/20.

- Administration of all meetings in support of TPO boards and committees.
- Completion of financial tasks for grant reimbursement process.
- Attendance at Central Florida MPO Alliance (CFMPOA) and Metropolitan Planning Organization Advisory Council (MPOAC) meetings.
- Coordination and attendance of meetings with local, state and federal partners.
- Completion of UPWP and amendment updates.
- Completion of new bylaws for the CAC and TAC.
- Completion of annual Joint Certification audit with FDOT in 2019 and 2020.
- Completed an update to the TPO Disadvantaged Business Enterprise (DBE) Plan in June 2020.
- Staff and TPO Board travel at meetings, trainings, conferences and workshops.
- Host government change from the City of Ocala to Marion County, including office move, installation of new offices, equipment, computer software, and hardware purchases.
- Coordination with Marion County for host government change, including Human Resources, Payroll, Procurement, IT, Administration and Clerk of the Court.
- Transfer of TPO budget from City of Ocala to Marion County Clerk of the Court.
- Staff management and personnel changes to accomplish all TPO plans, programs.
- Development of a new TPO logo and independent website.
- Staff Services Agreement with Marion County, including revisions.
- Audit with the FDOT Office of Inspector General (OIG).

Required Activities

The administrative activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Staff support and administration of TPO committees, boards and other related meetings	Meetings, packets, notifications, minutes	Monthly
Financial tasks and maintain records	Budgets for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and	Invoices and progress	Monthly,

invoices for federal grants	reports	Quarterly
Amend, update FY 20/21 to FY 21/22 UPWP	FY 21-22 updated UPWP	As needed
Complete FY 22/23 to FY 23/24 UPWP	FY 23-24 new UPWP	May 2022
TPO Audit conducted by FDOT Office of Inspector General (OIG)	Completed OIG audit and supporting reports	December 2020
Participate in annual Joint FDOT/TPO Certification	Certification Reports, Certification Statements	June 2021, 2022
Participation in MPOAC and CFMPOA meetings, trainings	Meetings, MPOAC Institute trainings	Quarterly, Ongoing
Coordinate and attend meetings with federal, state and local partners	Meeting participation	Ongoing
Maintain and update TPO agreements, bylaws	Revised agreements, bylaws	As needed
Monitor legislative activities at the federal, state, local levels affecting transportation	Summary reports, documentation	Ongoing
Manage consultant support services	General Planning Consultant (GPC) contract(s), tasks	Ongoing
Procure office supplies, equipment, software, etc.	Office support	As needed
Printing of TPO materials for education and outreach	Printed materials	As needed
Procure consultant services (contracts, scopes)	Executed contracts, task work orders	As needed
Travel and training for TPO staff and TPO Board	Meetings, conferences, workshops, training	Ongoing, As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

Budget Summary

The estimated budget for Task 1 in FY 2020/21 and FY 2021/22 is summarized in Tables 1A and 1B on the next page.

Table 1A: Task 1 Estimated Budget for FY 2020/21

Task 1								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	State Match	Local Match	TD	Local	Total:
A. Personnel								
	Salaries & Benefits	\$ 217,091	**\$11,000	\$ -	\$ -	\$ -	\$ -	\$ 228,091
	Total:	\$ 217,091	\$ 11,000	\$ -	\$ -	\$ -	\$ -	\$ 228,091
B. Consultant								
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
C. Travel								
	Travel Expenses	\$ 7,891	\$ 1,258	\$ -	\$ -	\$ 855	\$ -	\$ 10,005
	Training & Education	\$ 1,973	\$ 315	\$ -	\$ -	\$ 214	\$ -	\$ 2,501
	Total:	\$ 9,864	\$ 1,573	\$ -	\$ -	\$ 1,069	\$ -	\$ 12,506
D. Direct Expenses								
	Copier	\$ 2,158	\$ 338	\$ -	\$ -	\$ 104	\$ -	\$ 2,600
	Advertising	\$ 1,660	\$ 208	\$ -	\$ -	\$ 716	\$ -	\$ 2,584
	Insurance Premiums	\$ 1,362						\$ 1,362
	Printing & Binding (Educational)	\$ 415	\$ 52	\$ -	\$ -	\$ 20	\$ -	\$ 487
	Office Supplies	\$ 3,735	\$ 468	\$ -	\$ -	\$ 180	\$ -	\$ 4,383
	Postage	\$ 332	\$ 42	\$ -	\$ -	\$ 16	\$ -	\$ 390
	New Software	\$ 5,686	\$ 712	\$ -	\$ -	\$ 274	\$ -	\$ 6,672
	Machinery & Equipment	\$ 2,905	\$ 364	\$ -	\$ -	\$ 140	\$ -	\$ 3,409
	Total:	\$ 18,253	\$ 2,184	\$ -	\$ -	\$ 1,450	\$ -	\$ 21,887
E. Indirect Expenses								
	Marion County Cost Allocation	\$ 39,255	\$ 6,148	\$ -	\$ -	\$ 1,892	\$ -	\$ 47,295
	TOTAL BUDGET	\$ 289,463	\$ 20,905	\$ -	\$ -	\$ 4,411	\$ -	\$ 314,778

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

* All Federal funds, including fund transfers, apply the required non-federal match. **5305(d) FY 17/18 funds for a Congestion Management Plan in pto FY 18-20 UPWP will also be used for grant invoicing (\$830).

Table 1B: Task 1 Estimated Budget for FY 2021/22

Task 1							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	#FTA 5305(d) Carryforward	TD	Local	Total:
A. Personnel							
	Salaries & Benefits	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ -	\$ 282,594
	Total:	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ -	\$ 282,594
B. Consultant							
	*Annual Allocation for CFMPO Alliance	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
C. Travel							
	Travel Expenses	\$ 1,274	\$ 7,319	\$ -	\$ 880	\$ -	\$ 9,473
	Training & Education	\$ 318	\$ 1,830	\$ -	\$ 220	\$ -	\$ 2,368
	Total:	\$ 1,592	\$ 9,149	\$ -	\$ 1,100	\$ -	\$ 11,841
D. Direct Expenses							
	Copier	\$ 2,158	\$ 313	\$ -	\$ 105	\$ -	\$ 2,576
	Advertising	\$ 1,660	\$ 240	\$ -	\$ 750	\$ -	\$ 2,650
	Insurance Premiums	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ 2,610
	Printing & Binding (Educational)	\$ 415	\$ 552	\$ -	\$ 20	\$ -	\$ 987
	Office Supplies	\$ 3,735	\$ 467	\$ -	\$ 100	\$ -	\$ 4,302
	Postage	\$ 332	\$ 48	\$ -	\$ 20	\$ -	\$ 400
	New Software	\$ 5,810	\$ 728	\$ -	\$ 200	\$ -	\$ 6,738
	Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ -	\$ 3,690
	Total:	\$ 17,965	\$ 4,793	\$ -	\$ 1,195	\$ -	\$ 23,953
E. Indirect Expenses							
	Marion County Cost Allocation	\$ 26,536	\$ 29,670	\$ 19,243	\$ 1,857	\$ -	\$ 77,306
	TOTAL BUDGET	\$ 325,588	\$ 51,711	\$ 19,243	\$ 4,152	\$ -	\$ 400,694
* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake Sumter MPO, Ocala Marion MPO and Polk TPO.							
* All Federal funds, including fund transfers, apply the required non-federal match.							

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

* All Federal funds, including fund transfers, apply the required non-federal match.

#Carryforward prior FTA 5305(d) grant funding (FM 431401-1-14-31). Funding for Cost Allocation.

TASK 2: DATA COLLECTION

Purpose

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

Previous Work Completed

The completed administrative activities by the TPO in FY 2018/19 and FY 2019/20.

- Completion of 2013-2017 Traffic Counts and Trends Manual in October 2018.
- Completion of 2019-2020 Traffic Counts and Trends Manual in June 2020.
- Completion of interactive and static maps for TPO website (crashes, traffic counts, transportation network features) in June 2020.
- Coordination and review of traffic counts collection with FDOT, City of Ocala and Marion County.
- Collection of crash data and information from FDOT and University of Florida Signal Four Analytics database.
- Participation in Marion County Community Traffic Safety Team (CTST).
- Participation in local and state GIS coordination meetings.
- Participation in FDOT Transportation Systems Management and Operations (TSM&O) work group.

Required Activities

The data collection activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of Traffic Counts and Trends Manual and companion maps	Completed manuals	March 2021, 2022
Updates to interactive and static maps for TPO website (crashes, traffic counts, multimodal transportation network features, others as determined)	Online interactive map portal hub on TPO website	July 2020, Ongoing
Participation in Community Traffic Safety Team (CTST) and Transportation Systems Management and Operations (TSM&O) and other work groups	Meetings, workshops	Monthly, Ongoing
Data collection and information to support	Congestion Management	June 2021

update to the Congestion Management Plan (CMP)	Plan (CMP) updated data and information	
On-call data collection, analysis and GIS support services to TPO partner governments	Reports, databases, maps, etc.	Ongoing, As needed
Completion of maps (crashes, traffic counts, multimodal transportation network features, others as determined)	Static maps available for printing	As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner.

Budget Summary

The estimated budget for Task 2 in FY 2020/21 and FY 2021/22 is summarized in Tables 2A and 2B.

Table 2A: Task 2 Estimated Budget for FY 2020/21

Task 2						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 22,599	\$ -	\$ -		\$ 22,599
	Total:	\$ 22,599	\$ -	\$ -	\$ -	\$ 22,599
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 22,599	\$ -	\$ -	\$ -	\$ 22,599

Table 2B: Task 2 Estimated Budget for FY 2021/22

Task 2						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 15,428	\$ -	\$ -		\$ 15,428
	Total:	\$ 15,428	\$ -	\$ -		\$ 15,428
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 15,428	\$ -	\$ -		\$ 15,428

TASK 3: LONG RANGE PLANNING

Purpose

Identifies activities that support the long-term implementation of TPO transportation programs and projects. Also included are activities that support partners to address transportation on a regional level.

Previous Work Completed

The completed long range planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Continued participation in the Central Florida MPO Alliance (CFMPOA) for the development and update of Regional Project Prioritization and Transportation Regional Incentive Program (TRIP) project priorities.
- Adopted federally required performance measures, including setting five specific targets for safety.
- Coordination with local and regional partners on planning initiatives, local and regional trails and other major projects.
- Completed the Public Involvement Plan for the 2045 Long Range Transportation Plan (LRTP) update.
- Participation in the Central Florida Regional Planning Model development and review.
- Conducted initial public outreach, online survey and workshops for the 2045 LRTP update.
- Adopted the goals and objectives and corresponding weights for the 2045 LRTP.
- Completed the draft Needs Plan for the 2045 LRTP update.
- Completed the draft Financial Plan for revenue forecasting for the 2045 LRTP update.
- Conducted a second round of public involvement for the Needs Plan of the 2045 LRTP.
- Coordinated with FDOT District Five on the Strategic Intermodal System (SIS) Plan project and priorities.

Required Activities

The long-range planning activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of the 2045 LRTP draft and final documents, including 30-day public comment period	2045 LRTP Final Plan documents	December 2020

Complete modifications or amendments of the 2045 LRTP	Update/Amend the 2045 LRTP	Ongoing
Data collection and analysis for all federally required performance measures, including safety targets	Updated information	January – February 2021, 2022
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2021, 2022
Coordination with CFMPOA on regional initiatives, priority project lists	Regional Prioritization for TRIP, Strategic Intermodal System (SIS), SUNTrails, regional transit and Transportation System Management and Operations (TSM&O) projects	July to October 2021, 2022
Support for updates to the CFMPOA Long Range Transportation Plan (LRTP)	Updated regional LRTP documents	December 2021
Coordination on local, regional projects	Meetings, technical assistance	As Needed, Ongoing
Adopt FDOT/MPOAC Transportation Performance Measures Consensus Planning Document	Adopted document into TPO performance management	December 2020

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner, Grants Coordinator/Fiscal Planner, Consultant.

Budget Summary

The estimated budget for Task 3 in FY 2020/21 and FY 2021/22 is summarized in Tables 3A and 3B on the next page.

Table 3A: Task 3 Estimated Budget for FY 2020/21

Task 3								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	FTA 5305(d)	FTA 5305(d)	TD	Local	Total:
A. Personnel								
	Salaries & Benefits	\$ 20,757	\$ -	\$ -	\$ -	\$ -		\$ 20,757
	Total:	\$ 20,757	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,757
B. Consultant								
	*Consultants	\$ 10,960	\$ -	\$ -	\$ -	\$ -		\$ 10,960
	Total:	\$ 10,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,960
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 31,717	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,717

*The TPO will utilize previously authorized 5305(d) funds to support completion of the 2045 LRTP project, in addition to FY 2022 PL for updates as shown in Table 3B. This includes the use of FY 17/18 funds previously allocated for a Congestion Management Plan for a total of \$79,296. A total of \$78,466 of these funds will be applied to the 2045 LRTP. The 2045 LRTP is documented in the prior FY 18-20 UPWP including the use of FY 18/19 5305(d) funds. For more financial information regarding this project in the prior UPWP, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>

Table 3B: Task 3 Estimated Budget for FY 2021/22

Task 3						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 30,122	\$ -	\$ -		\$ 30,122
	Total:	\$ 30,122	\$ -	\$ -		\$ 30,122
B. Consultant						
	Consultants	\$ 4,710	\$ -	\$ -		\$ 4,710
	Total:	\$ 4,710	\$ -	\$ -		\$ 4,710
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 34,832	\$ -	\$ -		\$ 34,832

TASK 4: SHORT RANGE PLANNING

Purpose

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

Previous Work Completed

The completed long range planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Completion of 2019 TPO Legislative Priorities.
- Completion of the Annual Priority Projects process for FY 2025 and FY 2026, including a consolidation of three prior project lists into one comprehensive list.
- Developed the annual TIP for both FY 2019/20 to 2023/24 and FY 2020/21 to 2024/25.
- Development of a new TIP document format.
- Development of a new TIP interactive online map on the TPO website.
- Processed TIP amendments.
- Assisted local governments with submission of applications to FDOT for off-system projects.
- Published annual listing of federally-funded obligated projects in 2018, 2019.

Required Activities

The short-range planning activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of Priority Projects process	FY 2027 Priority Projects List	May 2021
Completion of Priority Projects process	FY 2028 Priority Projects List	May 2022
Completion of an updated List of Priority Projects (LOPP) process	Updated LOPP process and guidance publication	May 2022
Prepare annual TIP, including database, online mapping and public involvement process	FY 2021/22 to 2025/26 TIP FY 2022/23 to 2026/27 TIP	June 2021 June 2022
Updates, amendments to the TIP and online map	Updated TIP, online map	As Needed
Annual Listing of federally-funded Obligated projects	Annual Obligation Report amended in the TIP	October 2020, 2021

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner.

Budget Summary

The estimated budget for Task 4 in FY 2020/21 and FY 2021/22 is summarized in Tables 4A and 4B.

Table 4A: Task 4 Estimated Budget for FY 2020/21

Task 4						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 28,217	\$ -	\$ -		\$ 28,217
	Total:	\$ 28,217	\$ -	\$ -	\$ -	\$ 28,217
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 28,217	\$ -	\$ -		\$ 28,217

Table 4B: Task 4 Estimated Budget for FY 2021/22

Task 4						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 25,360	\$ -	\$ -		\$ 25,360
	Total:	\$ 25,360	\$ -	\$ -		\$ 25,360
B. Consultant						
	Consultants	\$ 30,500	\$ -	\$ -		\$ 30,500
	Total:	\$ 30,500	\$ -	\$ -		\$ 30,500
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 55,860	\$ -	\$ -		\$ 55,860

TASK 5: PUBLIC TRANSPORTATION

Purpose

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

On April 23, 2019, the Ocala Marion TPO Board approved an interlocal agreement that transferred its duties as the policy-making board for SunTran to the Ocala City Council, effective July 1, 2019. This section provides a separate summary of tasks performed by SunTran and associated 5307 FTA funding to support public transportation.

Previous Work Completed

The completed public transportation planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Provided staff support and administration to the Transportation Disadvantaged Local Coordinating Board (TDLCB).
- Conducted administration responsibilities for the Florida Commission for Transportation Disadvantaged grant (TD), including quarterly reports, invoices and financial statements.
- SunTran grant management administration, including invoices and financial statements.
- Conducted review of the local CTC.
- Completed review and approval of the CTC Annual Operating Report (AOR).
- Reviewed CTC's Annual report.
- Developed Request for Proposal (RFP) and conducted selection of CTC.
- Completion of Transit Development Plan (TDSP) review, February 2019.
- Completed updates/reviews of TDLCB Bylaws, Grievance Procedures and TD Service Plan revisions.
- Coordination with the CTD grant program manager.
- Facilitated coordination between the TDLCB, CTC and MTS.
- Coordination and management of SunTran transit route realignments, public hearings.
- SunTran transit route and corresponding map updates.
- SunTran advertising procurement process.
- Updates to SunTran website.
- Completed annual National Transit Database (NTD) Report, February 2019.

- SunTran transition process and interlocal agreement development.
- FTA grant Certifications and Assurances compliance process.

Required Activities

The public transportation activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Staff support and administration of the TDLCB	Meetings, packets, notifications, minutes	Quarterly
Perform CTC report and evaluation	Annual Report	February 2021, 2022
RFP and CTC selection process	CTC Contract	July 2020
Financial tasks and maintain records for TD grant	Budget for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and invoices for TD grant	Invoices and progress reports	Quarterly
Meetings and coordination with CTC, Commission for Transportation Disadvantaged (CTD) and SunTran	Meetings	Ongoing, As needed
Staff training for Transportation Disadvantaged	CTD Annual Conference and workshops	2020, 2021
Updates/Reviews/Amendments to TDLCB Bylaws, Grievance Procedures and TD Service Plan (TDSP)	Updated documents	Ongoing, As needed
Review and approval of CTC Annual Operating Report (AOR)	AOR Review	Annual 2020, 2021
Conduct TD Public workshop	Public workshop meeting	2020/2021
Coordination and support for TDSP with MTS and TDLCB	Annual updated tactical plan	June 2021 June 2022
Prepare and review Actual Expenditure Report (AER)	Annual Expenditure Report (AER)	August 2020 August 2021
Coordinate with SunTran for the Public Transportation Agency Safety Plan (PTASP) and safety performance targets	PTASP targets	July 2020
Coordinate with SunTran on the federally required PTASP transit safety performance measure targets	Reporting and amendment of targets in TIP	October 2021
Coordination and support for public transportation in development of short-term and long-term planning needs for TPO area	Technical assistance, meetings, data and information gathering	As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner, Grants Coordinator/Fiscal Planner.

Budget Summary

The estimated budget for Task 5 in FY 2020/21 and FY 2021/22 is summarized in Tables 5A and 5B.

Table 5A: Task 5 Estimated Budget for FY 2020/21

Task 5								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	FTA 5305(d)	FTA 5305(d)	TD	Local	Total:
A. Personnel								
	Salaries & Benefits	\$ 1,738		\$ -	\$ -	\$ 22,327		\$ 24,066
	Total:	\$ 1,738	\$ -	\$ -	\$ -	\$ 22,327		\$ 24,066
B. Consultant								
	Consultants	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 1,738	\$ -	\$ -	\$ -	\$ 22,327		\$ 24,066

Table 5B: Task 5 Estimated Budget for FY 2021/22

Task 5						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
	Total:	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
B. Consultant						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 6,345	\$ -	\$ 23,371		\$ 29,716

SunTran Required Activities

Public transportation activities planned by SunTran for FY 2020/21 and FY 2021/22 include the following:

- Review congested route segments/intersections for potential ITS applications to improve service.
- Periodically review routes and schedules to determine effectiveness, identify linkages

between residential and employment centers.

- Update SunTran website on a regular basis.
- Annually update the Transit Development Plan (TDP).
- Develop annual NTD Report.
- Develop shelter and bench program for fixed-route service area.

Responsible Agency: SunTran, Consultant

Budget Summary

The estimated SunTran budget for Task 5 in FY 2020/21 and FY 2021/22 is summarized in Tables 5C and 5D.

Table 5C: Task 5 SunTran Planning Estimated Budget for FY 2020/21

Task 5							
Estimated Budget detail for FY 2020/21							
Budget Category	Budget Category Description	FTA 5307				Local	Total:
		FTA	FDOT	TDC	Local Match		
A. Personnel							
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
B. Consultant							
	Consultants	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800
	Total:	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800

Table 5D: Task 5 SunTran Planning Estimated Budget for FY 2021/22

Task 5							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FTA 5307				Local	Total:
		FTA	FDOT	TDC	Local Match		
A. Personnel							
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
B. Consultant							
	Consultants	\$ 200,000	\$ -		\$ -		\$ 200,000
	Total:	\$ 200,000	\$ -	\$ -	\$ -		\$ 200,000
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000

TASK 6: PUBLIC INVOLVEMENT

Purpose

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

Previous Work Completed

The completed public involvement planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Developed and designed a new independent TPO website at: <https://ocalamariontpo.org>.
- Completed regular updates on the TPO website, including public notices for meetings, all federally required planning document reviews and notifications of the TPO office relocation.
- Developed new information fact sheets for public education and awareness.
- Implemented a new TPO social media platform on Facebook, Twitter and LinkedIn.
- Published a Social Media and Website Plan.
- Updated the Title VI Plan in 2018 and 2020.
- Updated the Public Involvement Plan in 2018 and 2020.
- Hosted local FDOT Mobility Week events in Marion County in 2018 and 2019.
- Procured a social media archive service in April 2020.
- Provided public notices for meetings within seven (7) days to meet state Sunshine Law.
- Developed Limited English Proficiency "I Speak Cards" for use in all TPO meetings.
- Instituted non-discrimination statements on all public meeting notices and agendas.
- Documented and responded to all public inquiries and requests for information.

Required Activities

The public involvement activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Promote greater awareness and understanding of the TPO and planning process	Fact sheets, infographics, annual report	Ongoing
Regular updates to TPO website content	Up to date website	Ongoing
Develop new TPO Annual Report to highlight major activities, accomplishments	2020, 2021 Annual Reports	January 2021, 2022

Expand social media outreach to gain greater input and feedback on planning activities	Routine postings via Facebook, Twitter, LinkedIn	Weekly
Advertise all TPO meetings with minimum 7-days notice to meet state Sunshine Law	Meeting notifications	Monthly, As required
Updates to Public Participation Plan	Revised Public Participation Plan	As needed
Updates to Title VI Plan	Revised Title VI Plan	As needed
Update the TPO DBE Plan	Updated DBE Plan	June 2021
Monitor and respond to all Title VI and ADA complaints	Formal response, documented report(s)	As needed, As required
Monitor DBE participation and report payments for work completed for TPO	Summary report(s)	As needed, As required
Document and respond to all public inquiries and information requests	Formal responses, documented	Ongoing
Develop outreach materials for public awareness	Brochures, summary cards, pamphlets	Ongoing
Social media archive subscription renewals	Social Media archives subscription service	April 2021, 2022
Attend Title VI, ADA, DBE, Limited English Proficiency (LEP) and public involvement training	Completed trainings	Ongoing, Annual
Outreach to attract membership for the Citizens Advisory Committee (CAC)	New members of the CAC	Ongoing
Participate in FDOT Mobility Week events	Serve as a local host partner	2020, 2021
Create Website page for the Safety Action Plan	Safety Action Plan website page	November 2021

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

Budget Summary

The estimated budget for Task 6 in FY 2020/21 and FY 2021/22 is summarized in Tables 6A and 6B on the next page.

Table 6A: Task 6 Estimated Budget for FY 2020/21

Task 6								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	FTA 5305(d)	FTA 5305(d)	TD	Local	Total:
A. Personnel								
	Salaries & Benefits	\$ 38,527	\$ -	\$ -	\$ -	\$ -		\$ 38,527
	Total:	\$ 38,527	\$ -	\$ -	\$ -	\$ -		\$ 38,527
B. Consultant								
	TPO Website Maint. & Hosting	\$ 3,536	\$ 494	\$ -	\$ -	\$ -		\$ 4,030
	Total:	\$ 3,536	\$ 494	\$ -	\$ -	\$ -		\$ 4,030
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 42,063	\$ 494	\$ -	\$ -	\$ -		\$ 42,557

Table 6B: Task 6 Estimated Budget for FY 2021/22

Task 6						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ 41,219	\$ -	\$ -		\$ 41,219
	Total:	\$ 41,219	\$ -	\$ -		\$ 41,219
B. Consultant						
	TPO Website Maint. & Hosting	\$ 7,280	\$ -	\$ -		\$ 7,280
	Total:	\$ 7,280	\$ -	\$ -		\$ 7,280
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 48,499	\$ -	\$ -		\$ 48,499

TASK 7: SPECIAL PROJECTS

Purpose

Identifies special projects and activities that are non-recurring, such as planning studies and research in support of various transportation issues.

Previous Work Completed

The completed special transportation planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Completed Pennsylvania Avenue Multimodal Improvements Study in 2019.
- Completed Regional Trails Facilities Plan in 2019.

Required Activities

The special project activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Congestion Management Plan (CPM) major update, including policy procedures and state of system reports	Updated CMP document(s) and corresponding databases, maps	October 2021
Complete a Safety Plan and/or strategies to improve safety for all users in Marion County	Safety Plan/Study	April 2022
Complete Economic and Community Benefits of Bicycling and Trails Study in Marion County	Study Report	April 2022
Develop a timesheet tool to support monitoring and reporting for invoicing and record keeping	Timesheet Tool and Database	June 2021
Conduct corridor or subarea studies to improve mobility, safety and support economic development in Marion County	Studies	As requested
Complete transportation studies for major activity centers (e.g. downtown, employment hub)	Studies	As requested
Develop a guidance paper on transportation resilience to prepare the TPO and partner governments for future project and planning opportunities	Transportation Resilience Guidance Paper	October 2021
Plan for the integration of automated, connected, electric, shared vehicles and other emerging technologies	Study	As needed

Responsible Agency: Ocala Marion TPO;

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner, Consultant.

Budget Summary

The estimated budget for Task 7 in FY 2020/21 and FY 2021/22 is summarized in Tables 7A and 7B.

Table 7A: Task 7 Estimated Budget for FY 2020/21

Task 7								
Estimated Budget detail for FY 2020/21								
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d) FY 20/21	*FTA 5305(d) Carry Forward			Local	Total:
				Federal (FTA)	FDOT Match	Local Match		
A. Personnel								
	Salaries & Benefits	\$ 34,691	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ 40,191
	Total:	\$ 34,691	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ 40,191
B. Consultant								
	# Consultants	\$ 61,538	\$ 59,807	\$ -		\$ -	\$ -	\$ 121,345
	Safety Action Plan	\$ -	\$ -	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 36,382
	Total:	\$ 61,538	\$ 59,807	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 157,727
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 96,229	\$ 65,307	\$ 29,106	\$ 3,638	\$ 3,638		\$ 197,918

Table 7B: Task 7 Estimated Budget for FY 2021/22

Task 7							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	**FTA 5305(d) Carryforward	TD	Local	Total:
A. Personnel							
	Salaries & Benefits	\$ 15,117	\$ 3,400	\$ -	\$ -	\$ -	\$ 18,517
	Total:	\$ 15,117	\$ 3,400	\$ -	\$ -	\$ -	\$ 18,517
B. Consultant							
	# Consultants	\$ 97,637	\$ 28,715	\$ 40,843	\$ -	\$ -	\$ 167,195
	Total:	\$ 97,637	\$ 28,715	\$ 40,843	\$ -	\$ -	\$ 167,195
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 112,754	\$ 32,115	\$ 40,843			\$ 185,712

*Carryforward FTA 5305(d) grant funding (Contract G0V18, FY 16/17)

**Carryforward prior FTA 5305(d) grant funding (FM 431401-1-14-31). Funding to support completion of Safety Action Plan.

#In addition to the funding amounts for consultant services listed in Tables 7A and 7B, a Congestion Management Plan (CMP) and an Economic Study regarding the impacts of cycling and trails are documented in the previous UPWP FY 18-20. The TPO will utilize authorized 5305(d) and PL funds to support the completion of a Congestion Management Plan, Safety Action Plan and Economic Study of cycling and trails from executed grants in FY 19/20 and 20/21, in addition to authorized PL funds in FY 20/21 and 21/22. For more financial information regarding these projects, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>.

TASK 8: LOCAL FUND

Purpose

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

Previous Work Completed

This is a newly proposed dedicated TPO fund. Past sources of miscellaneous local funds provided by the City of Ocala and Marion County supported the following activities in FY 2018/19 and FY 2019/20:

- Professional planning member dues to the American Planning Association (APA).
- Annual legislative dues to the Florida Metropolitan Planning Organization Advisory Council (MPOAC).
- Data cabling to new TPO offices at Marion County Growth Services building.
- Non-reimbursable travel.
- Office expenses.

Required Activities

The activities planned for FY 2020/21 and FY 2021/22 that will be supported by local funding.

Activity	End Product(s)	Completion Date(s)
Staff professional planning membership dues, American Planning Association	APA memberships	Annual
Legislative dues/contribution to MPOAC	Annual MPOAC contribution	2020, 2021
Legislative/ policy activities including travel and staff support	Travel, staff time reimbursement	As needed
Payment for office expenses not reimbursed by federal grants (PL, 5305d, TD)	Office expenses	As needed

Responsible Agency: Ocala Marion TPO

Responsible Staff: TPO Director, TPO Senior Planner, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

Budget Summary

The estimated budget for Task 8 in FY 2020/21 and FY 2021/22 is summarized in Tables 8A and 8B on the next page.

Table 8A: Task 8 Estimated Budget for FY 2020/21

Task 8						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
B. Consultant						
	MPOAC Dues	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
D. Direct Expenses						
	Office Supplies	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Professional Memberships & Dues	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
	Total:	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL BUDGET		\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500

Table 8B: Task 8 Estimated Budget for FY 2021/22

Task 8						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
A. Personnel						
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
B. Consultant						
	MPOAC Dues		\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
C. Travel						
	Travel Expenses	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
D. Direct Expenses						
	Office Supplies	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Professional Memberships & Dues	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
	Total:	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL BUDGET		\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500

SUMMARY BUDGET TABLES

FISCAL YEAR 2020/2021 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE

FY 2020/21 FUNDING SOURCES															
TASK	ELEMENT	Planning Funds (PL)			Local	FTA Section 5305(d)				TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2020/21 FTA 5305(d)		Carry Forward FTA		State	^ FTA 5307	Federal	State	Local		
					FTA	**FDOT Soft Match	FTA	FDOT Match							
1	Admin (Less 1B)	\$ 284,463	\$ 51,403	\$ -	\$ 20,905	\$ 5,226			\$ 4,411	\$ -	\$ 305,368	\$ 4,411	\$ -	\$ 309,779	
1B	CFMPOA*	\$ 5,000	\$ 904	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000	
2	Data/Safety	\$ 22,599	\$ 4,084	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ 22,599	
3	LRP	\$ 31,717	\$ 5,731	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 31,717	\$ -	\$ -	\$ 31,717	
4	SRP	\$ 28,217	\$ 5,099	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ 28,217	
5	Public Trans.	\$ 1,738	\$ 314	\$ -	\$ -	\$ -			\$ 22,327	\$ 69,800	\$ 1,738	\$ 22,327	\$ -	\$ 24,065	
6	Public Inv.	\$ 42,063	\$ 7,601	\$ -	\$ 494	\$ 123			\$ -	\$ -	\$ 42,557	\$ -	\$ -	\$ 42,557	
7	Special Proj.	\$ 96,229	\$ 17,389	\$ -	\$ 65,307	\$ 16,327	\$ 29,106	\$ 3,638	\$ -	\$ -	\$ 190,642	\$ 3,638	\$ 3,638	\$ 197,918	
8	Local Funds	\$ -	\$ -	\$ 3,500	\$ -	\$ -			\$ -		\$ -	\$ -	\$ 3,500	\$ 3,500	
TOTAL:		\$ 512,026	\$ 92,523	\$ 3,500	\$ 86,706	\$ 21,676	\$ 29,106	\$ 3,638	\$ 26,738	\$ 69,800	\$ 627,838	\$ 30,376	\$ 7,138	\$ 665,352	
*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO and Polk TPO															
**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match, Toll Revenue Credits)															
^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table															

FY 2020/21 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^ SunTran
1	Admin	\$ 289,463	\$ 20,905	\$ -	\$ 4,411	\$ -	\$ 314,779	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 22,599	\$ -	\$ -	\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ -
3	LRP	\$ 31,717	\$ -	\$ -	\$ -	\$ -	\$ 31,717	\$ -	\$ 10,960	\$ -
4	SRP	\$ 28,217	\$ -	\$ -	\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ -
5	Public Trans.	\$ 1,738	\$ -	\$ -	\$ 22,327	\$ -	\$ 24,065	\$ -	\$ -	\$ 69,800
6	Public Inv.	\$ 42,063	\$ 494	\$ -	\$ -	\$ -	\$ 42,557	\$ -	\$ 4,030	\$ -
7	Special Proj.	\$ 96,229	\$ 94,413	\$ 3,638	\$ -	\$ 3,638	\$ 197,918	\$ -	\$ 157,727	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 512,026	\$ 115,812	\$ 3,638	\$ 26,738	\$ 7,138	\$ 665,352	\$ 5,000	\$ 173,217	\$ 69,800
*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task										
^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO										

FISCAL YEAR 2021/2022 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE

FY 2021/22 FUNDING SOURCES														
TASK	ELEMENT	Planning Funds (PL)		Local	FTA Section 5305(d)				TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2021/22 FTA 5305(d)		Carry Forward FTA	**FDOT Soft Match	State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match								
1	Admin (Less 1B)	\$ 320,588	\$ 57,930	\$ -	\$ 51,711	\$ 16,322	\$ 19,243	\$ 3,394	\$ 4,152	\$ -	\$ 391,542	\$ 4,152	\$ -	\$ 395,694
1B	CFMPOA*	\$ 5,000	\$ 904								\$ 5,000		\$ -	\$ 5,000
2	Data/Safety	\$ 15,428	\$ 2,788	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ 15,428
3	LRP	\$ 34,832	\$ 6,294	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 34,832	\$ -	\$ -	\$ 34,832
4	SRP	\$ 55,860	\$ 10,094	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 55,860	\$ -	\$ -	\$ 55,860
5	Public Trans.	\$ 6,345	\$ 1,147	\$ -	\$ -	\$ -			\$ 23,371	\$ 200,000	\$ 6,345	\$ 23,371	\$ -	\$ 29,716
6	Public Inv.	\$ 48,499	\$ 8,764	\$ -	\$ -	\$ -			\$ -	\$ -	\$ 48,499	\$ -	\$ -	\$ 48,499
7	Special Proj.	\$ 112,754	\$ 20,375	\$ -	\$ 32,115	\$ 15,233	\$ 40,843	\$ 7,205	\$ -	\$ -	\$ 185,712	\$ -	\$ -	\$ 185,712
8	Local Funds	\$ -	\$ -	\$ 2,500	\$ -	\$ -			\$ -		\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL:		\$ 599,306	\$ 108,295	\$ 2,500	\$ 83,826	\$ 31,555	\$ 60,086	\$ 10,599	\$ 27,523	\$ 200,000	\$ 743,218	\$ 27,523	\$ 2,500	\$ 773,241
*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO and Polk TPO														
**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match, Toll Revenue Credits)														
^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table														

FY 2021/22 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^SunTran
1	Admin	\$ 325,588	\$ 70,954	\$ -	\$ 4,152	\$ -	\$ 400,694	\$ 5,000		\$ -
2	Data/Safety	\$ 15,428	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ -
3	LRP	\$ 34,832	\$ -	\$ -	\$ -	\$ -	\$ 34,832	\$ -	\$ 4,710	\$ -
4	SRP	\$ 55,860	\$ -	\$ -	\$ -	\$ -	\$ 55,860	\$ -	\$ 30,500	\$ -
5	Public Trans.	\$ 6,345	\$ -	\$ -	\$ 23,371	\$ -	\$ 29,716	\$ -	\$ -	\$ 200,000
6	Public Inv.	\$ 48,499	\$ -	\$ -	\$ -	\$ -	\$ 48,499	\$ -	\$ 7,280	\$ -
7	Special Proj.	\$ 112,754	\$ 72,958	\$ -	\$ -	\$ -	\$ 185,712	\$ -	\$ 167,195	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 599,306	\$ 143,912	\$ -	\$ 27,523	\$ 2,500	\$ 773,241	\$ 5,000	\$ 210,185	\$ 200,000
*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task										
^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO										

ESTIMATED BUDGET DETAIL FISCAL YEAR (FY) 2020/2021

JULY 1, 2020 - JUNE 30, 2021 BUDGET								
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 20/21	FTA 5305(d) Carry Forward			TD	Local	Total
			FTA	FDOT	Local			
A. Personnel								
Salaries and Fringe Benefits	\$ 363,621	\$ 16,500	\$ -	\$ -	\$ -	\$ 22,327	\$ -	\$ 402,448
Subtotal:	\$ 363,621	\$ 16,500	\$ -	\$ -	\$ -	\$ 22,327	\$ -	\$ 402,448
B. Consultant Services								
Consultant Services	\$ 81,034	\$ 60,301	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 500	\$ 141,835
Subtotal:	\$ 81,034	\$ 60,301	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 500	\$ 178,217
C. Travel								
Travel	\$ 9,864	\$ 1,573	\$ -	\$ -	\$ -	\$ 1,069	\$ 500	\$ 13,006
Subtotal:	\$ 9,864	\$ 1,573	\$ -	\$ -	\$ -	\$ 1,069	\$ 500	\$ 13,006
D. Direct Expenses								
Postage & Freight	\$ 332	\$ 42	\$ -	\$ -	\$ -	\$ 16	\$ -	\$ 390
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 338	\$ -	\$ -	\$ -	\$ 104	\$ -	\$ 2,600
Advertising - Legal	\$ 1,660	\$ 208	\$ -	\$ -	\$ -	\$ 716	\$ -	\$ 2,584
Insurance Premiums	\$ 1,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,362
Printing & Binding (Educational)	\$ 415	\$ 52	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 468	\$ -	\$ -	\$ -	\$ 180	\$ 500	\$ 4,883
Operating - Computer Software	\$ 5,686	\$ 712	\$ -	\$ -	\$ -	\$ 274	\$ -	\$ 6,672
Dues & Memberships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 2,905	\$ 364	\$ -	\$ -	\$ -	\$ 140	\$ -	\$ 3,409
Subtotal:	\$ 18,253	\$ 2,184	\$ -	\$ -	\$ -	\$ 1,450	\$ 2,500	\$ 24,387
E. Indirect Expenses								
Marion County Cost Allocation	\$ 39,254	\$ 6,148	\$ -	\$ -	\$ -	\$ 1,892	\$ -	\$ 47,294
SubTotal:	\$ 39,254	\$ 6,148	\$ -	\$ -	\$ -	\$ 1,892	\$ -	\$ 47,294
Revenues	\$ 512,026	\$ 86,706	\$ 29,106	\$ 3,638	\$ 3,638	\$ 26,738	\$ 3,500	\$ 665,352
Expenditures	\$ 512,026	\$ 86,706	\$ 29,106	\$ 3,638	\$ 3,638	\$ 26,738	\$ 3,500	\$ 665,352

ESTIMATED BUDGET DETAIL FISCAL YEAR (FY) 2021/2022

JULY 1, 2021 - JUNE 30, 2022 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 21/22	TD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 408,086	\$ 11,499	\$ 23,371	\$ -	\$ 442,956
Subtotal:	\$ 408,086	\$ 11,499	\$ 23,371	\$ -	\$ 442,956
B. Consultant Services					
Consultant Services	\$ 145,127	\$ 69,558	\$ -	\$ 500	\$ 215,185
Subtotal:	\$ 145,127	\$ 69,558	\$ -	\$ 500	\$ 215,185
C. Travel					
Travel	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
Subtotal:	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
D. Direct Expenses					
Postage & Freight	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
Advertising - Legal	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
Insurance Premiums (Marion County)	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
Printing & Binding (Educational)	\$ 415	\$ 552	\$ 20	\$ -	\$ 987
Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ 100	\$ 4,402
Operating - Computer Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
Dues & Memberships	\$ -	\$ -	\$ -	\$ 1,900	\$ 1,900
Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ 3,690
SubTotal:	\$ 17,965	\$ 4,793	\$ 1,195	\$ 2,000	\$ 25,953
E. Indirect Expenses					
Marion County - Cost Allocation	\$ 26,536	\$ 48,913	\$ 1,857	\$ -	\$ 77,306
SubTotal:	\$ 26,536	\$ 48,913	\$ 1,857	\$ -	\$ 77,306
Revenues	\$ 599,306	\$ 143,912	\$ 27,523	\$ 2,500	\$ 773,241
Expenditures	\$ 599,306	\$ 143,912	\$ 27,523	\$ 2,500	\$ 773,241

APPENDIX A: UPWP STATEMENTS AND ASSURANCES

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

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

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

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



Name: Jeff Gold
Title: TPO Chairman

4/28/20

Date


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

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LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

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

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


Name: Jeff Gold
Title: TPO Chairman

4-28-20
Date

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

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DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

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

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

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



Name: Jeff Gold
Title: TPO Chairman



Date

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

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TITLE VI/ NONDISCRIMINATION ASSURANCE

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

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

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

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


Name: Jeff Gold
Title: TPO Chairman

4-28-20
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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APPENDICES A and E

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

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

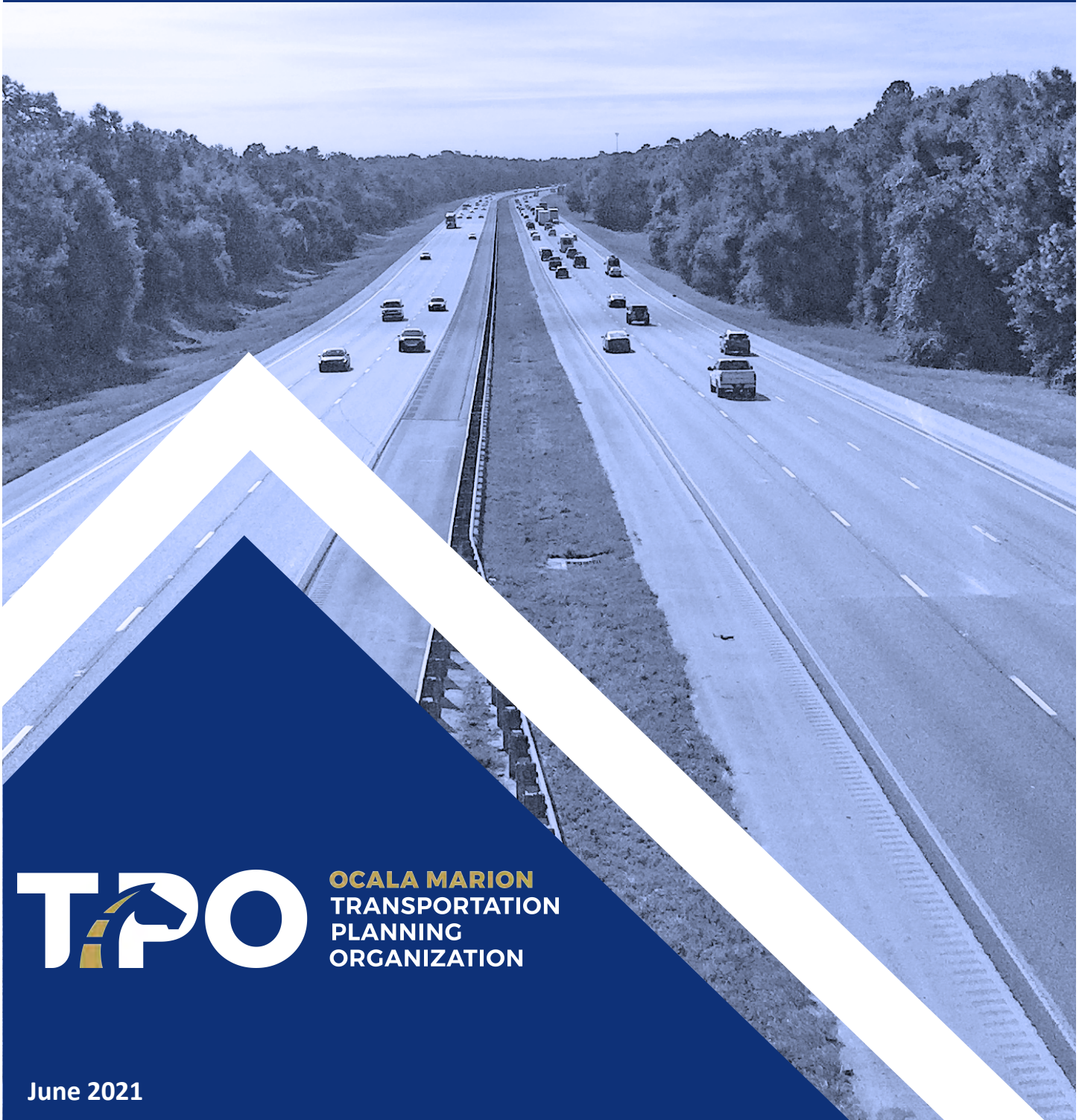
FLORIDA DEPARTMENT OF TRANSPORTATION
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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

APPENDIX B: GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

June 2021

ACRYONYM	NAME	DESCRIPTION
3-C	Comprehensive, Continuing and Cooperative	A Comprehensive, Continuing and Cooperative (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.

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

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

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

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

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

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

APPENDIX C: STAFF SERVICES AGREEMENT AND COST ALLOCATION

STAFF SERVICES AGREEMENT

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

WITNESSETH:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. **Financial Administration**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARION COUNTY BOARD OF
COUNTY COMMISSIONERS

By: Kathy Bryant
Kathy Bryant, Chairman

OCALA / MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION

By: Jeff Gold
Jeff Gold, TPO Chair

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

ATTEST: Mr. Bob
TPO Director

Approved as to form and legality

Mathew G. Minter
Mathew G. Minter, County Attorney

Marion County Office of Fiscal Review

DEPARTMENT	TOTAL \$ ALLOCATED	ALLOCATED UNITS	TPO VALUE	TPO PERCENT	TPO ALLOCATION BASIS
CAFR	198,968.00	407,878,729.55	630,416	0.15456%	308 BUDGET
ATTORNEY	679,202.00	91.00	0.50	0.54945%	3,732 STAFF EFFORT (Percent of Time, Est at 100 hours meetings and prep)
ATTORNEY General	52,216.00	1,581.22	5	0.31621%	165 FTE COUNT
ADMINISTRATION	1,305,123.00	1,581.22	5	0.31621%	4,127 FTE COUNT
IT TECH	1,794,403.00	2,024.00	8	0.39526%	7,093 # COMPUTERS
IT SUPPORT	1,290,784.00	634,998.74	511	0.08047%	1,039 WORK ORDERS (Avg of Storm Water per person * TPO F 1,101 FTE
HR	348,291.00	1,581.22	5	0.31621%	COUNT
HR RECRUITMENT	183,812.00	218.00	5	2.29358%	4,216 NEW HIRES
HR TRAINING	69,060.00	4,775.50	18	0.37692%	260 # HOURS (avg per employee)
PROC PUR ORDERS	101,138.00	2,433.00	6	0.24661%	249 ENCUMBRANCES (Used Similar OPER Budget of 6310) 4,659
PROC SOLICITATIONS	166,072.00	499.00	14	2.80561%	NUMBER OF (Sum of Transportation Prior)
PROC PCARD ADMIN	12,259.00	336.00	2	0.59524%	73 NUMBER CARDS
PROC P-CARD	190,270.00	21,437.00	129	0.60176%	1,145 TRANSACTIONS (Used Similar OPER Budget of 6310)
PROC CONTRACTS	159,212.00	536.00	3	0.55970%	891 CONTRACTS (Used Contracts of Water Resources)) 1,947 # INVOICES
PROC INVOICES	344,307.00	23,879.00	135	0.56535%	(USED SIMILAR OPER Budget of 6310)
HEALTH CLINIC	231,793.00	6,591.00	5	0.07586%	176 INTERACTIONS (Est based on new FTE)
FAC GRW SERV BLDG	184,725.00	38,400.00	1920	5.00000%	9,236 SQ FOOTAGE OCCUPIED (Estimated at 5% of office and common area
BCC RECORDS	220,360.00	1,581.22	5	0.31621%	697 FTE COUNT
FIN PAYABLES	688,020.00	30,489.00	137	0.44934%	3,092 # ACCOUNTS PAYABLE (Used Similar OPER budget of 63110)
FIN PAYROLL	300,241.00	1,581.22	5	0.31621%	949 FTE COUNT
FIN CAFR PREP	36,478.00	421,108,335.24	630,416	0.14970%	55 ACT EXPEND
INTERNAL AUDIT	370,285.00	317,653,097.07	630,416	0.19846%	735 ACT EXPEND
BUDG PREP	340,985.00	3,878.00	39	1.00567%	3,429 LINE ITEMS
BUDG POSITIONS	51,837.00	1,761.33	5	0.28388%	147 FTE COUNT
BUDG AMND	57,367.00	738.00	20	2.71003%	1,555 # AMENDED ACCOUNTS (Oper Dept Averages)
BUDG COST ALLOCA	12,500.00	421,108,335.24	630,416	0.14970%	19 ACT EXPEND

51,095

Marion County Board of County Commissioners
Detail of Cost Allocation
Rev- Fiscal Year 2020-21

Type of Central Service	TPO 2018-19	TPO 2019-20	TPO 2020-21
Independent Audit Fee		308	73
Clerk of the Circuit Court - Finance		4,096	1,864
Clerk of the Circuit Court - Internal Auditor		735	202
Clerk of the Circuit Court - Budget		5,150	8,780
BCC Records		697	958
Records Center		-	-
County Attorney		3,897	218
County Administration		4,127	6,208
Information Systems		8,132	16,476
Human Resources		5,577	3,143
Procurement		8,964	-
Human Resources - Clinic		176	230
Facilities Management		9,236	7,874
Public Safety Radio			-
MSTU / Assessments Office		-	-
Tax Collector (Assessment)			-
Property Appraiser (Assessment)			
Total Costs Identified		\$ 51,095	\$ 46,026
Identified Costs not Allocated		-	-
Actual Budgeted Allocation		\$ 51,095	\$ 46,026
BR407		89%	40,963
BR408		7%	3,222
BR409		4%	1,841
			46,026

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

105100 BR407, 408, 409 BR407, 408, 409

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



TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2021/22 to 2025/26 Transportation Improvement Program (TIP) Amendment

Summary

Per the request of the Florida Department of Transportation (FDOT), two projects are proposed to be amended to the Fiscal Years (FY) 2021/2022 to 2025/2026 Transportation Improvement Program (TIP). The projects may be found on the following attached pages of the TIP document.

FM# 436474-4: Saddlewood Elementary Sidewalk Improvements

- Total: \$12,000
- Funds to be added to FY 2021/22
- Addition of Construction Engineering and Inspection (CEI) to project

FM# 436474-5: Legacy Elementary School Sidewalks

- Total: \$36,000
- Funds to be added to FY 2021/22
- Addition of Construction Engineering and Inspection (CEI) to project

Attachment(s)

- FDOT TIP Amendment Request
- TIP Proposed Amended Project Pages
- FY 2021/22 to 2025/26 TIP document

Committee Recommendation(s)

The Citizens Advisory Committee (CAC) approved the amendment request by consensus only, and Technical Advisory Committee (TAC) approved the amendment request on March 8, 2022.

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

Action Requested

Review and approval of the FY 2021/22 to 2025/26 TIP amendment to include the two additional projects.

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

January 18, 2022

Mr. Robert Balmes, AICP, CTP, Executive Director
Ocala-Marion Transportation Planning Organization (TPO)
2710 E Silver Springs Blvd
Ocala, FL 34470

Dear Mr. Balmes:

RE: Request to Amend Adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2021/22 – 2025/26

The Florida Department of Transportation (FDOT) requests the Ocala-Marion TPO amend the Adopted TIP for Fiscal Years (FY) 2021/22–2025/26. The projects requiring an amendment are listed below with an explanation of the changes to the project.

1. FM#436474-4: Saddlewood Elementary Sidewalk Improvements

Explanation of amendment: The proposed amendment will add the CEI phase and funding to the project in FY 22. The CEI phase will be completed using a District-wide contract to complete the project through the Local Area Program (LAP).

Proposed amendment:

Project Name	Project Limits	Phase	Funding Amount/ Source	Fiscal Year
Saddlewood Elementary Sidewalk Improvements	Various Locations	CEI	\$12,000 - TALL	2022

2. FM# 436474-5: Legacy Elementary School Sidewalks

Explanation of amendment: The proposed amendment will add the CEI phase and funding to the project in FY 22. The CEI phase will be completed using a District-wide contract to complete the project through the Local Area Program (LAP).

Proposed amendment:

Project Name	Project Limits	Phase	Funding Amount/ Source	Fiscal Year
Legacy Elementary School Sidewalks	Various locations	CEI	\$28,181 – SL \$ 7,819 - TALT	2022 2022

Please make sure that the amendment date is reflected on the cover page of the adopted TIP document and the amended information is reflected on page for the project.

Sincerely,



Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, Planning & Environmental Management Administrator, FDOT

Project: Saddlewood Elementary School
Sidewalk Improvements

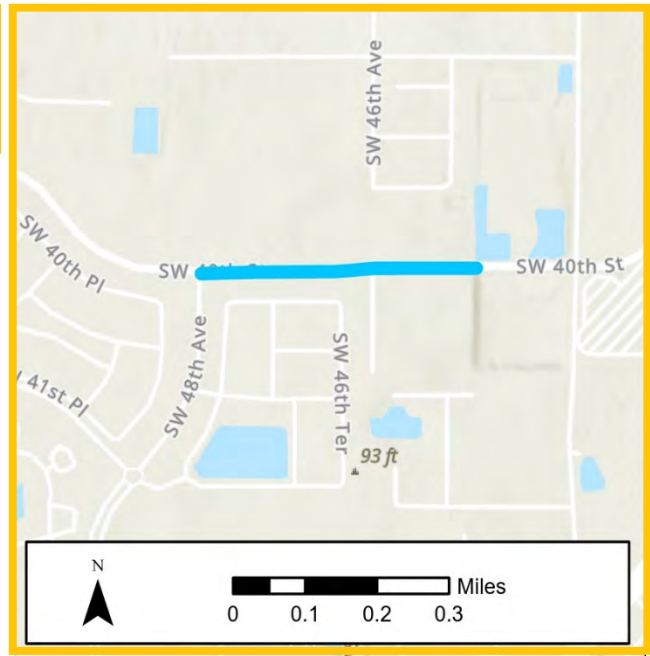
Project Type: Sidewalk

FM Number: 4364744

Lead Agency: FDOT

Length: 0.3 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.1 (14)



Description:

Construct 5-foot sidewalk from the Fore Ranch Community to Saddlewood Elementary School to provide for a safe route to school. Project includes Construction Engineering and Inspection (CEI) phase.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$12,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CEI	TALL	Federal	\$12,000	\$0	\$0	\$0	\$0	\$12,000
Total:			\$12,000	\$0	\$0	\$0	\$0	\$12,000

Project: Legacy Elementary School Sidewalks

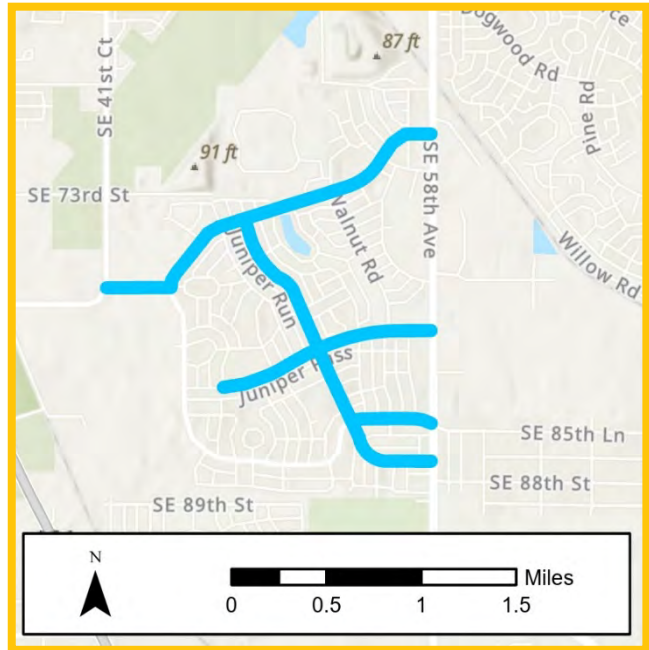
Project Type: Sidewalk

FM Number: 4364745

Lead Agency: FDOT

Length: 5.7 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.1 (14)



Description:

Construct sidewalks on Larch Road and SE 79th Street. Complete construction of sidewalks on Chestnut Road and Juniper Road. Project includes Construction Engineering and Inspection (CEI) phase.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$36,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CEI	TALT	Federal	\$7,819	\$0	\$0	\$0	\$0	\$7,819
CEI	SL	Federal	\$28,181	\$0	\$0	\$0	\$0	\$28,181
Total:			\$36,000	\$0	\$0	\$0	\$0	\$36,000



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026



Adopted – June 22, 2021

**Amendment #1, August 24, 2021
Modification #1, October 27, 2021
Amendment #2, January 25, 2022
Amendment #3, March 22, 2022**

This document has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities.

Funding for this document has been financed through grants from the Federal Highway Administration and Federal Transit Administration in cooperation with the Florida Department of Transportation, Marion County and the cities of Belleview, Dunnellon and Ocala.

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

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEAR 2021/2022 to 2025/2026

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the Transportation Improvement Program for FY 2021/2022 to 2025/2026.

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 22nd day of March 2022.

By: _____
Ire Bethea Sr., Chair

Attest: _____
Robert Balmes, TPO Director

Board Members

Michelle Stone, Chair, Marion County
Ire Bethea, Sr., Vice-Chair, City of Ocala
Kathy Bryant, Marion County
Craig Curry, Marion County
Jeff Gold, Marion County
Justin Grabelle, City of Ocala
Kent Guinn, City of Ocala
Valerie Hanchar, City of Dunnellon
Ronald Livsey, City of Belleview
Brent Malever, City of Ocala
Jay Musleh, City of Ocala
Jared Perdue, FDOT District 5 (Non-Voting)
Carl Zalak, Marion County

TPO Staff

Rob Balmes, Director
Shakayla Irby, Administrative Specialist/
Social Media Coordinator
Liz Mitchell, Grants Coordinator/
Fiscal Planner, Title VI Non-Discrimination

Citizens Advisory Committee (CAC)

Steve Rudnianyn, Chair
Richard McGinley, Vice-Chair
Davis Dinkins
Richard Howard
Travis Magamoll
Suzanne Mangram
Paul Marraffino
Michelle Shearer
Clark Yandle

Technical Advisory Committee (TAC)

Elton Holland, Chair, Marion County
Nancy Smith, Vice-Chair, City of Ocala
David Herlihy, Marion County Schools
Ji Li, SunTran
Ken Odom, Marion County
Loretta Shaffer, Marion County
Eric Smith, City of Ocala
Anna Taylor, FDOT District 5 (Non-Voting)
Mickey Thomason, Florida Greenways
Bob Titterington, City of Belleview
Vacant, City of Dunnellon



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The Ocala Marion Transportation Planning Organization (TPO) complies with nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to the Ocala Marion TPO compliance with Title VI may do so by contacting the TPO at: (352) 438-2630 or 2710 East Silver Springs Blvd, Ocala, FL 34470.

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

1. 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 Fiscal Years 2021/22 to 2025/26 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.

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 reflected in the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The 2045 LRTP, which is also developed by the TPO, outlines Marion County'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 programming specific improvements. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments. The TIP is also used to coordinate transportation projects between local, state and federal agencies, thereby ensuring the efficient use of transportation funding to Marion County.

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

A list of Obligated projects is provided in Appendix B. The Obligation list is a continuation of projects in the Fiscal Years 2020/21 to 2024/25 TIP (prior TIP), and in some cases started in previous TIPs [23 CFT 450.334].

TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala.

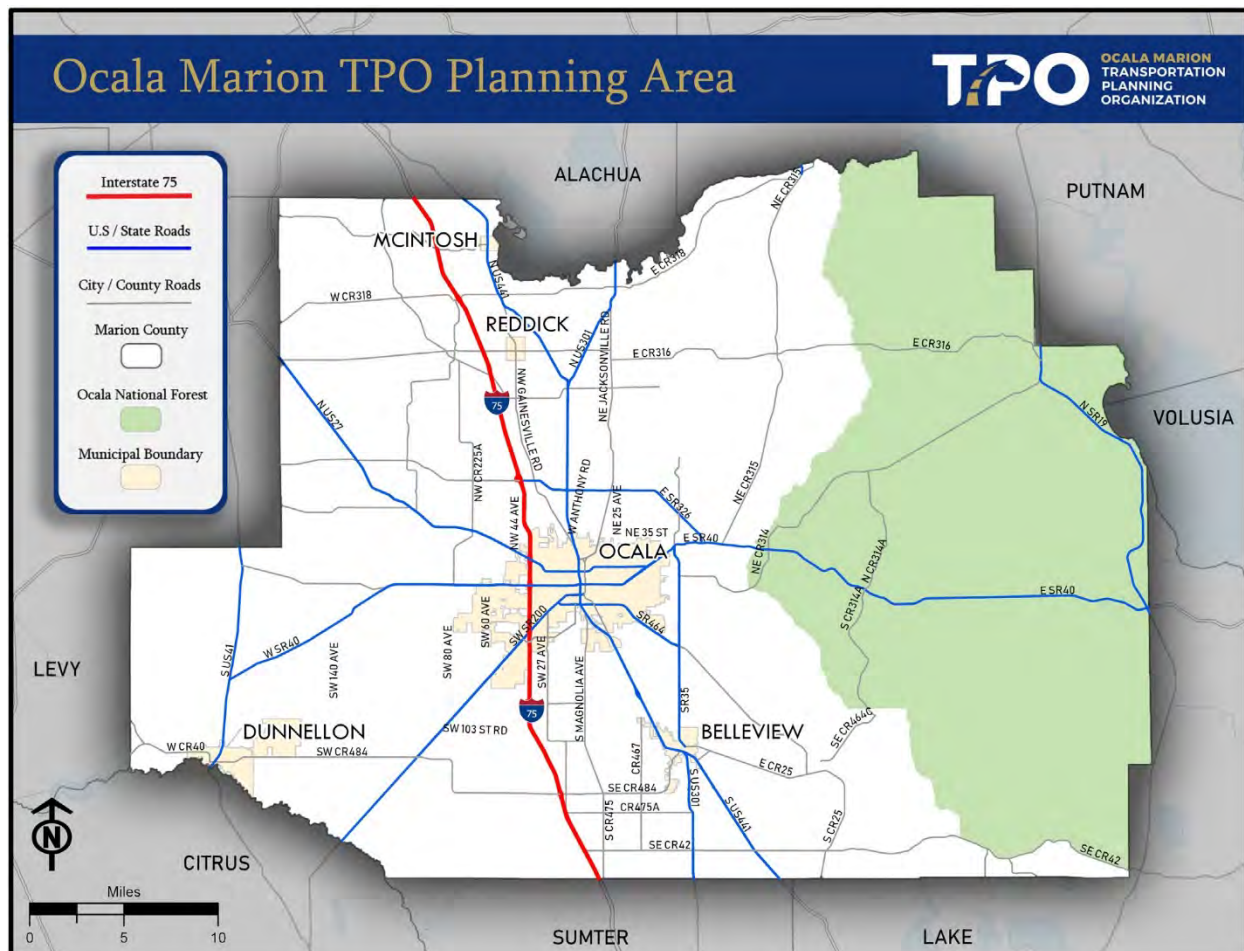


Figure 1: Map of TPO Planning Area

DEVELOPMENT OF THE TIP

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

TPO Boards and Committees

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

The TPO also submits a draft TIP to the TPO Board for review and to receive feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is then presented to the TPO Board for adoption in May or June of each year. In 2021, TPO staff presented the draft TIP to the TAC and CAC on May 11th and June 8th, the TPO Board on May 25th and June 22nd.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (PPP) (<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp>). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC and TPO Board meetings. The TAC and CAC meetings were held virtually and in person and therefore were also accessible to those with internet access. The TPO Board meetings were held both virtually and in-person. Advance public notices were provided for all committee and board meetings per Florida Sunshine Law and the TPO's PPP. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter) and sending e-blast notifications. Beginning on May 4th, a legal notice of the draft version of the TIP was advertised in the Ocala Star Banner. The public comment period for the TIP began on May 4th and concluded on June 22nd. A copy of the public notice can be found in Appendix E and a list of public comments, including the TPO's response to each comment, can be found in Appendix F. On May 4th, the TPO sent the Draft TIP for review and comment to the

following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

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

JOINT CERTIFICATION

The most recent joint certification between the Ocala Marion TPO and FDOT was conducted by on February 23, 2021. FDOT certified the TPO's transportation planning process for Fiscal Year 2020/2021. The next certification review will occur in February 2022.

CONSISTENCY WITH OTHER PLANS

The projects and project phases listed in the FY 2021/22 to 2025/26 TIP are consistent with the local public transit development plan (SunTran), aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2045 LRTP, Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan (SHSP), Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), TPO Congestion Management Process (CMP) and SunTran Transportation Development Plan (TDP).

2045 Long Range Transportation Plan (LRTP)

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

Florida Transportation Plan (FTP)

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

Strategic Intermodal System (SIS) 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. Additionally, TIP projects supporting the SIS are noted in the individual project pages (SIS Project).

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

Florida's Strategic Highway Safety Plan (SHSP)

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

Freight Mobility and Trade Plan (FMTP)

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

Transportation Asset Management Plan (TAMP)

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

Congestion Management Plan (CMP)

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

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

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

Transit Development Plan (TDP)

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

TIP REVISIONS

When the TIP and the FDOT Work Program become adopted, there will be cases in which some projects are not yet authorized. These projects, in addition to funding changes within other projects, “roll forward” automatically into the Work Program, and will be amended into this TIP. A Roll Forward TIP Amendment Report is included in Appendix K.

Revisions to the TIP may also 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 TIP revisions; a major amendment, a minor amendment, and administrative modification. Major amendments require adoption by the TPO Board and public comment. Minor amendment and administrative modifications 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 Disadvantaged (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

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

EFFICIENT TRANSPORTATION DECISION MAKING

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

2. PERFORMANCE MANAGEMENT

PERFORMANCE-BASED PLANNING

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

#1- Safety

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

#2- Infrastructure Condition

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

#3- Congestion Reduction

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

#4- System Reliability

To improve the efficiency of the surface transportation system

#5- Freight Movement and Economic Vitality

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

#6- Environmental Sustainability

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

#7- Reduced Project Delivery Delays

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

Performance-based planning utilizes performance measures and performance targets to ensure

the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

PERFORMANCE MEASURES & TARGETS

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

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



Safety



Bridge and Pavement Condition



System Performance



Transit Asset Management and Transit Safety



Safety

In March 2016, the FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final 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.

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

On February 27, 2018, the Ocala Marion TPO Board adopted its own safety performance targets to better track progress and reflect greater accountability to the public. The TPO plans to develop a Safety Action Plan in 2021 and applying the adopted targets will serve a key role in this planning effort. 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 23, 2021. Figure 2 shows the safety performance targets set by both FDOT and the TPO for each of the five safety 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 will be published in a Safety Trends Manual in 2021. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

Safety Performance Measures	FDOT Target (2021)	TPO Target (2021)	TPO Target Results (2020)
Number of Fatalities	0	97	108
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.96	2.24
Number of Serious Injuries	0	432	304
Rate of Serious Injuries per 100 Million VMT	0	8.74	6.31
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	61	54

Figure 2: Performance Measure Targets and Results - Safety



Bridge and Pavement Condition

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

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

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

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

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2019)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	66.4%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	37.8%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
Bridge Deck Area Measures			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	59.1%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

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



System Performance

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 and all MPO/TPO's in Florida agreed to support the FDOT statewide targets in October 2018. Figure 4 displays the most current System Performance measure targets and results.

System Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2020)
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 %	97%
Truck Travel Time Reliability (TTTR)	1.75	2.00	1.13

Figure 4: Performance Measure Targets and Results - System Performance



Transit Asset Management and Safety

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

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

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

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

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

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

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

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

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

3. FINANCIAL PLAN

Overview

The financial planning process of the TPO is undertaken during the development of the LRTP, as part of the Cost Feasible Plan. Once all projects have been determined as “needs”, TPO committees, TPO staff and the TPO Board prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The Cost Feasible Plan in the LRTP then becomes a prioritized project list. This list becomes part of the TPO’s annual List of Priority Projects (LOPP) process. On an annual basis, a revised LOPP is developed collaboratively by the TPO with local partners, committee input and TPO Board approval. The annual revised LOPP is submitted to FDOT annually for projects to be considered in the next Tentative Work Program for funding. FDOT will decide which projects from the LOPP can be reasonably funded with the cost/funding projections. The LOPP can be found in Figure 10 on page 4-3. For further information about the LOPP process, please access the TPO website at:

<https://ocalamariontpo.org/priority-project-list>.

The FY 2021/22 to 2025/26 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 funding categories, distribution of funding by category and funding sources are summarized in Figures 7 to 9. The funding totals include the roll-forward projects, which are included in Appendix K.

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

Acronym	Funding Category	Funding Source
ACFP	Advanced Construction Freight Program	Federal
ACNP	Advanced Construction NHPP	Federal
ACSA	Advanced Construction (SA)	Federal
ACSL	Advanced Construction (SL)	Federal
ACSN	Advanced Construction (SN)	Federal
ACSS	Advanced Construction (SS)	Federal
BRRP	Bridge Repair/Rehabilitation	State
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DIH	District In-House	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
FAA	Federal Aviation Administration	Federal
FCO	Fixed Capital Outlay	State
FTA	Federal Transit Administration	Federal
GFSN	General Funding	Federal
LF	Local Funds	Local
NHPP	National Highway Performance Program	Federal
NHRE	National Highway Resurfacing Set-Aside NHPP Funding	Federal
PL	Metropolitan Planning	Federal
RHH	Rail Highway Safety	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SN	Surface Transportation Program, Population <=5K	Federal
TALL	Transportation Alternative Program, Population <=200K	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TRIP	Transportation Regional Incentive Program	State
TRWR	Wheels on the Road, TRIP	State

Figure 7: List of Funding Categories and Associated Funding Sources

Funding Category	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ACFP	\$9,294,816	\$0	\$48,735	\$0	\$0	\$9,343,551
ACNP	\$30,259,776	\$0	\$0	\$0	\$0	\$30,259,776
ACSA	\$931,244	\$0	\$0	\$0	\$0	\$931,244
ACSL	\$3,637,759	\$0	\$0	\$0	\$0	\$3,637,759
ACSN	\$2,458,905	\$0	\$0	\$0	\$0	\$2,458,905
ACSS	\$1,398,116	\$1,365,009	\$752,704	\$521,496	\$0	\$4,037,325
BRRP	\$1,006,629	\$0	\$0	\$0	\$0	\$1,006,629
CIGP	\$0	\$0	\$0	\$8,209,249	\$0	\$8,209,249
D	\$5,728,220	\$4,760,342	\$4,773,193	\$4,736,430	\$4,750,061	\$24,748,246
DDR	\$5,438,547	\$4,388,837	\$35,027,602	\$14,973,347	\$3,290,063	\$63,118,396
DIH	\$485,657	\$116,320	\$79,565	\$11,150	\$28,700	\$721,392
DPTO	\$1,404,831	\$757,741	\$1,063,173	\$3,389,229	\$738,292	\$7,353,266
DRA	\$0	\$21,500,297	\$0	\$0	\$0	\$21,500,297
DS	\$177,154	\$0	\$8,882,919	\$929,077	\$0	\$9,989,150
DU	\$1,095,502	\$1,143,941	\$1,194,721	\$1,400,325	\$1,451,854	\$6,286,343
DWS	\$4,261,712	\$0	\$0	\$0	\$532,902	\$4,794,614
FAA	\$1,800,000	\$5,850,000	\$0	\$0	\$0	\$7,650,000
FCO	\$85,000	\$0	\$534,900	\$5,001,200	\$0	\$5,621,100
FTA	\$18,023,784	\$2,467,181	\$2,541,196	\$2,617,431	\$0	\$25,649,592
GFSN	\$350,276	\$0	\$0	\$0	\$0	\$350,276
LF	\$18,795,161	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	\$38,278,518
NHPP	\$1,279	\$0	\$0	\$0	\$0	\$1,279
NHRE	\$0	\$6,259,321	\$0	\$0	\$0	\$6,259,321
PL	\$599,306	\$493,370	\$493,370	\$493,370	\$493,370	\$2,572,786
RHH	\$207,629	\$0	\$0	\$0	\$0	\$207,629
SA	\$2,602,828	\$20,469,961	\$0	\$0	\$0	\$23,072,789
SL	\$5,392,074	\$6,178,893	\$8,937,257	\$9,284,418	\$0	\$29,792,642
SN	\$3,039,635	\$163,370	\$2,706,657	\$3,028,371	\$0	\$8,938,033
TALL	\$794,909	\$0	\$11,577	\$253,001	\$0	\$1,059,487
TALN	\$46,287	\$0	\$170,381	\$0	\$0	\$216,668
TALT	\$2,820,506	\$0	\$2,433,279	\$0	\$0	\$5,253,785
TRIP	\$0	\$0	\$0	\$5,109,562	\$0	\$5,109,562
TRWR	\$0	\$0	\$0	\$3,280,139	\$0	\$3,280,139
Total:	\$122,137,542	\$78,775,662	\$72,847,648	\$74,843,256	\$13,105,640	\$361,709,748

Figure 8: 5-Year Summary of Total Funding by Category and Fiscal Year

Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Federal	\$84,754,631	\$44,391,046	\$19,289,877	\$17,598,412	\$1,945,224	\$167,979,190
State	\$18,587,750	\$31,523,537	\$50,361,352	\$45,639,383	\$9,340,018	\$155,452,040
Local	\$18,795,161	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	\$38,278,518
Total	\$122,137,542	\$78,775,662	\$72,847,648	\$74,843,256	\$13,105,640	\$361,709,748

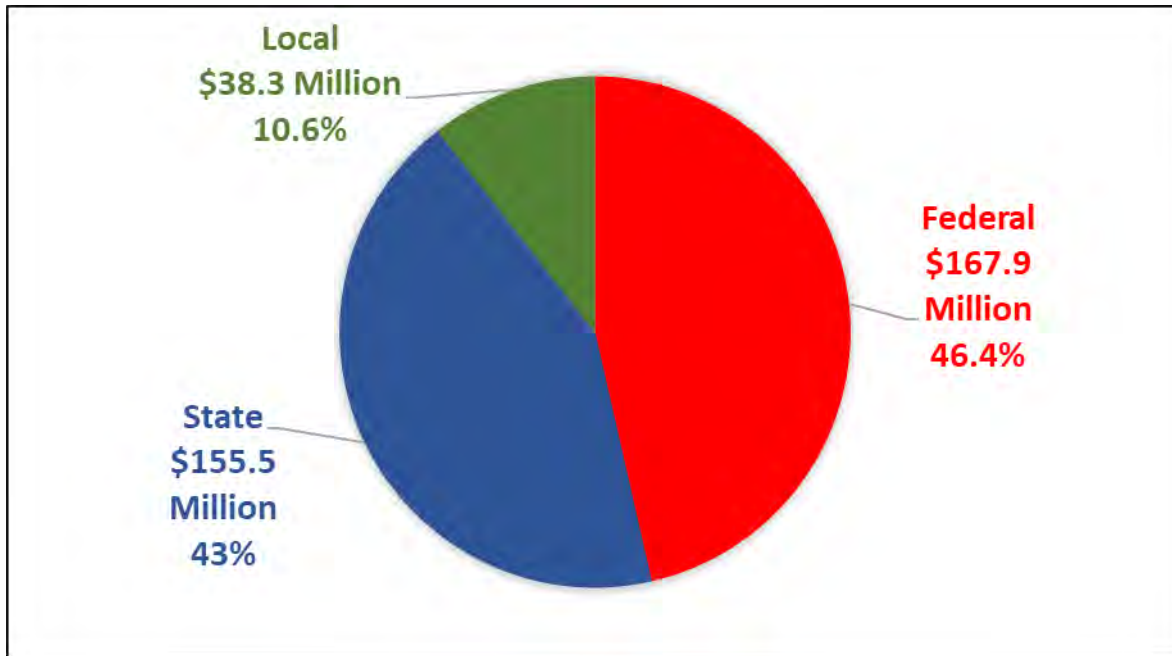


Figure 9: 5-Year Summary by Funding Source

4. PROJECT PRIORITIZATION PROCESS

Methodology

In 2019, the TPO modified its project prioritization process. The process involves an emphasis on prioritizing projects that are closest to receiving construction funding, meet federal performance measures, are multimodal, have available funding and/or include local funding sources and local partnerships. As stated in Section 3, the TPO works collaboratively each year with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop a List of Priority Projects. The LOPP is a process undertaken to identify the highest priority projects in Marion County to receive consideration for federal and state funding.

The TPO's project prioritization process is consistent with 23 C.F.R 450.332(b), the 2045 LRTP, and with local aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO MPA, to the maximum extent feasible [339.175(8)(c)(7), F.S.].

Project Ranking Criteria

The priority projects ranking criteria is tied directly to the adopted 2045 LRTP Goals and Objectives and to federally required performance measures. The goals from the 2045 LRTP that are used in this prioritization and selection process include:

- Optimization and Preserve Existing Infrastructure
- Focus on Improving Safety and Security of the Transportation System
- Provide Efficient Transportation that Promotes Economic Development
- Promote Travel Choices that are Multimodal and Accessible
- Protect Natural Resources and Create Quality Places
- Ensure the Transportation System Meets the Needs of the Community.

The ranking criteria are grouped into the following six categories:

1. **Multimodal:** The ranking criteria looks at whether a project incorporates different modes of transportation or is multimodal. If a project incorporates bike lanes, sidewalks, transit options, or offers a new alternative such as a trail, it receives one (1) point for being multimodal.
2. **Performance Measure(s):** Based on federal requirements, MPO/TPOs must measure the performance of projects. This is done by measuring projects based on safety, pavement/bridge condition, system performance, transit asset management and transit safety. Therefore, one (1) point is awarded to any project that meets one of the

performance measures, and an additional one (1) point if the project meets two. Please note: most off-system local projects can only obtain up to one point, as most performance measures require a project to either be on or demonstrates improvements to the National Highway System (NHS).

3. **Project Development:** This ranking criteria looks at the status of projects in their development phase. For example, if a project is in the Project Development & Environmental (PD&E) or Planning phase it receives one (1) point. Projects then receive an additional point for each phase it advances up to construction, which receives four (4) points. Please note: projects can only qualify for one of the phases at a time, with one to four points possible (PD&E/Planning 1 point; Design 2 points; ROW 3 points; Construction 4 points).
4. **Funding Availability:** Federal and state transportation is highly competitive and limited. Therefore, if a project has funding already programmed and/or a lower overall cost (e.g. operations, system preservation) or a lower cost is needed to complete the project or specific phase, one (1) point may be awarded.
5. **Local Revenue/Funding Source:** If a project has local revenue being invested, it receives one (1) point.
6. **Local Partnership:** The ranking criteria considers whether a project has a formal partnership between two or more 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.

Based on the development of a revised CMP and anticipated Safety Action Plan in 2021 and 2022, the TPO expects to revise this ranking methodology in 2022 to ensure a greater emphasis is placed on improving both congestion and safety. Any modifications to the methodology will be reviewed by all partners, committees and the TPO Board.

The 2021 List of Priority Projects (LOPP) is provided in Figure 10 on pages 4-3 to 4-5.

2021 List of Priority Projects (LOPP)							
Rank	FM Project #	In TIP or 2045 LRTP Cost Feasible or Boxed Fund Project Lists	Project Name	From	To	Description	Phase
1	435209-1	X	I-75 at NW 49th Street			New interchange	ROW
2	-	X	SW 44th Avenue	SR 200	SW 20th Street	2-Lane roadway extension	CST
3	-	X	NW 44th Avenue	SR 40	NW 11th Street	4 new lanes	CST
4	433660-1	X	US 441 Intersection	SR 464/SW 17th	SR 464/SW 17th	Dedicated turn lanes, pedestrian safety	CST
5	431935-1	X	SR 40 Downtown Ocala	US 441	NE 8th Avenue	Traffic operation and pedestrian	CST
6	433661-1	X	SR 40/US 441 Intersection	NW 2nd Street	SW Broadway Street	Dedicated turn lanes, Pedestrian, lighting	CST
7	433652-1	X	SR 40/I-75 Interchange	SW 40th Avenue	SW 27th Avenue	Operations, safety improvements	CST
8	238648-1	X	US 41	SW 110th Street	SR 40	Widen to 4 lanes	CST
9	-		Emerald Road Extension	SE 92nd Loop	FN Railroad	2 new lanes	CST
10	-		NW 49th/40th	SW 66th	SW 42nd	4-lane divided roadway, flyover	CST
11	-		SW 80th Avenue	SW 90th	SW 80th	4-lane widening	CST
12	-		SW 49th Street	Marion Oaks Manor	0.7 mile south of CR 484	4-lane widening	CST
13	-	X	SW 44th Avenue	SR 200	SW 20th Street	2-lanes to complete 4-lane roadway	CST
14	436375-1	X	Citywide Sidewalk Improvements			City of Ocala sidewalk improvements	CST
15	410674-2	X	SR 40	End of 4 lanes	East of CR 314	Widening to 4 lanes, multi-use trail	ROW
16	-		SW 80th Ave	SW 80th Street	1/2 mile north of SW 38th	Widening to 4 lanes	ROW
17	-		NW/NE 35th Street	West Anthony Road	CR 200A	Widening to 4 lanes	ROW
18	-	X	ITS Operations and Maintenance			Countywide operations, maintenance	CST
19	238651-1	X	SR 200	CR 484	Citrus County Line	Widening of roadway	CST
20	441616-1	X	SR 35 Sidewalk, City of Belleview	SE 118th Place	SE Campbell Road	Sidewalk construction, Belleview	CST
21	-	X	CR 484 (Pennsylvania. Ave), Phase A	Blue Run Park	Mary Street	Multi-modal improvements on CR 484	DES
22	238395-8	X	US 441	CR 42	SE 132nd Street	Widening to 6 lanes	ROW
23	-		SW 49th Street	CR 484	North of Marion Oaks Trail	4-lane divided roadway	DES
24	-		NW 49th/35th Street	CR 225A	1.1 miles west of NW 44th	New 2-lane roadway	DES
25	-		NW 80th/70th	.19 miles north of SR 40	1/2 mile north of US 27	Widening of roadway	DES

Figure 10: 2021 List of Priority Projects (LOPP)

2021 List of Priority Projects (LOPP)							
Rank	FM Project #	In TIP or 2045 LRTP Cost Feasible or Boxed Fund Project Lists	Project Name	From	To	Description	Phase
26	-		SW 49th Street	Marion Oaks Trail	SW 95th Street	4-laned divided roadway	DES
27	-		NW 49th/35th	1.1 miles west of NW 44th	NW 44th	New 2-lane roadway	CST
28	-		SW 38th/40th Street	SW 80th Street	SW 60th Street	Widening of roadway	DES
29	-		NE 35th Street	CR 200A	NE 25th	Widening of roadway	DES
30	-		SW 90th	SW 60th	.8 miles east of SW 60th	Widening of roadway	DES
31	-		NE 8th Avenue (SR 40 to SR 492)	SR 40	SR 492	Remove 2 lanes, multi-modal project	ROW
32	-	X	Bellevue to Greenway Trail	Lake Lillian	Cross Florida Greenway	Trail connect with Heart of Florida	ROW
33	436756-1	X	Downtown Ocala to Silver Springs Trail	Downtown	Silver Springs State Park	Trail, bike lanes, connectivity	DES
34	436755-1	X	Indian Lake Trail	Silver Springs State Park	Indian Lake State Park	New 12-foot wide multi-use trail	DES
35	-	X	Sunrise/Horizon Schools Sidewalks	Marion Oaks Manor	Marion Golf Way	Sidewalk construction	DES
36	-	X	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Trail connect with Heart of Florida	ROW
37	-	X	US 301 Sidewalk	320' north of SE 62nd Ave	SE 115th Lane	New sidewalk construction	DES
38	410674-3	X	SR 40	CR 314	CR 314A	Widening to 4 lanes	DES
39	410674-4	X	SR 40	CR 314A	Levy Hammock Road	Widening to 4 lanes	DES
40	-	X	SR 200 Trails/Wildlife Underpass	South of CR 484		Construct trail/wildlife underpass	ROW
41	435484-2	X	Pruitt Trail	Pruitt Trailhead	Bridges Road	Trail connect with Heart of Florida	DES
42	-		CR 484	Marion Oaks Pass	SR 200	Widening of roadway	PD&E/PL
43	-		SW 38th	SW 60th	SW 43rd	Widening of roadway	PD&E/PL
44	411256-4		US 301	CR 42	SE 142nd Place	Widening of 2 additional lanes	ROW
45	435208-1	X	SR 35 intersection projects	SR 25, Foss Rd, Robinson Rd		Operational, safety improvements	ROW
46	435490-1	X	SR 40/SR 35 Intersection	SR 40	SR 35	Intersection improvements	DES
47	-	X	Watula and NE 8th Road Trail	Tuscaawilla Park	CR 200A	Trail project, City of Ocala	DES
48	411256-4	X	US 301 South	SE 143rd Place	US 441	ITS Boxed Fund project	ROW
49	-	X	Black Bear Trail	SR 40		Construction of new multi-use Trail	DES
50	-	X	Silver Springs to Hawthorne Trail	Silver Springs State Park		Construction of new trail connection	DES

Figure 10: 2021 List of Priority Projects (LOPP), continued

2021 List of Priority Projects (LOPP)							
Rank	FM Project #	In TIP or 2045 LRTP Cost Feasible or Boxed Fund Project Lists	Project Name	From	To	Description	Phase
51	431798-1		NE 36th Avenue	SR 492	NE 35th Street	Widening to 4 lanes	DES
52	431797-1		NE 25th Avenue	SR 492	NE 35th Street	Widening to 4 lanes	DES
53	-	X	CR 484 (Pennsylvania. Ave), Phase B	Blue Run Park	Mary Street	Multi-modal with bridge on CR 484	PD&E/PL
54	-	X	NW 44th Avenue	NW 60th	SR 326	Widening to 4 lanes	PD&E/PL
55	238720-1	X	SR 40	SW 140th	CR 328	Widening of 2 additional lanes	PD&E/PL
56	433633-1	X	US 27	I-75	NW 27th	Widening of 2 additional lanes	PD&E/PL
57	-	X	SR 40	SW 60th Avenue	I-75	Widening of 2 additional lanes	PD&E/PL
58	-	X	SR 326	US 301	old US 301	Widening of 2 additional lanes	PD&E/PL
59	433680-1	X	US 27/I-75 Interchange	NW 44th Avenue	NW 35th Avenue	Operational improvements	PD&E/PL
60	435490-1	X	SR 40 West Multi-Modal	CSX Rail Bridge	I-75	Sidewalk widening, safety improvements	PD&E/PL
61	-	X	US 41	SR 40	Levy County Line	Widening of 2 additional lanes	PD&E/PL
62	-		SW 40th Avenue Realignment		SR 200	Add 2 lanes, realign intersection	PD&E/PL
63	-		SR 326	CR 200A	NE 36th	Widening of 2 additional lanes	PD&E/PL
64	-		CR 484	SW 20th Street	CR 475A	Widening to 6 lanes, bridge replacement	PD&E/PL
65	-		I-75 at SW 20th Street			New interchange	PD&E/PL
66	-		SR 40	US 41	SW 140th	Widening of 2 additional lanes	PD&E/PL
67	-	X	SR 35 (CR 25 to SE 92nd), Widening	CR 25	SE 92nd	Widening of 2 additional lanes	PD&E/PL
68	-	X	Nature Coast Trail Connection	Levy County Line	CR 484	Trail connection in Dunnellon	PD&E/PL
69	-		Marion Oaks Extension and Flyover	SW 18th	CR 475/I-75	Road extension and flyover I-75	PD&E/PL
70	-		US 441	Sumter County Line	CR 42	Widening of 2 additional lanes	PD&E/PL

Figure 10: 2021 List of Priority Projects (LOPP), continued

5. PROJECTS

Summary

The FY 2021/22 to 2025/26 TIP consists of a total of 74 programmed projects. For ease of reference by the public, the projects were grouped into seven major categories. A summary of changes to major regional transportation projects from the previous Fiscal Years 2020/21 to 2024/25 TIP are available in Appendix H. Appendix I contains a listing of the TIP projects (TIP Download) as submitted to the TPO by FDOT in April 2021. Figure 11 provides a breakdown of the 74 projects by funding category. All 74 projects in the TIP are included in a summary format by category in the following pages of this section. A total of 21 other projects, part of the Roll Forward Amendment (Amendment #1), are included in a summary report in Appendix K. Projects are also referenced how they meet the specific goals and objectives in the 2045 LRTP.

- Interstate (I-75)
- U.S. Routes
- State and Local Routes
- Bicycle and Pedestrian
- Aviation (Airport)
- Transit, Funding, Grants
- ITS and Maintenance

	Interstate (I-75)	U.S. Routes	State and Local Routes	Bicycle and Pedestrian	Aviation (Airport)	Transit, Funding/Grants	ITS and Maintenance
Funding	\$115,533,666	\$63,169,672	\$58,175,462	\$13,747,624	\$19,452,936	\$53,353,701	\$32,764,410
Projects	6	9	13	13	8	11	14

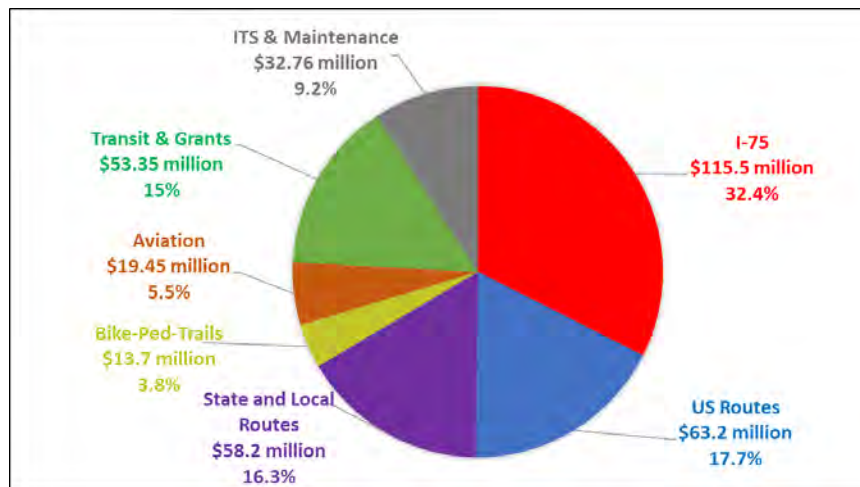


Figure 11: 5-Year Summary of Projects by Funding Source

Figure 12 provides a summary chart of the acronyms used for various project phases and the terms associated with the projects displayed in the TIP summary pages. This chart may be used as a reference when reviewing the project pages.

Acronym	Project Phase and Information
ADM	Administration
CRT MTN	Contract Routine Maintenance
CST	Construction (includes Construction, Engineering and Inspection)
CAP	Capital Grant
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
FM	FDOT Financial Management Number
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development & 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
SEG	Project Segment Number
UTIL	Utilities Construction

Figure 12: Project Phase and Information Acronym List

Performance Management and TIP Projects

The following provides a summary of the projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local

transit system, including: safety; bridge and pavement condition; system performance; and transit asset management and safety. In some cases, a project may support meeting more than one federal performance measure.

Safety (8 projects)

FM Number	Project	Limits	TIP Funding
2386481	SR 45 (U.S. 41)	Southwest 110th Street to North of SR 40	\$44,211,268
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,594,243
4456861	U.S. 41 North/South Williams	Brittan Alexander Bridge to River Road	\$551,496
4336511	CR 484	Southwest 20th Avenue to CR 475A	\$15,302,481
4458001	East SR 40	at SR 492 (NE 14th Street)	\$987,415
4106742	SR 40	End of Four Lanes to East of CR 314A	\$1,223,559
4375962	SR 40/Silver Springs Blvd.	NW 27th Avenue to SW 7th Avenue	\$913,539
4392382	SR 25/U.S. 441/301	SR 25 to SR 200/SW 10th Street	\$4,588,691
Total:			\$71,372,692

Bridge and Pavement Condition (8 projects)

FM Number	Project	Limits	TIP Funding
4431701	SR 93 (I-75)	Sumter County Line to SR 200	\$30,271,013
2386481	SR 45 (U.S. 41)	Southwest 110th Street to North of SR 40	\$44,211,268
4452121	SR 200 (U.S. 301)	South of NE 175th to Alachua County	\$6,166,256
4392382	SR 25/U.S. 441/SR 500	SR 35/Baseline to SR 200/SW 10th Street	\$4,588,691
4453021	SR 35/U.S. 301	North of CR 42 to North of SE 144th Place	\$3,774,255
4471371	SR 200 Bridge and SR 40 Deck	Rehabilitation	\$1,008,681
4452171	SR 326	NW 12th Avenue to SR 40	\$8,669,722
4106742	SR 40	End of Four Lanes to East of CR 314A	\$1,223,559
Total:			\$99,913,445

System Performance (7 projects)

FM Number	Project	Limits	TIP Funding
4352091	I-75 (SR 93) at NW 49th Street	NW 49th Street to end of NW 35th Street	\$57,974,815
2386481	SR 45 (U.S. 41)	Southwest 110th Street to North of SR 40	\$44,211,268
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,594,243
4336611	U.S. 441	SR 40 to SR 40A (SW Broadway)	\$3,607,422
4336511	CR 484	Southwest 20th Avenue to CR 475A	\$15,302,481
4106742	SR 40	End of Four Lanes to East of CR 314A	\$1,223,559
4336521	SR 40 Intersections	at SW 40th Avenue, at SW 27th Avenue	\$4,280,209
Total:			\$130,193,997

Transit Asset Management and Transit Safety

FM Number	Grant	TIP Funding
4481701	5399 Small Urban Capital Fixed Route	\$470,711
4333041	Block Grant Operating Assistance	\$2,073,725
4424551	Block Grant Operating Assistance	\$5,906,624
4271882	Section 5307 FTA Grant	\$29,998,766
4492381	Section 5307 FTA Grant	\$783,759
Total:		\$39,233,585

TIP Online Interactive Map

The TPO has published an online interactive TIP map. The map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g. TPO grants, SunTran grants or FDOT programs) are not included in the interactive map. The map may be accessed through the TPO website or directly at:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e2c53a700817427f82b12b9833800168>

Interstate 75 (I-75) Projects



Project:

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

Project Type: Interchange

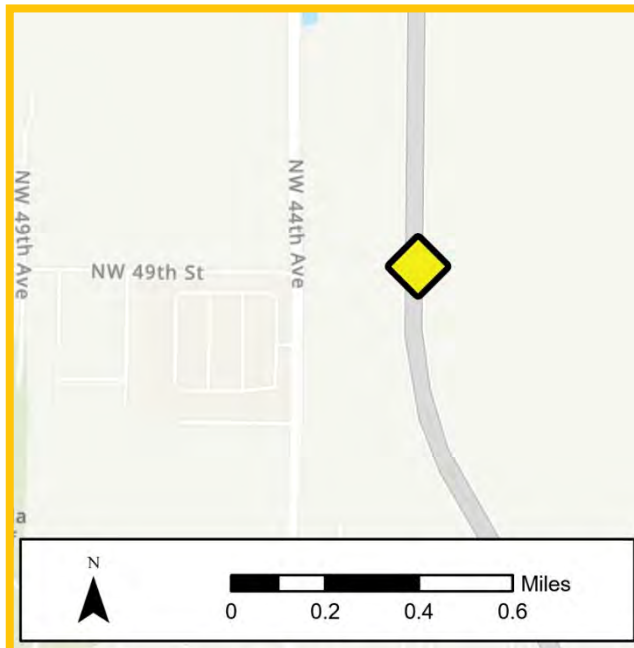
FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

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

SIS Project

**Description:**

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

Prior < 2021/22:

\$5,414,730

Future > 2025/26:

\$0

Total Project Cost:

\$63,389,545

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	LF	Local	\$10,200,000	\$0	\$0	\$0	\$0	\$10,200,000
CST	SL	Federal	\$0	\$0	\$0	\$9,031,418	\$0	\$9,031,418
CST	SN	Federal	\$0	\$0	\$0	\$3,028,371	\$0	\$3,028,371
CST	LF	Local	\$0	\$0	\$0	\$8,206,420	\$0	\$8,206,420
CST	CIGP	State 100%	\$0	\$0	\$0	\$8,209,249	\$0	\$8,209,249
CST	DDR	State 100%	\$0	\$0	\$0	\$10,909,656	\$0	\$10,909,656
CST	TRIP	State 100%	\$0	\$0	\$0	\$5,109,562	\$0	\$5,109,562
CST	TRWR	State 100%	\$0	\$0	\$0	\$3,280,139	\$0	\$3,280,139
Total:			\$10,200,000	\$0	\$0	\$47,774,815	\$0	\$57,974,815

Project: I-75 Marion County Rest Area Landscaping

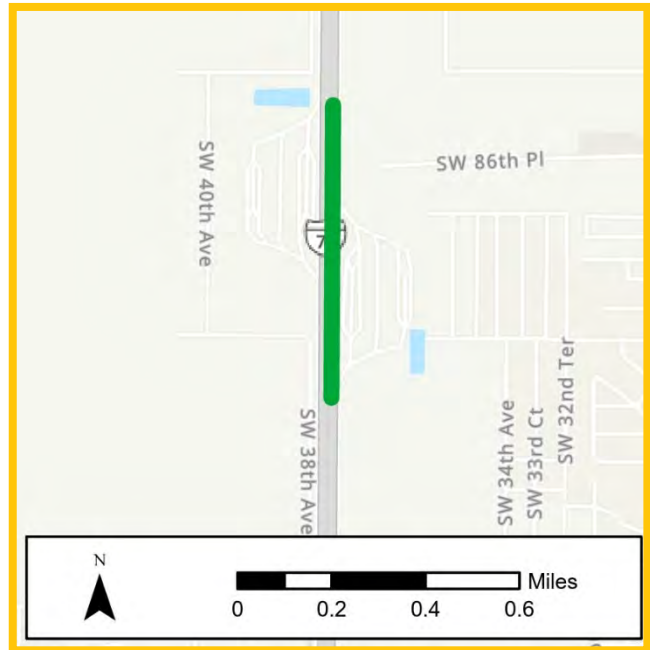
Project Type: Landscaping

FM Number: 4378261

Lead Agency: FDOT

Length: 0.5 miles

L RTP (Page#): Goal 6: Objective 6.3 (15)



SIS Project

Description:

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

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$0 \$0 \$940,227

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	State 100%	\$0	\$0	\$0	\$11,150	\$0	\$11,150
CST	DS	State 100%	\$0	\$0	\$0	\$929,077	\$0	\$929,077
Total:			\$0	\$0	\$0	\$940,227	\$0	\$940,227

Project:

I-75 (SR 93) Rest Area
Marion County from North
of SR 484 to South of SR 200

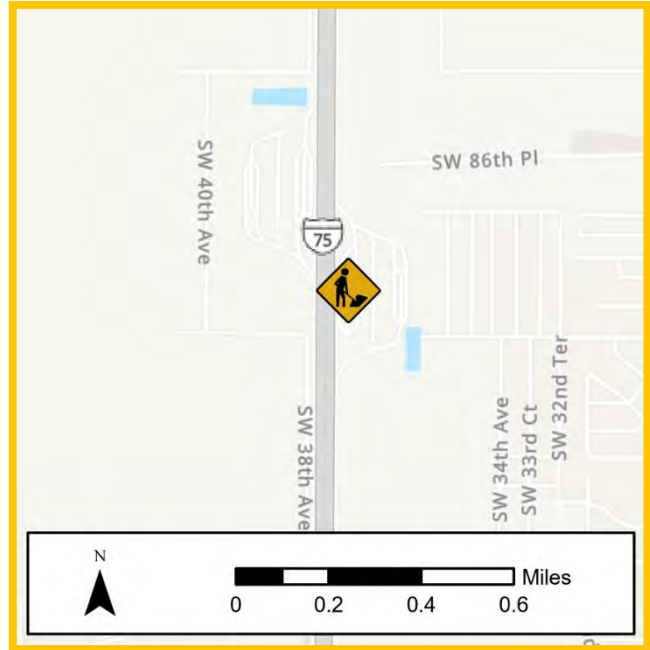
Project Type: Rest Area Maintenance

FM Number: 4385621

Lead Agency: FDOT

Length: 0.5 miles

L RTP (Page#): Goal 6: Objectives 6.2, 6.3 (15)

**SIS Project****Description:**

Complete reconstruction of all facilities for the northbound rest area on I-75. This includes a reconstructed rest area building, picnic shelters, maintenance facility and increases in parking capacity.

Prior < 2021/22:

\$3,343,765

Future > 2025/26:

\$0

Total Project Cost:

\$24,896,762

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	State 100%	\$0	\$52,700	\$0	\$0	\$0	\$52,700
CST	DRA	State 100%	\$0	\$21,500,297	\$0	\$0	\$0	\$21,500,297
Total:			\$0	\$21,552,997	\$0	\$0	\$0	\$21,552,997

Project:SR 93 (I-75) from Sumter
County to SR 200

Project Type:

Resurfacing

FM Number:

4431701

Lead Agency:

FDOT

Length:

14 miles

LRTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)

SIS Project

**Description:**

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

Prior < 2021/22:

\$1,679,463

Future > 2025/26:

\$0

Total Project Cost:

\$31,950,476

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACNP	Federal	\$26,881	\$0	\$0	\$0	\$0	\$26,881
PE	DIH	State 100%	\$9,958	\$0	\$0	\$0	\$0	\$9,958
PE	NHPP	Federal	\$1,279	\$0	\$0	\$0	\$0	\$1,279
CST	ACNP	Federal	\$30,232,895	\$0	\$0	\$0	\$0	\$30,232,895
Total:			\$30,271,013	\$0	\$0	\$0	\$0	\$30,271,013

Project:Wildwood Mainline Weigh-In
Motion (WIM) Screening

Project Type: Weigh Station

FM Number: 4453211

Lead Agency: FDOT

Length: 1.1 miles

LRTP (Page#): Goal 6: Objective 6.2 (15)

SIS Project

Description:

Weigh-in-Motion station improvements.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$4,261,712

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DWS	State 100%	\$4,261,712	\$0	\$0	\$0	\$0	\$4,261,712
Total:			\$4,261,712	\$0	\$0	\$0	\$0	\$4,261,712

Project:

Wildwood Mainline Weigh-In
Motion (WIM) Inspection
Barn Upgrades



Project Type: Weigh Station

FM Number: 4478611

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 6: Objective 6.2 (15)

SIS Project

Description:

Barn upgrades at weigh-in-motion facility.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$532,902

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DWS	State 100%	\$0	\$0	\$0	\$0	\$532,902	\$532,902
Total:			\$0	\$0	\$0	\$0	\$532,902	\$532,902

U.S. Route (U.S.) Projects



Project:

SR 45 (U.S. 41) From
Southwest 110th Street to
North of SR 40

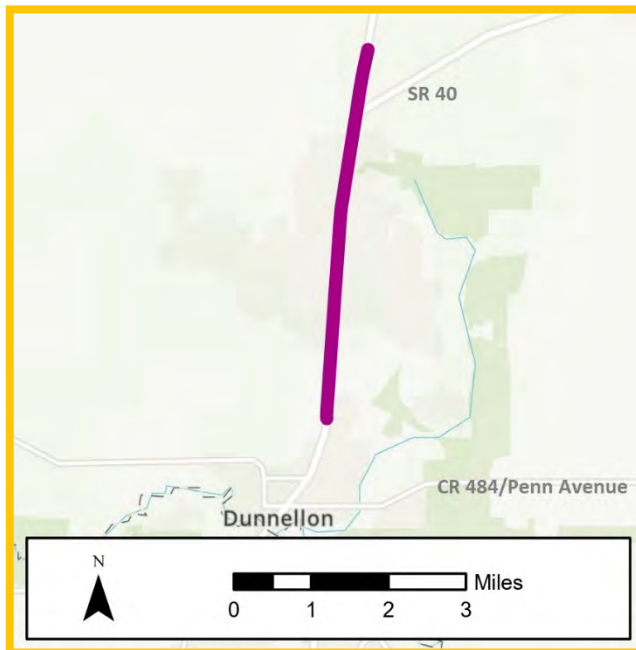
Project Type: Roadway Capacity

FM Number: 2386481

Lead Agency: FDOT

Length: 4.2 miles

L RTP (Page#): Goal 1, Objective 1.2, 1.4 (14);
Goal 2, Objective 2.2, 2.3 (14);
Goal 3, Objective 3.2 (14)

**Description:**

Capacity expansion project to widen U.S. 41 from two to four lanes, including a grass median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings. The projects is funded for construction in FY 2023/24.

Prior < 2021/22:

\$27,964,951

Future > 2025/26:

\$0

Total Project Cost:

\$72,176,219

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	State 100%	\$0	\$0	\$54,150	\$0	\$0	\$54,150
CST	SL	Federal	\$0	\$0	\$8,337,257	\$0	\$0	\$8,337,257
CST	SN	Federal	\$0	\$0	\$2,706,657	\$0	\$0	\$2,706,657
CST	DDR	State 100%	\$0	\$0	\$24,085,930	\$0	\$144,355	\$24,230,285
CST	DS	State 100%	\$0	\$0	\$8,882,919	\$0	\$0	\$8,882,919
Total:			\$0	\$0	\$44,066,913	\$0	\$144,355	\$44,211,268

Project:SR 35 (U.S. 301) Dallas Pond
Redesign

Project Type:

Drainage

FM Number:

4112565

Lead Agency:

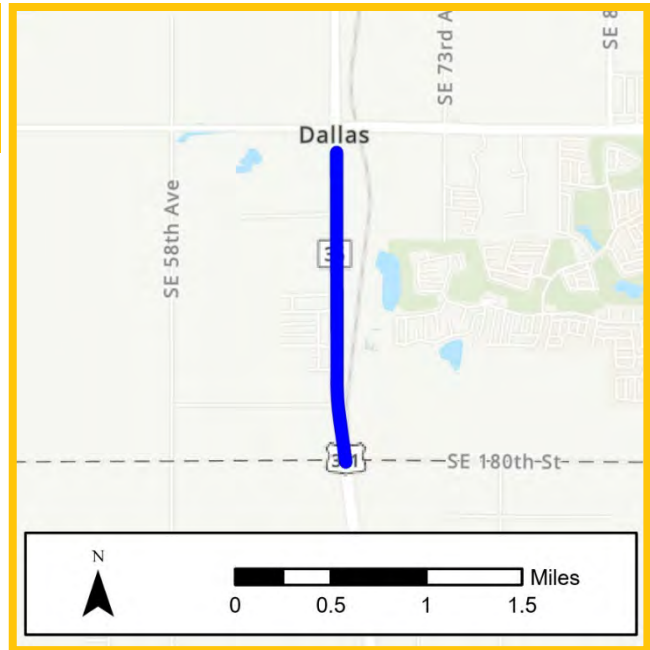
FDOT

Length:

1.4 miles

LRTP (Page#):

Goal 6: Objective 6.3 (15)

**Description:**

Redesign Dallas Pond, which is currently out of compliance, for water quality treatment and extension of the outfall. Acquisition of the drainage easement for future maintenance of the complete drainage system.

Prior < 2021/22:

\$571,286

Future > 2025/26:

\$0

Total Project Cost:

\$1,108,665

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	DDR	State 100%	\$120,000	\$43,520	\$0	\$0	\$0	\$163,520
CST	DDR	State 100%	\$318,667	\$0	\$0	\$0	\$0	\$318,667
CST	DIH	State 100%	\$13,229	\$0	\$0	\$0	\$0	\$13,229
CST	DS	State 100%	\$41,963	\$0	\$0	\$0	\$0	\$41,963
Total:			\$493,859	\$43,520	\$0	\$0	\$0	\$537,379

Project: U.S. 441 at SR 464

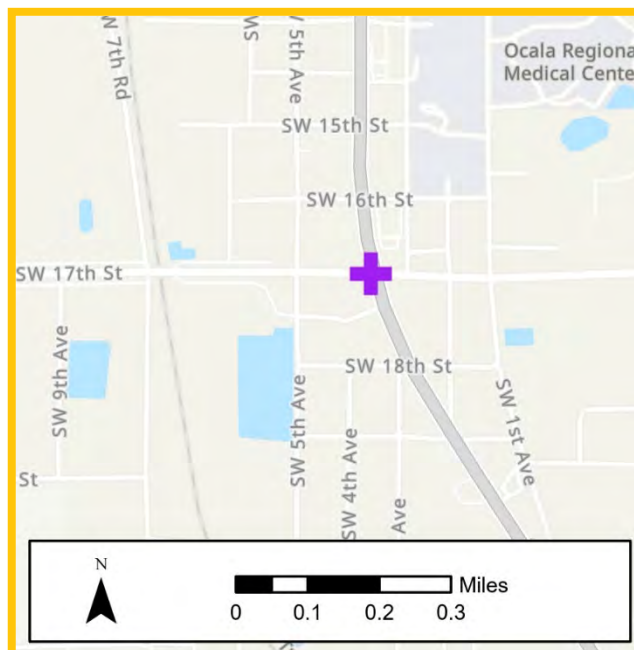
Project Type: Intersection/Turn Lane

FM Number: 4336601

Lead Agency: FDOT

Length: 0.4 miles

L RTP (Page#): Goal 3, Objective 3.2 (14);
Goal 6: Objectives 6.1, 6.5 (15)



Description:

Traffic operational improvements at the Pine Avenue/SE 17th Street intersection, including addition of a northbound left turn lane and a modified northbound right turn lane.

Prior < 2021/22: \$1,215,178 Future > 2025/26: \$0 Total Project Cost: \$4,809,421

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	State 100%	\$0	\$0	\$0	\$160,000	\$0	\$160,000
ROW	DDR	State 100%	\$259,835	\$0	\$0	\$0	\$0	\$259,835
CST	DDR	State 100%	\$0	\$0	\$0	\$0	\$3,145,708	\$3,145,708
CST	DIH	State 100%	\$0	\$0	\$0	\$0	\$28,700	\$28,700
Total:			\$259,835	\$0	\$0	\$160,000	\$3,174,408	\$3,594,243

Project: U.S. 27/U.S. 441/Abshiver
Boulevard at CR 42

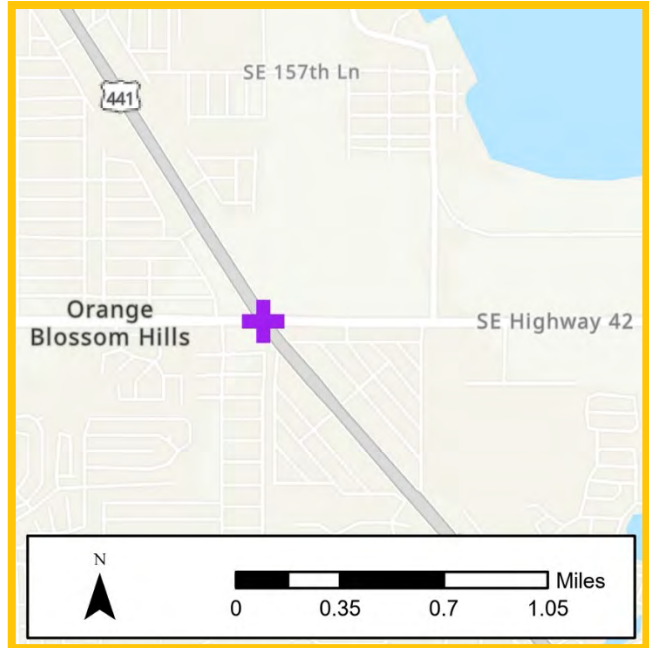
Project Type: Intersection

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page#): Goal 3, Objective 3.2 (14);
Goal 6: Objective 6.5 (15)



Description:

Traffic signals and operational improvements at the intersection.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
\$347,000 \$0 \$701,514

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	Federal	\$0	\$354,514	\$0	\$0	\$0	\$354,514
Total:			\$0	\$354,514	\$0	\$0	\$0	\$354,514

Project:

U.S. 301/U.S. 441 (The Y),
South of Split to North of
Split

Project Type: Landscaping

FM Number: 4437301

Lead Agency: FDOT

Length: 2.3 miles

L RTP (Page#): Goal 6: Objective 6.3 (15)

SIS Project

**Description:**

Landscaping between the two roadways within the Split area of U.S. 301 and U.S. 441.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$372,839

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	State 100%	\$362,579	\$0	\$0	\$0	\$0	\$362,579
CST	DIH	State 100%	\$10,260	\$0	\$0	\$0	\$0	\$10,260
Total:			\$372,839	\$0	\$0	\$0	\$0	\$372,839

Project:

U.S. 41 North/South Williams
Street from Brittan Alexander
Bridge to River Road

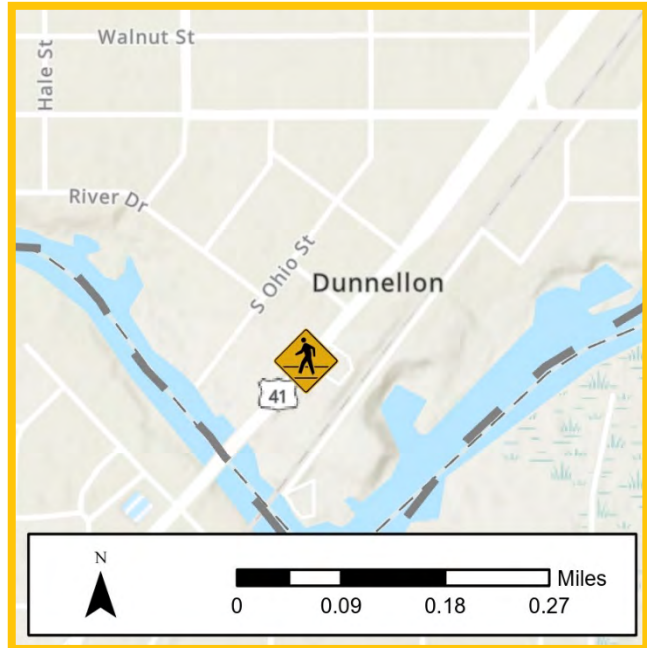
Project Type: Safety

FM Number: 4456871

Lead Agency: FDOT

Length: 0.1 miles

L RTP (Page#): Goal 3: Objective 3.2 (14)

**Description:**

Installation of a pedestrian hybrid beacon and construction of a directional median mid-block crossing in Dunnellon.

Prior < 2021/22:

\$542,630

Future > 2025/26:

\$0

Total Project Cost:

\$1,094,126

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	DDR	State 100%	\$0	\$30,000	\$0	\$0	\$0	\$30,000
CST	ACSS	Federal	\$0	\$0	\$0	\$521,496	\$0	\$521,496
Total:			\$0	\$30,000	\$0	\$521,496	\$0	\$551,496

Project:U.S. 441 from SR 40 to SR
40A (SW Broadway)

Project Type:

Intersection/Turn Lane

FM Number:

4336611

Lead Agency:

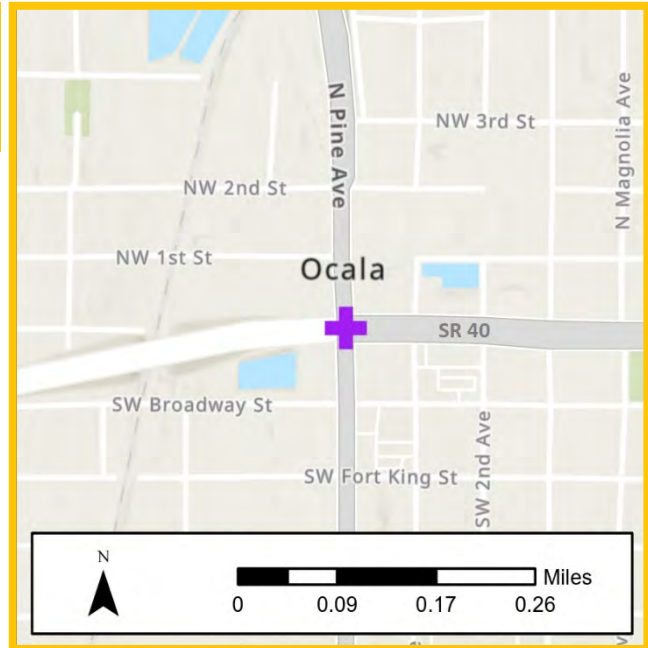
FDOT

Length:

0.4 miles

LRTP (Page#):

Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

Extend the northbound left-turn queue south to Broadway Street to increase storage capacity of the intersection.

Prior < 2021/22:

\$1,515,347

Future > 2025/26:

\$0

Total Project Cost:

\$5,122,769

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSL	Federal	\$812,948	\$0	\$0	\$0	\$0	\$812,948
ROW	DDR	State 100%	\$328,639	\$197,000	\$106,879	\$0	\$0	\$632,518
CST	DDR	State 100%	\$532,480	\$18,234	\$0	\$0	\$0	\$550,714
PE	DIH	State 100%	\$11,744	\$0	\$0	\$0	\$0	\$11,744
ROW	DIH	State 100%	\$28,714	\$0	\$0	\$0	\$0	\$28,714
ROW	DS	State 100%	\$2,801	\$0	\$0	\$0	\$0	\$2,801
CST	LF	Local	\$598,113	\$0	\$0	\$0	\$0	\$598,113
CST	SL	Federal	\$969,870	\$0	\$0	\$0	\$0	\$969,870
Total:			\$3,285,309	\$215,234	\$106,879	\$0	\$0	\$3,607,422

Project:

SR 200 (U.S. 301) from South
of NE 175th Street to the
Alachua County Line

Project Type:

Resurfacing

FM Number:

4452121

Lead Agency:

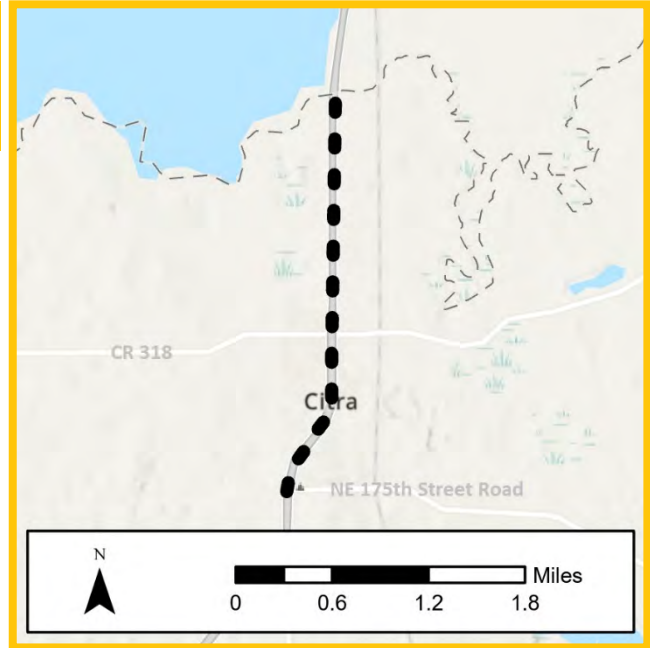
FDOT

Length:

2.4 miles

LRTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)



SIS Project

Description:

Resurfacing of U.S. 301 in northern Marion County.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$6,166,256

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSA	Federal	\$813,000	\$0	\$0	\$0	\$0	\$813,000
PE	DIH	State 100%	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State 100%	\$0	\$0	\$5,333,256	\$0	\$0	\$5,333,256
CST	DIH	State 100%	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$823,000	\$0	\$5,343,256	\$0	\$0	\$6,166,256

Project:

SR 35/U.S. 301 from North of
CR 42 to North of SE 144th
Place Road

Project Type:

Resurfacing

FM Number:

4453021

Lead Agency:

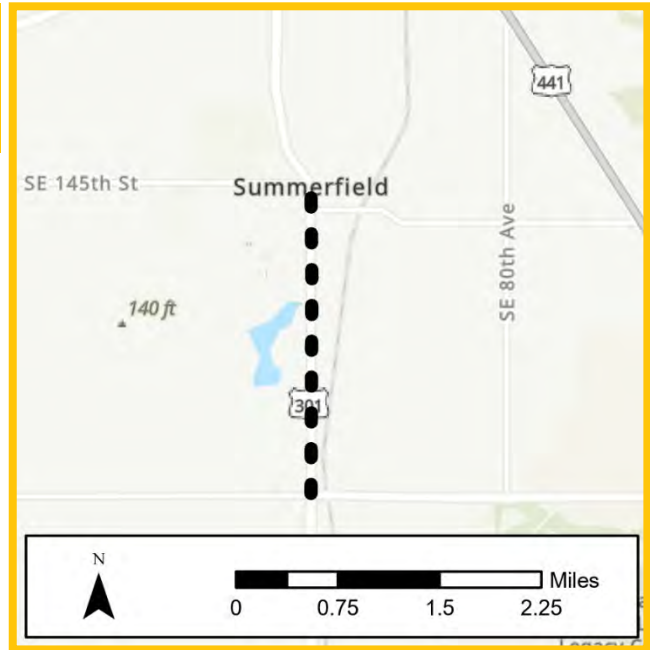
FDOT

Length:

2.2 miles

LRTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 301.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$3,774,255

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	State 100%	\$546,000	\$0	\$0	\$0	\$0	\$546,000
PE	DIH	State 100%	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State 100%	\$0	\$0	\$3,208,255	\$0	\$0	\$3,208,255
CST	DIH	State 100%	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$556,000	\$0	\$3,218,255	\$0	\$0	\$3,774,255

State and Local Projects



Project:CR 42 at SE 182nd Avenue
Road

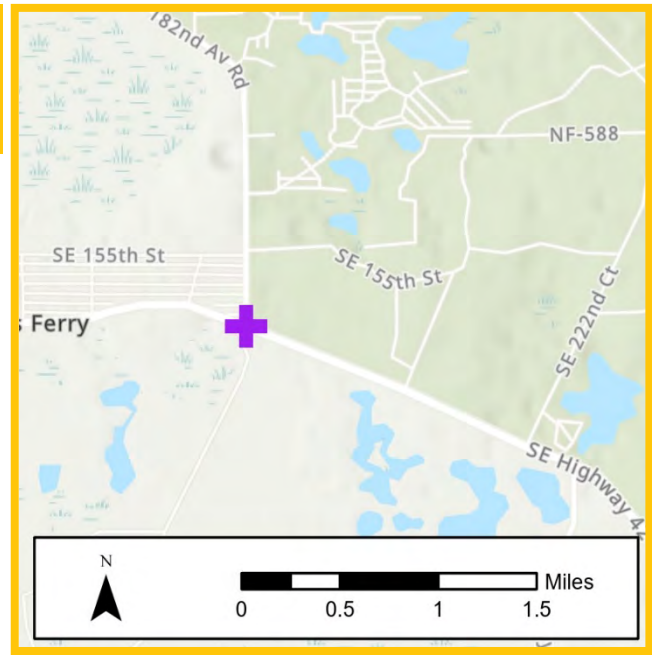
Project Type: Intersection/Turn Lane

FM Number: 4348441

Lead Agency: FDOT, Marion County

Length: 0.3 miles

LRTP (Page#): Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior < 2021/22:

\$46,012

Future > 2025/26:

\$0

Total Project Cost:

\$453,212

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	Federal	\$407,200	\$0	\$0	\$0	\$0	\$407,200
Total:			\$407,200	\$0	\$0	\$0	\$0	\$407,200

Project:CR 484 from SW 20th Avenue
to CR 475A (SIS Project)

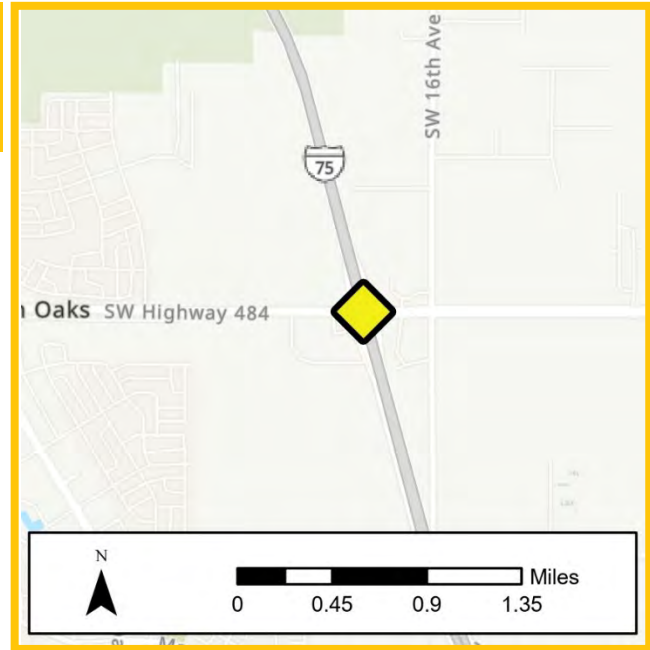
Project Type: Interchange/Intersection

FM Number: 4336511

Lead Agency: FDOT

Length: 0.7 miles

L RTP (Page#): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)

**Description:**

Addition of turn lanes and turn lane extensions at the CR 484 interchange with I-75 and the CR 484/CR 475A intersection. Reconstruct westbound through lanes and modify the I-75 bridge to accommodate the widening. Bicycle and pedestrian facilities also part of project. Project will improve traffic flow and safety.

Prior < 2021/22:**Future > 2025/26:****Total Project Cost:**

\$6,216,651

\$0

\$21,519,132

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACFP	Federal	\$9,273,893	\$0	\$48,735	\$0	\$0	\$9,322,628
RRU	ACSN	Federal	\$602,554	\$0	\$0	\$0	\$0	\$602,554
ROW	ACSN	Federal	\$787,042	\$0	\$0	\$0	\$0	\$787,042
CST	ACSN	Federal	\$429,723	\$0	\$0	\$0	\$0	\$429,723
RRU	LF	Local	\$817,040	\$0	\$0	\$0	\$0	\$817,040
CST	LF	Local	\$21,958	\$0	\$0	\$0	\$0	\$21,958
RRU	SL	Federal	\$997,069	\$0	\$0	\$0	\$0	\$997,069
ROW	SL	Federal	\$311,997	\$0	\$0	\$0	\$0	\$311,997
RRU	SN	Federal	\$795,284	\$0	\$0	\$0	\$0	\$795,284
ROW	SN	Federal	\$906,561	\$0	\$0	\$0	\$0	\$906,561
CST	SN	Federal	\$310,625	\$0	\$0	\$0	\$0	\$310,625
Total:			\$15,253,746	\$0	\$48,735	\$0	\$0	\$15,302,481

Project:

CR 484 from SW 20th Avenue
to CR 475A (SIS Project)
Landscaping

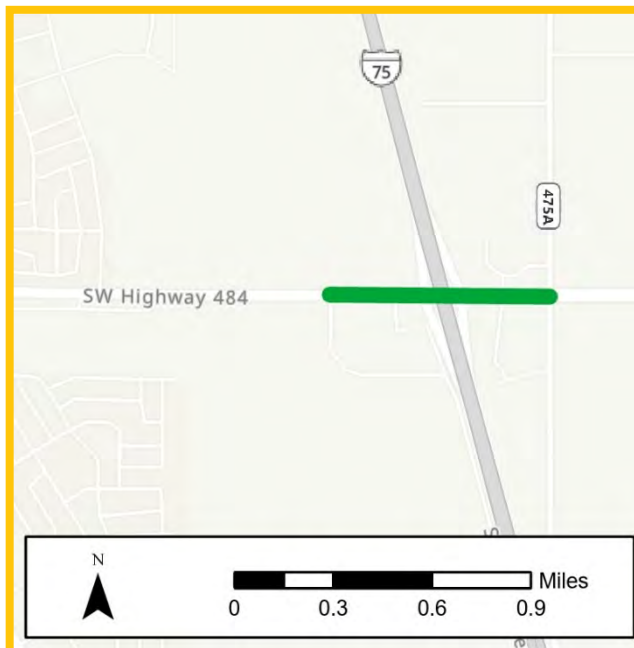
Project Type: Interchange/Intersection

FM Number: 4336514

Lead Agency: FDOT

Length: 0.7 miles

L RTP (Page#): Goal 1, Objectives 1.2, 1.4 (14);
Goal 2, Objectives 2.1, 2.3 (14);
Goal 3, Objectives 3.2, 3.4 (14);
Goal 6, Objectives 6.1, 6.3, 6.5 (15)

**Description:**

Landscaping in support of project 4336511.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$223,370

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	SN	Federal	\$60,000	\$0	\$0	\$0	\$0	\$60,000
CST	SN	Federal	\$0	\$163,370	\$0	\$0	\$0	\$163,370
Total:			\$60,000	\$163,370	\$0	\$0	\$0	\$223,370

Project:

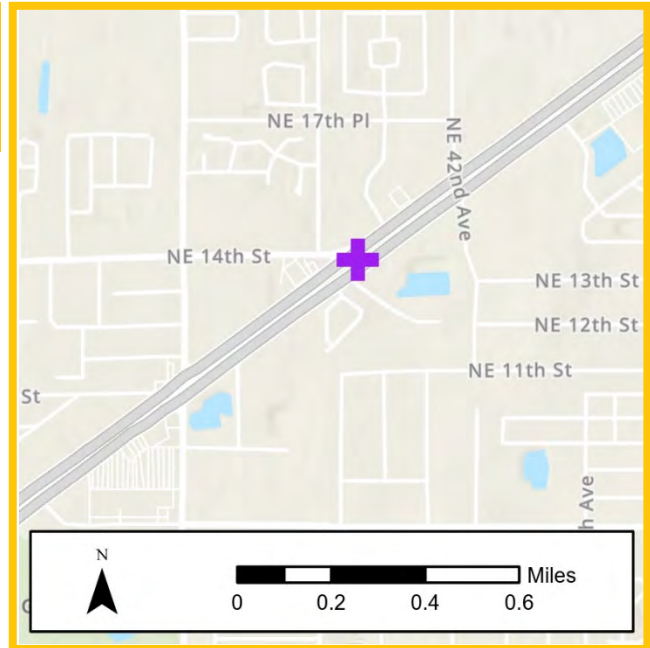
East SR 40 at SR 492 (NE 14th Street)

Project Type: Intersection

FM Number: 4458001

Lead Agency: FDOT

Length: 0.12 miles

LRTP (Page#): Goal 3: Objective 3.2 (14);
Goal 6: Objective 6.5 (15)**Description:**

Replace traffic signals and install pedestrian signals and crosswalks at the intersection.

Prior < 2021/22:

\$480,000

Future > 2025/26:

\$0

Total Project Cost:

\$1,467,415

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	Federal	\$899,215	\$0	\$88,200	\$0	\$0	\$987,415
Total:			\$899,215	\$0	\$88,200	\$0	\$0	\$987,415

Project:

SE Abshier Boulevard from SE
Hames Road to North of SE
Agnew Road

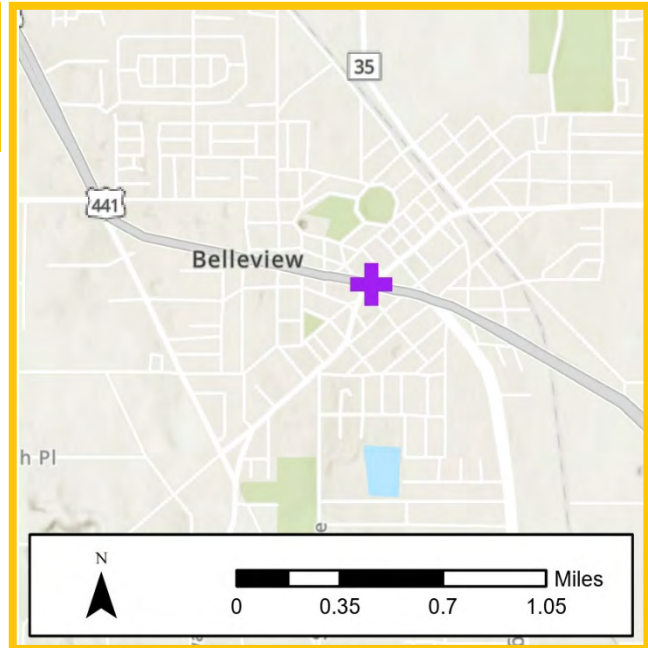
Project Type: Intersection

FM Number: 4457011

Lead Agency: FDOT

Length: 0.2 miles

L RTP (Page#): Goal 6: Objective 6.5 (15)

**Description:**

Traffic signal replacement and maintenance at the intersection.

Prior < 2021/22:

\$639,980

Future > 2025/26:

\$0

Total Project Cost:

\$1,966,675

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	Federal	\$0	\$1,010,495	\$0	\$0	\$0	\$1,010,495
CST	DDR	State 100%	\$0	\$316,200	\$0	\$0	\$0	\$316,200
Total:			\$0	\$1,326,695	\$0	\$0	\$0	\$1,326,695

Project:

SR 200 Bridges 360044 and
360059 and SR 40 Bridge
360055 Deck Rehabilitation

Project Type: Bridge Repair/Rehabilitation

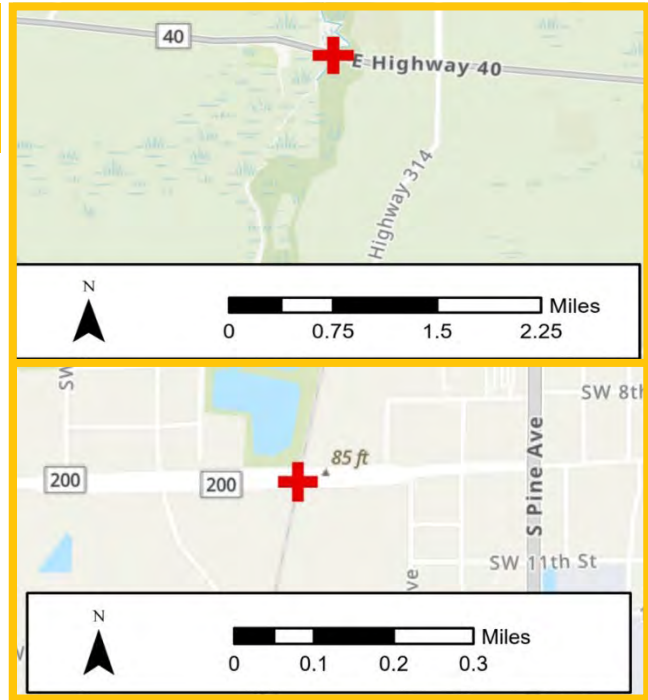
FM Number: 4471371

Lead Agency: FDOT

Length: 0.54 miles

L RTP (Page#): Goal 6: Objectives 6.2, 6.3 (15)

SIS Project

**Description:**

Bridge and bridge deck repair and rehabilitation. This includes the bridges 360044 and 360059 on SR 200 west of U.S. 301/Pine Avenue, and the bridge deck 360055 located on SR 40 over the Ocklawaha River.

Prior < 2021/22:**Future > 2025/26:****Total Project Cost:**

\$57,368

\$0

\$1,068,049

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DIH	State 100%	\$2,000	\$0	\$0	\$0	\$0	\$2,000
CST	BRRP	State 100%	\$1,006,629	\$0	\$0	\$0	\$0	\$1,006,629
CST	DIH	State 100%	\$2,052	\$0	\$0	\$0	\$0	\$2,052
Total:			\$1,010,681	\$0	\$0	\$0	\$0	\$1,010,681

Project:

SR 200 from I-75 to U.S. 301

Project Type: Resurfacing

FM Number: 4392341

Lead Agency: FDOT

Length: 3.3 miles

LRTP (Page#): Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 200 (SW College Road) from I-75 to U.S. 301 (Pine Avenue).

Prior < 2021/22:

\$1,641,065

Future > 2025/26:

\$0

Total Project Cost:

\$8,421,926

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SA	Federal	\$0	\$5,981,172	\$0	\$0	\$0	\$5,981,172
CST	SL	Federal	\$0	\$662,822	\$0	\$0	\$0	\$662,822
CST	DDR	State 100%	\$0	\$126,327	\$0	\$0	\$0	\$126,327
CST	DIH	State 100%	\$0	\$10,540	\$0	\$0	\$0	\$10,540
Total:			\$0	\$6,780,861	\$0	\$0	\$0	\$6,780,861

Project:SR 326 from NW 12th Avenue
to SR 40

Project Type:

Resurfacing

FM Number:

4452171

Lead Agency:

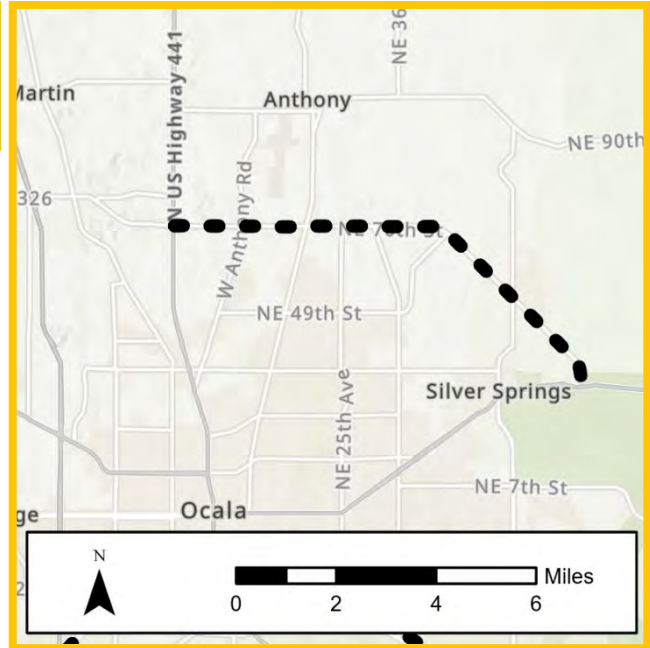
FDOT

Length:

8.4 miles

LRTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 326 from NW 12th Avenue to SR 40.

Prior < 2021/22:

\$970,000

Future > 2025/26:

\$0

Total Project Cost:

\$9,639,722

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	NHRE	Federal	\$0	\$6,259,321	\$0	\$0	\$0	\$6,259,321
CST	SL	Federal	\$0	\$949,420	\$0	\$0	\$0	\$949,420
CST	DDR	State 100%	\$0	\$1,450,441	\$0	\$0	\$0	\$1,450,441
CST	DIH	State 100%	\$0	\$10,540	\$0	\$0	\$0	\$10,540
Total:			\$0	\$8,669,722	\$0	\$0	\$0	\$8,669,722

Project:SR 40 from End of Four Lanes
to East of CR 314A

Project Type: Roadway Capacity

FM Number: 4106742

Lead Agency: FDOT

Length: 5.3 miles

L RTP (Page#): Goal 1, Objective 1.2, 1.4 (14);
 Goal 2, Objectives 2.2, 2.3 (14);
 Goal 3, Objectives 3.2, 3.3 (14);
 Goal 5, Objective 5.4 (15)

**SIS Project****Description:**

Reconstruction and widening of SR 40 to include the addition of 12-foot wide lanes in each direction, separated by a 40-foot grass median. A 12-foot wide multi-use trail will be located along the north side of SR 40. The Ocklawaha River Bridge will be replaced with two low profile bridges. Wildlife crossings will be provided along the corridor.

Prior < 2021/22:

\$14,373,406

Future > 2025/26:

\$146,552,836

Total Project Cost:

\$162,149,801

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSA	Federal	\$15,000	\$0	\$0	\$0	\$0	\$15,000
ROW	ACSN	Federal	\$303,493	\$0	\$0	\$0	\$0	\$303,493
ROW	DS	State 100%	\$30,000	\$0	\$0	\$0	\$0	\$30,000
ROW	GFSN	Federal	\$350,276	\$0	\$0	\$0	\$0	\$350,276
PE	SA	Federal	\$13,846	\$0	\$0	\$0	\$0	\$13,846
ROW	SL	Federal	\$105,632	\$0	\$0	\$0	\$0	\$105,632
ROW	SN	Federal	\$405,312	\$0	\$0	\$0	\$0	\$405,312
Total:			\$1,223,559	\$0	\$0	\$0	\$0	\$1,223,559

Project:

NW 10th/NE 14th Street (SR 492) to NE 25th Avenue

Project Type: Traffic Signals

FM Number: 4476031

Lead Agency: FDOT

Length: 0.2 miles

LRTP (Page#): Goal 6: Objective 6.5 (15)

**Description:**

Replacement of traffic signals.

Prior < 2021/22:

\$5,000

Future > 2025/26:

\$0

Total Project Cost:

\$1,258,199

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSL	Federal	\$410,000	\$0	\$0	\$0	\$0	\$410,000
CST	ACSS	Federal	\$0	\$0	\$664,504	\$0	\$0	\$664,504
CST	LF	Local	\$0	\$0	\$178,695	\$0	\$0	\$178,695
Total:			\$410,000	\$0	\$843,199	\$0	\$0	\$1,253,199

Project:NW 9th Street at Railroad
Crossing #627174G

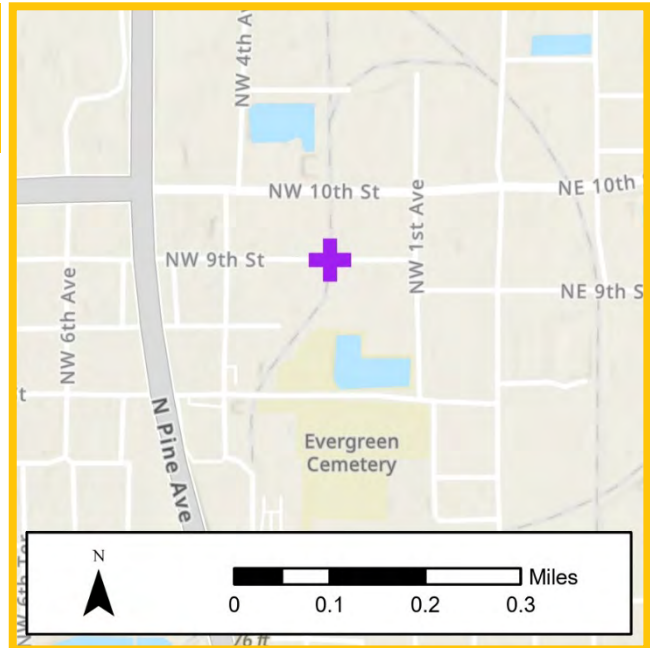
Project Type: Rail Safety

FM Number: 4483891

Lead Agency: FDOT

Length: 0 miles

LRTP (Page#): Goal 3: Objective 3.4 (14)

**Description:**

Railroad safety project at the crossing with NW 9th Street in Ocala.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$207,629

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
RRU	RHH	Federal	\$207,629	\$0	\$0	\$0	\$0	\$207,629
Total:			\$207,629	\$0	\$0	\$0	\$0	\$207,629

Project:

SR 40 Intersections at SW
40th Avenue and SW 27th
Avenue

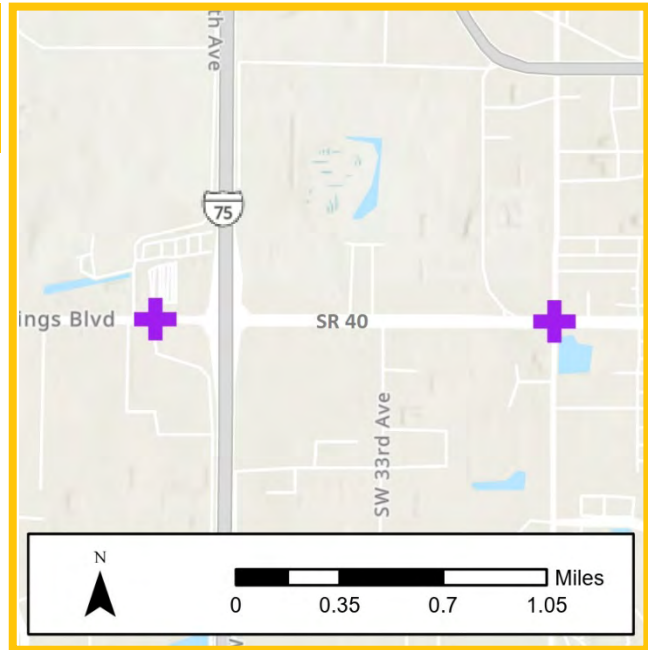
Project Type: Intersection/Turn Lane

FM Number: 4336521

Lead Agency: FDOT

Length: 1.3 miles

L RTP (Page#): Goal 6, Objectives 6.1, 6.5 (15)

**Description:**

Improvement of traffic operations at the intersections by extending left turn lanes along both directions at the I-75 interchange; dual left-turn lanes and a right turn lane for the northbound and southbound I-75 ramps; create dual left turn lanes to all approaches at the SW 27th Avenue intersection and an exclusive right turn lane for eastbound SR 40 onto southbound SW 27th Avenue.

Prior < 2021/22: \$2,319,168 **Future > 2025/26:** \$0 ***Total Project Cost:** \$6,599,377

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
PE	DIH	State 100%	\$8,127	\$0	\$0	\$0	\$0	\$8,127
ROW	DIH	State 100%	\$37,428	\$32,000	\$0	\$0	\$0	\$69,428
PE	DS	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
ROW	SL	Federal	\$1,699,654	\$1,650,000	\$600,000	\$253,000	\$0	\$4,202,654
Total:			\$1,745,209	\$1,682,000	\$600,000	\$253,000	\$0	\$4,280,209

*Total project cost is estimated to be \$10.1 million, which includes additional future funding required to complete construction, funding identified in prior years, and/or funding in the current five-year TIP.

Project:

SR 464 from SR 500 (U.S. 27/U.S. 301) to SR 35

Project Type:

Resurfacing

FM Number:

4411411

Lead Agency:

FDOT

Length:

5.9 miles

LRTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14);
Goal 6, Objectives 6.2, 6.3 (15)**Description:**

Resurfacing of SR 464 (SE 17th Avenue, SE Maricamp Road), including traffic signal upgrades, Americans with Disability Act (ADA) improvements, intersection street lighting, bus stop improvements, sidewalk installation and addition of bike lanes and paved shoulders.

Prior < 2021/22:

\$2,708,433

Future > 2025/26:

\$0

Total Project Cost:

\$19,210,874

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SA	Federal	\$0	\$14,488,789	\$0	\$0	\$0	\$14,488,789
CST	SL	Federal	\$0	\$2,013,652	\$0	\$0	\$0	\$2,013,652
Total:			\$0	\$16,502,441	\$0	\$0	\$0	\$16,502,441

Bicycle and Pedestrian Projects



Project:

SR 40/Silver Springs Boulevard
from NW 27th Avenue to SW
7th Avenue

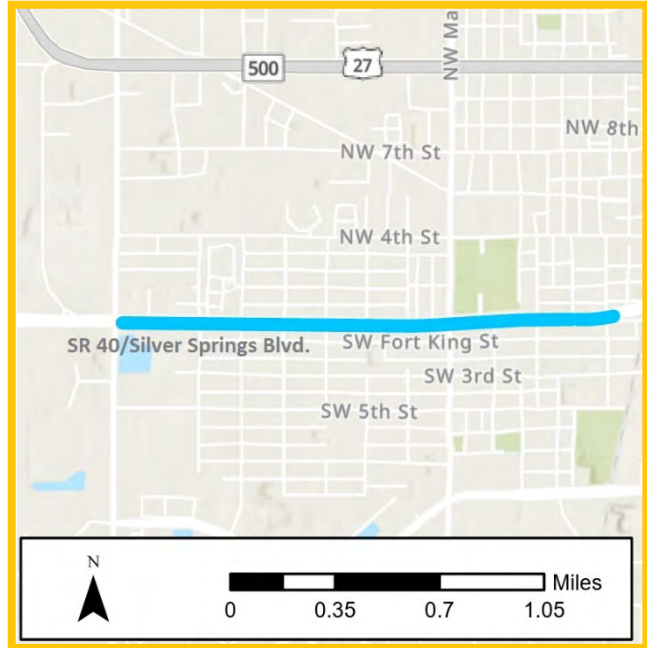
Project Type: Sidewalk

FM Number: 4375962

Lead Agency: FDOT

Length: 1.4 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14)

**Description:**

Construction of sidewalk on SR 40 (Silver Springs Boulevard).

Prior < 2021/22:

\$446,000

Future > 2025/26:

\$0

Total Project Cost:

\$1,359,539

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SL	Federal	\$0	\$902,999	\$0	\$0	\$0	\$902,999
CST	DIH	State 100%	\$0	\$10,540	\$0	\$0	\$0	\$10,540
Total:			\$0	\$913,539	\$0	\$0	\$0	\$913,539

Project: Citywide Sidewalk Improvements

Project Type: Sidewalk

FM Number: 4363751

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14)



Description: Installation of sidewalks in the City of Ocala.

Prior < 2021/22:	Future > 2025/26:	Total Project Cost:
\$0	\$0	\$858,950

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SL	Federal	\$32,366	\$0	\$0	\$0	\$0	\$32,366
CST	TALT	Federal	\$826,584	\$0	\$0	\$0	\$0	\$826,584
Total:			\$858,950	\$0	\$0	\$0	\$0	\$858,950

Project: Citywide Sidewalk Improvements

Project Type: Sidewalk

FM Number: 4363752

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14)



Description:

Installation of sidewalks in the City of Ocala.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$0 \$0 \$114,928

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSA	Federal	\$95,181	\$0	\$0	\$0	\$0	\$95,181
CST	ACSL	Federal	\$19,747	\$0	\$0	\$0	\$0	\$19,747
Total:			\$114,928	\$0	\$0	\$0	\$0	\$114,928

Project:

Downtown Ocala Trail from SE
Osceola Avenue to Silver
Springs State Park

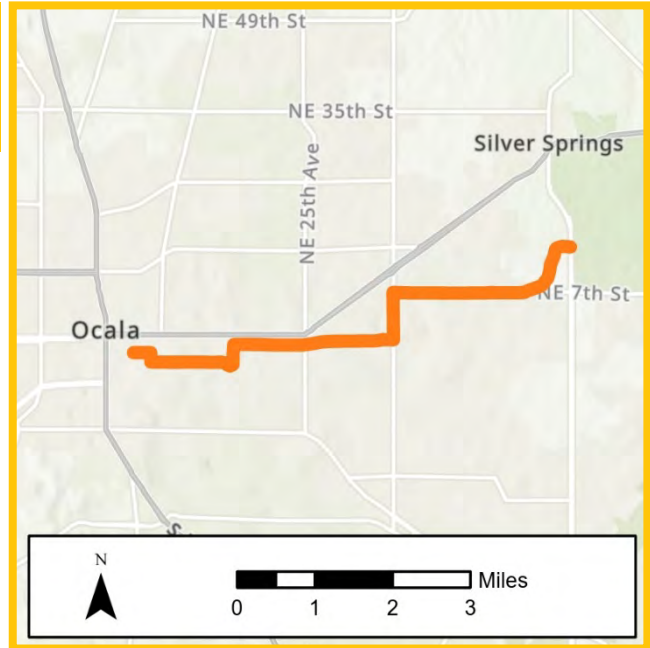
Project Type: Bike Path/Trail

FM Number: 4367561

Lead Agency: City of Ocala

Length: 7 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14);
Goal 5, Objective 5.4 (15)

**Description:**

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

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

***Total Project Cost:**

\$253,001

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	TALL	Federal	\$0	\$0	\$0	\$253,001	\$0	\$253,001
Total:			\$0	\$0	\$0	\$253,001	\$0	\$253,001

*Total project cost is estimated to be \$1.25 Million, which includes additional future funding required to complete construction, funding identified in prior years, and/or funding in the current five-year TIP.

Project:

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

Project Type:

Bike Path/Trail

FM Number:

4367551

Lead Agency:

Marion County

Length:

4.8 miles

LRTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14);
Goal 5, Objective 5.4 (15)

**Description:**

Construct a 4.8 mile 12-foot wide multi-use trail project to provide direct access to Indian Lake State Park.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

***Total Project Cost:**

\$155,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	TALL	Federal	\$155,000	\$0	\$0	\$0	\$0	\$155,000
Total:			\$155,000	\$0	\$0	\$0	\$0	\$155,000

*Total project cost is estimated to be \$2,850,000, which includes additional future funding required to complete construction, funding identified in prior years, and/or funding the current five-year TIP.

Project: Legacy Elementary School Sidewalks

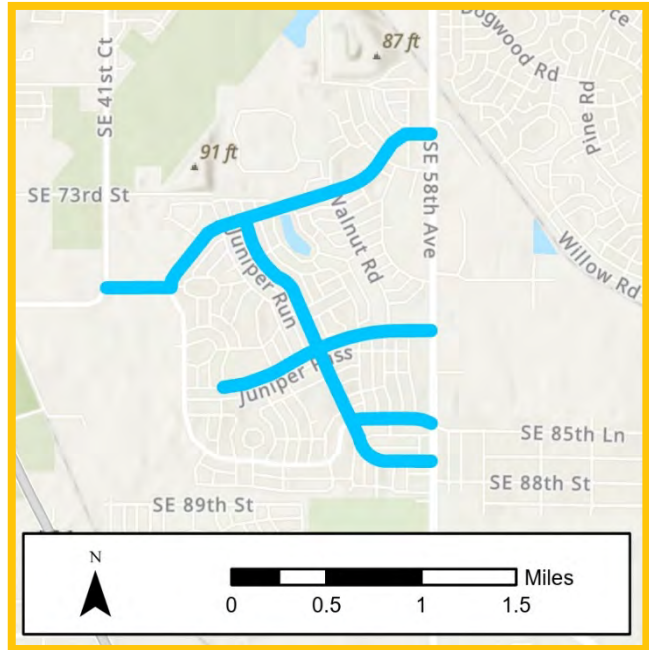
Project Type: Sidewalk

FM Number: 4364743

Lead Agency: Marion County

Length: 5.7 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.1 (14)



Description:

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

Prior < 2021/22: \$0 Future > 2025/26: \$0 Total Project Cost: \$1,411,659

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SL	Federal	\$28,181	\$0	\$0	\$0	\$0	\$28,181
CST	TALT	Federal	\$1,413,478	\$0	\$0	\$0	\$0	\$1,413,478
Total:			\$1,441,659	\$0	\$0	\$0	\$0	\$1,441,659

Project: Legacy Elementary School
Sidewalks

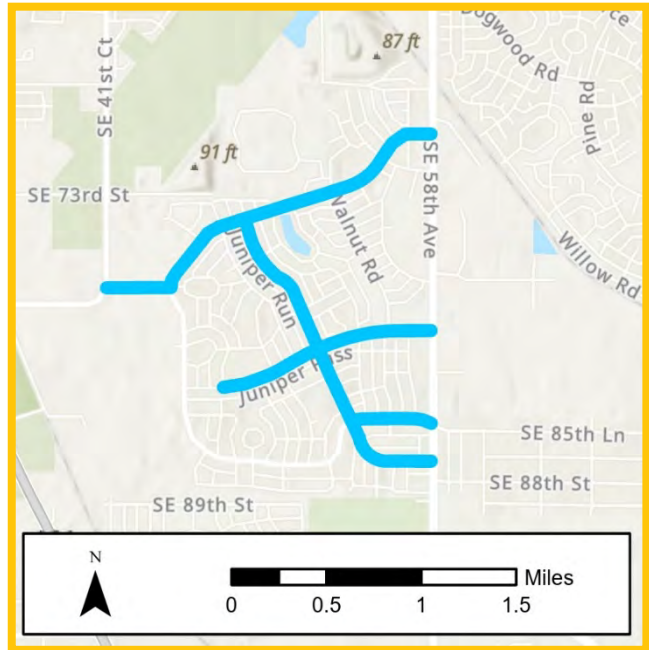
Project Type: Sidewalk

FM Number: 4364745

Lead Agency: FDOT

Length: 5.7 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.1 (14)



Description:

Construct sidewalks on Larch Road and SE 79th Street. Complete construction of sidewalks on Chestnut Road and Juniper Road. Project includes Construction Engineering and Inspection (CEI) phase.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$0 \$0 \$36,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CEI	TALT	Federal	\$7,819	\$0	\$0	\$0	\$0	\$7,819
CEI	SL	Federal	\$28,181	\$0	\$0	\$0	\$0	\$28,181
Total:			\$36,000	\$0	\$0	\$0	\$0	\$36,000

Project: Saddlewood Elementary School
Sidewalk Improvements

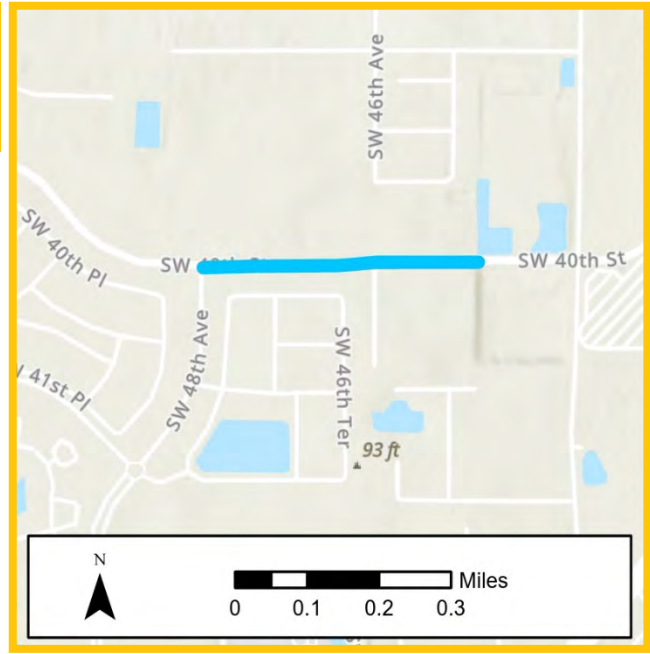
Project Type: Sidewalk

FM Number: 4364742

Lead Agency: Marion County

Length: 0.3 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.1 (14)



Description:

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

Prior < 2021/22: \$0 **Future > 2025/26:** \$0 **Total Project Cost:** \$317,096

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SL	Federal	\$4,455	\$0	\$0	\$0	\$0	\$4,455
CST	TALL	Federal	\$285,794	\$0	\$0	\$0	\$0	\$285,794
CST	TALT	Federal	\$26,847	\$0	\$0	\$0	\$0	\$26,847
Total:			\$317,096	\$0	\$0	\$0	\$0	\$317,096

Project: Saddlewood Elementary School
Sidewalk Improvements

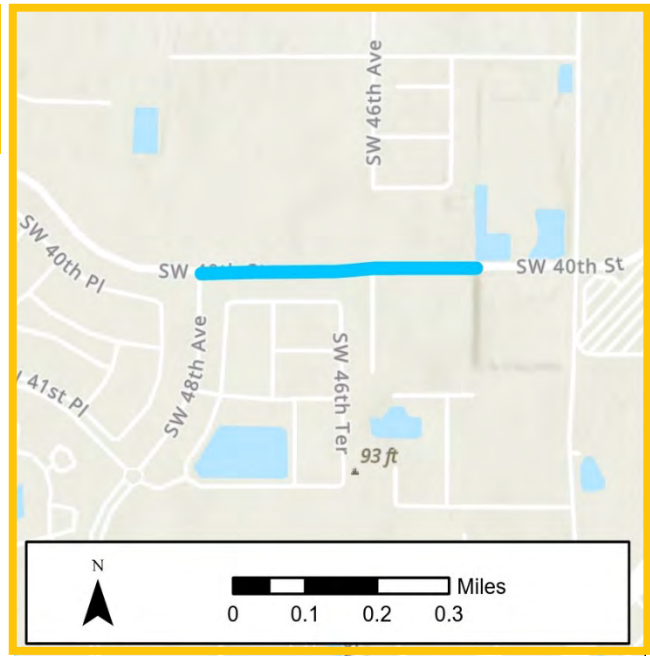
Project Type: Sidewalk

FM Number: 4364744

Lead Agency: FDOT

Length: 0.3 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.1 (14)



Description:

Construct 5-foot sidewalk from the Fore Ranch Community to Saddlewood Elementary School to provide for a safe route to school. Project includes Construction Engineering and Inspection (CEI) phase.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$12,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CEI	TALL	Federal	\$12,000	\$0	\$0	\$0	\$0	\$12,000
Total:			\$12,000	\$0	\$0	\$0	\$0	\$12,000

Project:

Marion Oaks-Sunrise/Horizon-
Marion Oaks Golf Way to
Marion Oaks Manor

Project Type:

Sidewalk

FM Number:

4408801

Lead Agency:

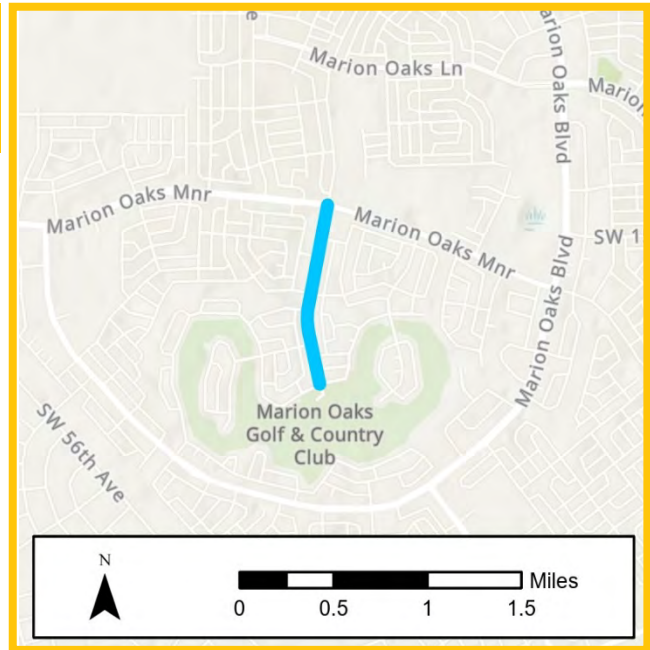
Marion County

Length:

1 mile

LRTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14)

**Description:**

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

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

***Total Project Cost:**

\$36,210

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	TALL	Federal	\$35,605	\$0	\$0	\$0	\$0	\$35,605
PE	TALT	Federal	\$605	\$0	\$0	\$0	\$0	\$605
Total:			\$36,210	\$0	\$0	\$0	\$0	\$36,210

*Total project cost is estimated to be \$495,000, which includes additional future funding required to complete construction, funding identified in prior years, and/or funding in the current five-year TIP.

Project: Pruitt Trail from SR 200 to Pruitt Trailhead

Project Type: Bike Path and Trail

FM Number: 4354842

Lead Agency: Marion County

Length: 5.5 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 5, Objective 5.4 (15)



Description:

Construction of a 12-foot wide multi-use trail from SR 200 to the Pruitt Trailhead, south of CR 484.

Prior < 2021/22: \$72,004 **Future > 2025/26:** \$0 **Total Project Cost:** \$2,230,004

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSN	Federal	\$336,093	\$0	\$0	\$0	\$0	\$336,093
CST	SL	Federal	\$460,700	\$0	\$0	\$0	\$0	\$460,700
CST	SN	Federal	\$561,853	\$0	\$0	\$0	\$0	\$561,853
CST	TALL	Federal	\$286,110	\$0	\$0	\$0	\$0	\$286,110
CST	TALT	Federal	\$513,244	\$0	\$0	\$0	\$0	\$513,244
Total:			\$2,158,000	\$0	\$0	\$0	\$0	\$2,158,000

Project: Silver Springs State Park
Pedestrian Bridges

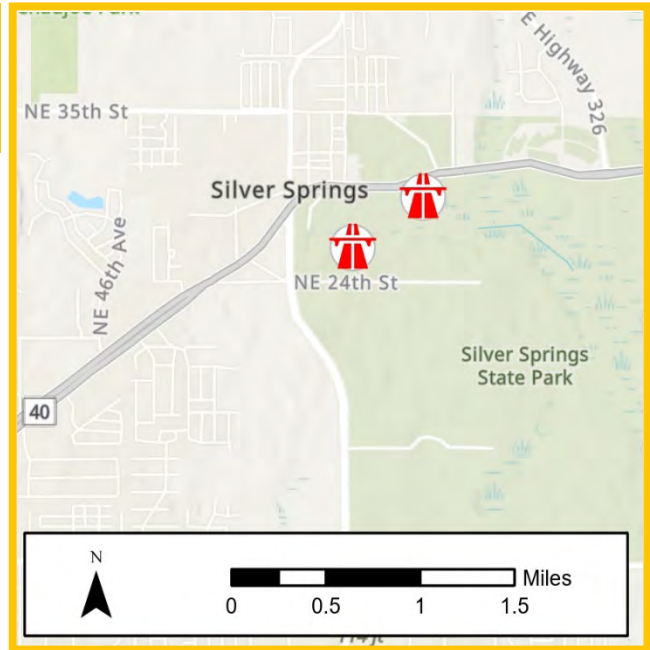
Project Type: Pedestrian Bridges

FM Number: 4261791

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 1: Objective 1.2 (14);
Goal 5, Objective 5.4 (15)



Description:

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

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$1,315,594 \$0 \$4,178,144

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	State 100%	\$0	\$0	\$93,282	\$0	\$0	\$93,282
CST	DIH	State 100%	\$0	\$0	\$5,415	\$0	\$0	\$5,415
ENV	SA	Federal	\$50,000	\$0	\$0	\$0	\$0	\$50,000
CST	TALL	Federal	\$0	\$0	\$11,577	\$0	\$0	\$11,577
PE	TALL	Federal	\$20,400	\$0	\$0	\$0	\$0	\$20,400
CST	TALN	Federal	\$0	\$0	\$170,381	\$0	\$0	\$170,381
PE	TALN	Federal	\$46,287	\$0	\$0	\$0	\$0	\$46,287
CST	TALT	Federal	\$0	\$0	\$2,433,279	\$0	\$0	\$2,433,279
PE	TALT	Federal	\$31,929	\$0	\$0	\$0	\$0	\$31,929
Total:			\$148,616	\$0	\$2,713,934	\$0	\$0	\$2,862,550

Project:

SR 25/U.S. 441/SR 500 from
SR 35/SE Baseline Road to SR
200/SW 10th Street

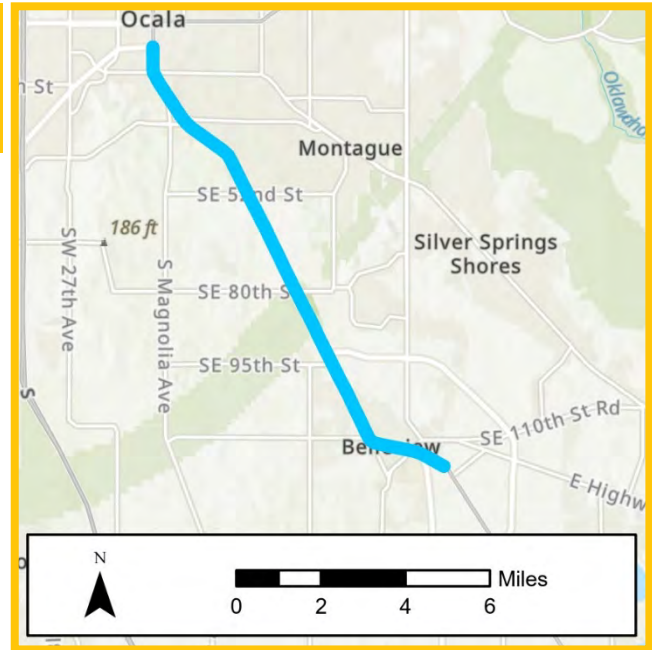
Project Type: Sidewalk/Bike

FM Number: 4392382

Lead Agency: FDOT

Length: 10.6 miles

L RTP (Page#): Goal 1: Objectives 1.2 (14)

**Description:**

Addition of bike lanes and sidewalks to the resurfacing project.

Prior < 2021/22:

\$19,541,305

Future > 2025/26:

\$0

Total Project Cost:

\$24,129,996

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	State 100%	\$1,675,000	\$0	\$0	\$0	\$0	\$1,675,000
PE	DIH	State 100%	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State 100%	\$0	\$0	\$0	\$2,903,691	\$0	\$2,903,691
Total:			\$1,685,000	\$0	\$0	\$2,903,691	\$0	\$4,588,691

Aviation (Airport) Projects



Project: Marion County Airport Runway Rehabilitation

Project Type: Airport

FM Number: 4384351

Lead Agency: Marion County

Length: N/A

L RTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport runway rehabilitation preservation project.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$1,000,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$200,000	\$0	\$0	\$0	\$0	\$200,000
CAP	DDR	State 100%	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Total:			\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

Project: Marion County Airport Airfield
Pavement Improvements

Project Type: Airport

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

L RTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport pavement improvements.

Prior < 2021/22: \$0 **Future > 2025/26:** \$0 **Total Project Cost:** \$4,833,608

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$0	\$75,000	\$250,000	\$641,722	\$0	\$966,722
CAP	DDR	State 100%	\$0	\$300,000	\$1,000,000	\$0	\$0	\$1,300,000
CAP	DPTO	State 100%	\$0	\$0	\$0	\$2,566,886	\$0	\$2,566,886
Total:			\$0	\$375,000	\$1,250,000	\$3,208,608	\$0	\$4,833,608

Project: Ocala International Airport
Airfield Improvements

Project Type: Airport

FM Number: 4384761

Lead Agency: City of Ocala

Length: N/A

L RTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport airfield improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$0 \$0 \$2,000,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FAA	Federal	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000
CAP	LF	Local	\$40,000	\$0	\$0	\$0	\$0	\$40,000
CAP	DDR	State 100%	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total:			\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

Project: Ocala International Airport
Pavement Rehabilitation

Project Type: Airport

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

L RTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport pavement improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$0 \$0 \$1,978,750

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$0	\$25,000	\$370,750	\$0	\$0	\$395,750
CAP	DDR	State 100%	\$0	\$100,000	\$1,200,000	\$0	\$0	\$1,300,000
CAP	DPTO	State 100%	\$0	\$0	\$283,000	\$0	\$0	\$283,000
Total:			\$0	\$125,000	\$1,853,750	\$0	\$0	\$1,978,750

Project: Ocala International Airport
Apron Improvements

Project Type: Airport

FM Number: 4475611

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport apron improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$1,315,736 \$0 \$1,597,420

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$96,337	\$0	\$0	\$0	\$0	\$96,337
CAP	DDR	State 100%	\$185,347	\$0	\$0	\$0	\$0	\$185,347
Total:			\$281,684	\$0	\$0	\$0	\$0	\$281,684

Project: Ocala International Airport ARFF Building

Project Type: Airport

FM Number: 4485751

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport Rescue and Fire Fighting (ARFF) Building.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$1,608,894

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$0	\$321,779	\$0	\$0	\$0	\$321,779
CAP	DDR	State 100%	\$0	\$1,287,115	\$0	\$0	\$0	\$1,287,115
Total:			\$0	\$1,608,894	\$0	\$0	\$0	\$1,608,894

Project: Ocala International Airport Hangar

Project Type: Airport

FM Number: 4448771

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport Hangar improvements.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$1,250,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$0	\$0	\$0	\$250,000	\$0	\$250,000
CAP	DDR	State 100%	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Total:			\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000

Project: Ocala International Taxiway Improvements

Project Type: Airport

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport taxiway improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$0 \$0 \$6,500,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FAA	Federal	\$0	\$5,850,000	\$0	\$0	\$0	\$5,850,000
CAP	LF	Local	\$0	\$130,000	\$0	\$0	\$0	\$130,000
CAP	DDR	State 100%	\$0	\$520,000	\$0	\$0	\$0	\$520,000
Total:			\$0	\$6,500,000	\$0	\$0	\$0	\$6,500,000

Transit, Funding and Grants



Project:Marion/Ocala 5399 Small Urban
Capital Fixed Route

Project Type: Transit

FM Number: 4481701

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Capital for fixed route service provided by SunTran.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$470,711

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	Federal	\$376,569	\$0	\$0	\$0	\$0	\$376,569
CAP	LF	Local	\$94,142	\$0	\$0	\$0	\$0	\$94,142
Total:			\$470,711	\$0	\$0	\$0	\$0	\$470,711

Project: Marion Block Grant Operating Assistance for Fixed Route Service

Project Type: Transit

FM Number: 4333041

Lead Agency: City of Ocala

Length: N/A

L RTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)



Description:

Capital for fixed route service provided by SunTran.

Prior < 2021/22:	Future > 2025/26:	Total Project Cost:
\$2,064,251	\$0	\$4,137,976

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DPTO	State 100%	\$710,265	\$0	\$0	\$0	\$0	\$710,265
OPS	LF	Local	\$1,363,460	\$0	\$0	\$0	\$0	\$1,363,460
Total:			\$2,073,725	\$0	\$0	\$0	\$0	\$2,073,725

Project:Marion Senior Services Section
5311 Rural Transportation

Project Type:

Transit

FM Number:

4424601

Lead Agency:

Marion Transit

Length:

N/A

LRTP (Page#):

Goal 1: Objectives 1.1, 1.3 (14)

**Description:**

Section 5311 capital and operating grant assistance.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$8,057,900

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	Federal	\$0	\$934,764	\$981,502	\$1,030,578	\$1,082,106	\$4,028,950
OPS	LF	Local	\$0	\$934,764	\$981,502	\$1,030,578	\$1,082,106	\$4,028,950
Total:			\$0	\$1,869,528	\$1,963,004	\$2,061,156	\$2,164,212	\$8,057,900

Project: Marion Section 5311 Rural Transportation

Project Type: Transit

FM Number: 4333121

Lead Agency: Marion Transit

Length: N/A

L RTP (Page#): Goal 1: Objectives 1.1, 1.3 (14)



Description:

Section 5311 capital and operating grant assistance.

Prior < 2021/22:	Future > 2025/26:	Total Project Cost:
\$6,452,930	\$0	\$8,233,432

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	Federal	\$890,251	\$0	\$0	\$0	\$0	\$890,251
OPS	LF	Local	\$890,251	\$0	\$0	\$0	\$0	\$890,251
Total:			\$1,780,502	\$0	\$0	\$0	\$0	\$1,780,502

Project:Marion SunTran Block Grant
Operating Assistance

Project Type:

Transit

FM Number:

4424551

Lead Agency:

City of Ocala

Length:

N/A

LRTP (Page#):

Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Block grant for SunTran operations.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$5,906,624

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	LF	Local	\$0	\$731,593	\$753,520	\$776,125	\$692,074	\$2,953,312
OPS	DPTO	State 100%	\$0	\$731,593	\$753,520	\$776,125	\$692,074	\$2,953,312
Total:			\$0	\$1,463,186	\$1,507,040	\$1,552,250	\$1,384,148	\$5,906,624

Project:

SunTran/Ocala/Marion Capital
and Operating Fixed Route FTA
Section 5307-2009

Project Type:

Transit

FM Number:

4271882

Lead Agency:

City of Ocala

Length:

N/A

LRTP (Page#):

Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Fixed Route Section 5307 grant.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$29,998,766

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	Federal	\$16,373,173	\$2,467,181	\$2,541,196	\$2,617,431	\$0	\$23,998,981
CAP	LF	Local	\$4,093,293	\$616,795	\$635,299	\$654,398	\$0	\$5,999,785
Total:			\$20,466,466	\$3,083,976	\$3,176,495	\$3,271,829	\$0	\$29,998,766

Project:

Marion - Ocala SunTran
Section 5307 ARP Small Urban
Area

Project Type: Transit

FM Number: 4492381

Lead Agency: City of Ocala

Length: N/A

L RTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Capital grant as part of American Rescue Plan (ARP).

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$783,759

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	Federal	\$627,007	\$0	\$0	\$0	\$0	\$627,007
CAP	LF	Local	\$156,752	\$0	\$0	\$0	\$0	\$156,752
Total:			\$783,759	\$0	\$0	\$0	\$0	\$783,759

Project:

Ocala/Marion Urban Area
FY 2020/2021 to FY 2021/2022

Project Type: Transportation Planning

FM Number: 4393313

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Federal Highway Administration Planning (PL-112) grant funding for FY 2021/22. Project total includes prior FY 2020/21.

Prior < 2021/22:

\$687,026

Future > 2025/26:

\$0

Total Project Cost:

\$1,286,332

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	PL	Federal	\$599,306	\$0	\$0	\$0	\$0	\$599,306
Total:			\$599,306	\$0	\$0	\$0	\$0	\$599,306

Project:

Ocala/Marion Urban Area
FY 2022/2023 to FY 2023/2024

Project Type: Transportation Planning

FM Number: 4393314

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Federal Highway Administration Planning (PL-112) grant funding for FYs 2022/23 to 2023/24.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$986,740

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	PL	Federal	\$0	\$493,370	\$493,370	\$0	\$0	\$986,740
Total:			\$0	\$493,370	\$493,370	\$0	\$0	\$986,740

Project: Ocala/Marion Urban Area
FY 2024/2025 to FY 2025/2026



Project Type: Transportation Planning

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

Description: TPO Unified Planning Work Program (UPWP) Federal Highway Administration Planning (PL-112) grant funding for FYs 2024/25 to 2025/26.

Prior < 2021/22:	Future > 2025/26:	Total Project Cost:
\$0	\$0	\$986,740

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	PL	Federal	\$0	\$0	\$0	\$493,370	\$493,370	\$986,740
Total:			\$0	\$0	\$0	\$493,370	\$493,370	\$986,740

ITS and Maintenance Projects



Project:

ITS Operational Support - City of Ocala

Project Type:

ITS Communication

FM Number:

4363612

Lead Agency:

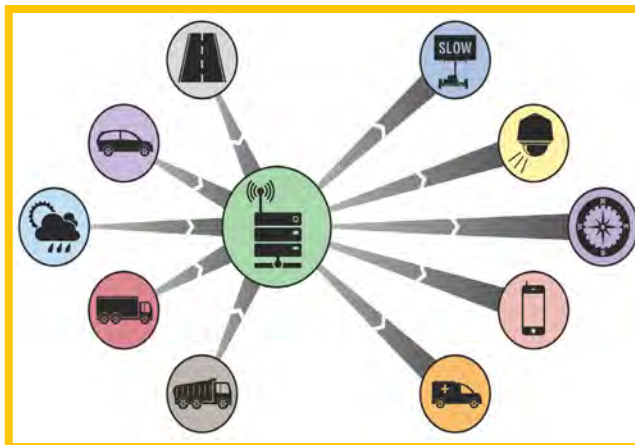
FDOT

Length:

N/A

LRTP (Page#):

Goal 6: Objective 6.1 (15)

**Description:**

Intelligent Transportation System (ITS) support to the City of Ocala.

Prior < 2021/22:

\$110,000

Future > 2025/26:

\$0

Total Project Cost:

\$866,565

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSL	Federal	\$75,000	\$0	\$0	\$0	\$0	\$75,000
DSB	ACSL	Federal	\$681,565	\$0	\$0	\$0	\$0	\$681,565
Total:			\$756,565	\$0	\$0	\$0	\$0	\$756,565

Project:ITS Operational Support –
Marion County

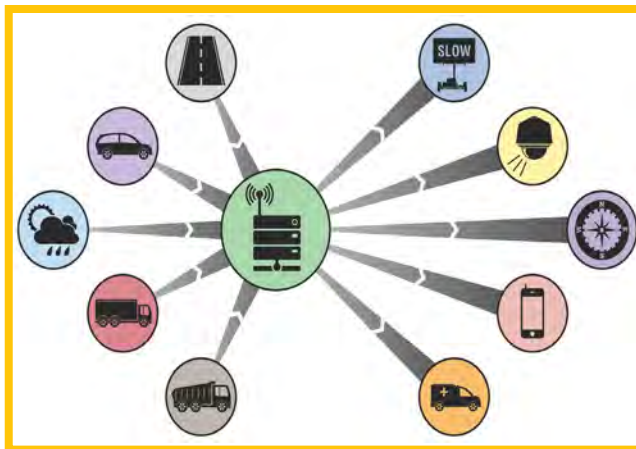
Project Type: ITS Communication

FM Number: 4363611

Lead Agency: FDOT

Length: N/A

LRTP (Page#): Goal 6: Objective 6.1 (15)

**Description:**

Intelligent Transportation System (ITS) support to Marion County.

Prior < 2021/22:

\$160,000

Future > 2025/26:

\$0

Total Project Cost:

\$1,798,499

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSL	Federal	\$75,000	\$0	\$0	\$0	\$0	\$75,000
DSB	ACSL	Federal	\$1,563,499	\$0	\$0	\$0	\$0	\$1,563,499
Total:			\$1,638,499	\$0	\$0	\$0	\$0	\$1,638,499

Project: Aesthetics Area Wide

Project Type: Maintenance

FM Number: 4466911

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 6: Objective 6.3 (15)



Description:

Routine maintenance.

Prior < 2021/22: \$1,721,305 Future > 2025/26: \$0 Total Project Cost: \$2,151,655

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$430,350	\$0	\$0	\$0	\$0	\$430,350
Total:			\$430,350	\$0	\$0	\$0	\$0	\$430,350

Project:

Asphalt Resurfacing Various Locations

Project Type: Maintenance

FM Number: 4233912

Lead Agency: FDOT

Length: N/A

LRTP (Page#): Goal 6: Objective 6.3 (15)

**Description:**

Routine resurfacing maintenance.

Prior < 2021/22:

\$4,700,500

Future > 2025/26:

\$0

Total Project Cost:

\$4,900,500

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total:			\$200,000	\$0	\$0	\$0	\$0	\$200,000

Project:Asset Maintenance Marion
County

Project Type:

Maintenance

FM Number:

4469101

Lead Agency:

FDOT

Length:

N/A

LRTP (Page#):

Goal 6: Objective 6.3 (15)

**Description:**

Ongoing asset management.

Prior < 2021/22:

\$1,201,000

Future > 2025/26:

\$0

Total Project Cost:

\$13,701,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$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

Project: Unpaved Shoulder Repair

Project Type: Maintenance

FM Number: 4291781

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 6: Objective 6.3 (15)



Description:

Routine maintenance.

Prior < 2021/22: \$1,484,913 Future > 2025/26: \$0 Total Project Cost: \$1,584,913

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total:			\$100,000	\$0	\$0	\$0	\$0	\$100,000

Project:

City of Ocala MOA

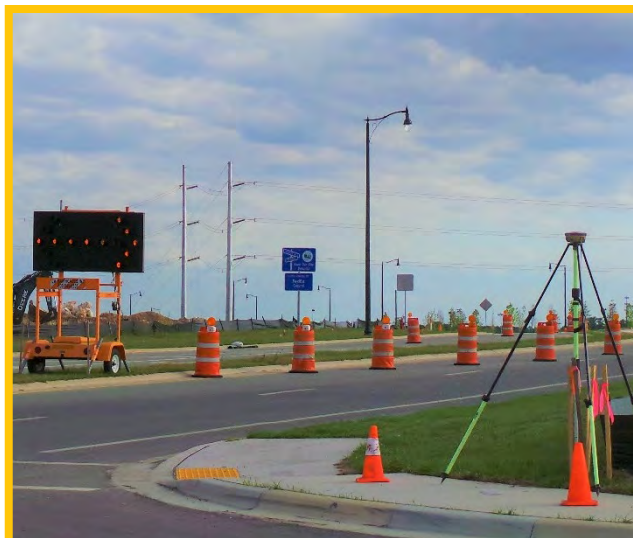
Project Type: Maintenance

FM Number: 4427381

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 6: Objective 6.3 (15)

**Description:**

Routine maintenance.

Prior < 2021/22:

\$92,850

Future > 2025/26:

\$0

Total Project Cost:

\$142,850

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Total:			\$0	\$0	\$50,000	\$0	\$0	\$50,000

Project: Lighting Agreements

Project Type: Maintenance

FM Number: 4136153

Lead Agency: FDOT

Length: N/A

LRTP (Page#): Goal 6: Objective 6.3 (15)



Description:

Lighting maintenance.

Prior < 2021/22: \$5,008,380 Future > 2025/26: \$0 Total Project Cost: \$7,216,411

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$415,897	\$428,369	\$441,220	\$454,457	\$468,088	\$2,208,031
Total:			\$415,897	\$428,369	\$441,220	\$454,457	\$468,088	\$2,208,031

Project: Marion Primary In-House

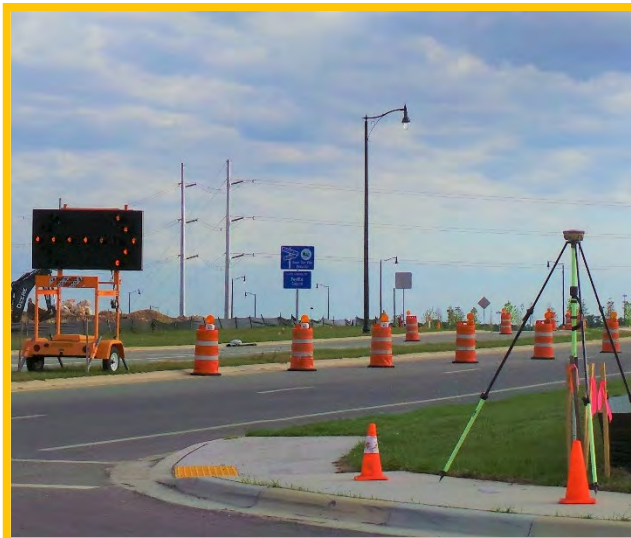
Project Type: Maintenance

FM Number: 4181071

Lead Agency: FDOT

Length: N/A

LRTP (Page#): Goal 6: Objective 6.3 (15)



Description:

Routine maintenance.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**

\$38,462,065 \$0 \$47,471,930

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$1,781,973	\$9,009,865
Total:			\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$1,781,973	\$9,009,865

Project:Ocala Operations Building –
Design/Construction (Major)

Project Type: Maintenance

FM Number: 4481791

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$5,536,100

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	FCO	State 100%	\$0	\$0	\$534,900	\$0	\$0	\$534,900
CST	FCO	State 100%	\$0	\$0	\$0	\$5,001,200	\$0	\$5,001,200
Total:			\$0	\$0	\$534,900	\$5,001,200	\$0	\$5,536,100

Project:

Ocala Operations Center
Asphalt, Mill, Overlay, Parking
Lot Striping



Project Type: Maintenance

FM Number: 4481871

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$250,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total:			\$250,000	\$0	\$0	\$0	\$0	\$250,000

Project:

Ocala Operations Center
Security – Access Control on
Buildings



Project Type: Maintenance

FM Number: 4481881

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$40,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	State 100%	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Total:			\$40,000	\$0	\$0	\$0	\$0	\$40,000

Project:Ocala Operations Center
Security – Cameras

Project Type: Maintenance

FM Number: 4481891

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$20,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	State 100%	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Total:			\$20,000	\$0	\$0	\$0	\$0	\$20,000

Project:

Ocala Operations Center
Transfer Switch for Mobile
Generator



Project Type: Maintenance

FM Number: 4481901

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22:

\$0

Future > 2025/26:

\$0

Total Project Cost:

\$25,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	State 100%	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Total:			\$25,000	\$0	\$0	\$0	\$0	\$25,000

APPENDIX

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[APPENDIX B: List of Obligated Projects](#)

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[APPENDIX D: Map of Strategic Intermodal System \(SIS\)](#)

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[APPENDIX F: Public Comments](#)

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[APPENDIX H: Major Project Changes from Prior TIP](#)

[APPENDIX I: List of Projects in 2045 LRTP](#)

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APPENDIX B: LIST OF OBLIGATED PROJECTS



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026

Federal Obligations Report

October 1, 2020 to September 30, 2021



Annual Listing of Federally Obligated Projects

Summary

On an annual basis, per Title 23, United States Code (USC) 450.334, the Ocala Marion Transportation Planning Organization (TPO) is required to provide a summary listing of projects for which federal funds have been *obligated in the preceding federal fiscal year (FFY) from October 1 to September 30. The Florida Department of Transportation (FDOT) assists the TPO in complying with this federal requirement by providing a detailed report of federal project obligations for Marion County. The report is included each year as an amendment to the current Transportation Improvement Program (TIP).

A net total of \$26,342,420 of federal funds were obligated in FFY 2021 on 30 transportation projects and programs in Marion County. The following summary report and detailed obligation document provide a listing of the federally obligated projects by phases and funding sources.

*Obligation is the legal commitment by the Federal government to pay or reimburse a State or other entity for the Federal share of a project's eligible cost. Obligated projects have been authorized by the federal government and funds have been approved for reimbursement. Funding for projects can in some cases also be de-obligated. Funding previously obligated is removed from a project due to changes such as cost, delay or cancellation.

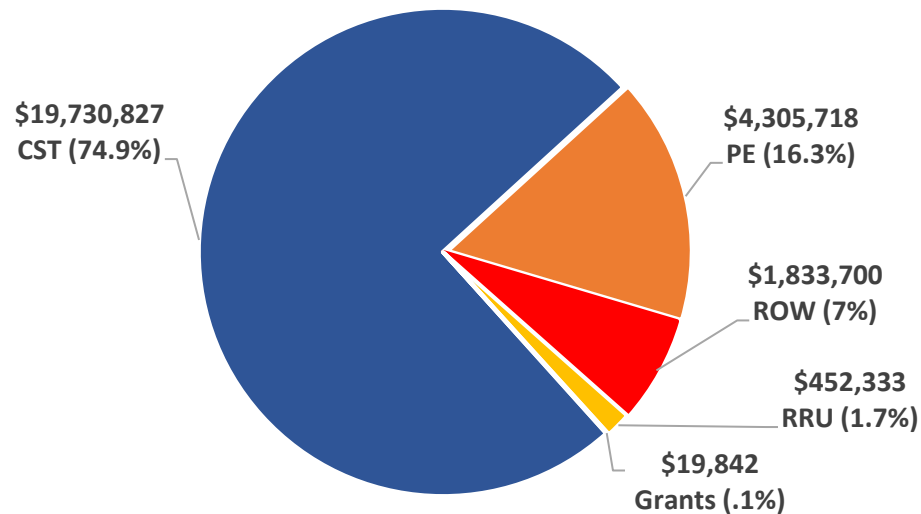
Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

FM NUMBER	PROJECT AND DESCRIPTION	PHASE	LENGTH	FFY 2021 TOTAL
238648 1	SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 WIDENING	PE	4.1	\$500,000
410674 2	SR 40 FROM END OF 4 LANES TO EAST OF CR 314 WIDENING	ROW	5.3	\$1,815,764
		PE	5.3	\$20,000
426179 1	SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	PE	0.0	\$638,457
431797 1	NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	RRU	1.6	-\$9,531
431798 1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	RRU	1.5	\$384,067
431798 1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	PE	1.5	-\$8,237
433651 1	CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS	PE	0.7	\$411,863
433651 1	CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS	ROW	0.7	\$16,347
433651 4	CR 484 FROM SW 20TH AVENUE TO CR 475A LANDSCAPING	PE	0.7	\$60,000
435659 2	SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES	CST	0.4	-\$268
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	CST	0.2	\$579,508
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	RRU	0.2	\$92,262
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	PE	0.2	\$27,039
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	ROW	0.2	\$1,589
436361 1	ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT	PE	N/A	\$160,000
436361 2	ITS OPERATIONAL SUPPORT- CITY OF OCALA	PE	N/A	\$110,000
436879 1	SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.	CST	6.2	-\$140
439310 1	OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	CST	0.0	-\$6,083
439331 2	OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP	PE	N/A	-\$107,327
439331 3	OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP	PE	N/A	\$687,026
439887 1	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	PE	1.2	-\$9,085
439887 1	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	CST	1.2	-\$139,164
440880 1	MAR OAKS-SUNRISE/HORIZON-MAR OAKS GOLF WAY TO MAR OAKS MANOR	PE	0.8	\$99,659
440900 2	I-75 FRAME - ARTERIALS	CST	0.0	\$285,450
440900 2	I-75 FRAME - ARTERIALS	PE	0.0	\$43,012
441136 1	SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE	CST	8.8	\$19,011,524
441366 1	SR 40 FROM SW 27TH AVE TO MLK JR. AVE	PE	0.8	\$272,546
442203 4	SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	GRANTS	N/A	\$7,651

Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

FM NUMBER	PROJECT AND DESCRIPTION	PHASE	LENGTH	FFY 2021 TOTAL
442211 4	MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA	GRANTS	N/A	\$12,191
443170 1	SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 RESURFACING	PE	14.0	\$574,435
444382 1	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	RRU	0.0	-\$51,130
445687 1	US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD	PE	0.1	\$363,000
445688 1	US 27 / US 441 / ABSHIVER BLVD. @ CR 42	PE	0.1	\$79,788
445701 1	SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD	PE	0.2	\$113,542
445800 1	E SR 40 @ SR 492	PE	0.1	\$270,000
446791 1	LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY	RRU	0.0	\$33,077
448854 1	NE 40TH ST AT RR CROSSING #627890X	RRU	0.0	\$3,588
30 PROJECTS/PROGRAMS			TOTAL:	\$26,342,420

FFY 2021 Federal Obligations by Phase



Phase Code:

CST - Construction
PE - Preliminary Engineering
ROW - Right-of-Way
RRU - Railroad Utilities

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

HIGHWAYS
=====

ITEM NUMBER:238648 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000	PROJECT LENGTH: 4.146MI	LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFSL	205,655	
GFSN	30,330	
SN	264,015	
TOTAL 238648 1	500,000	
TOTAL 238648 1	500,000	

ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	20,000	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	434,400	
SN	1,381,364	
TOTAL 410674 2	1,835,764	
TOTAL 410674 2	1,835,764	

ITEM NUMBER:431797 1	PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000041	PROJECT LENGTH: 1.597MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2
FUND CODE	2021	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-9,531	
TOTAL 431797 1	-9,531	
TOTAL 431797 1	-9,531	

ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-8,237	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	364,067	
SN	20,000	
TOTAL 431798 1	375,830	
TOTAL 431798 1	375,830	

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

DATE RUN: 10/01/2021

TIME RUN: 07.35.46

MBROBLTP

HIGHWAYS
=====

ITEM NUMBER:433651 1
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .741MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	107,314
SN	304,549
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSL	34,783
SL	-18,436
TOTAL 433651 1	428,210
TOTAL 433651 1	428,210

ITEM NUMBER:433651 4
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .414MI

NON-SIS
TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SN	60,000
TOTAL 433651 4	60,000
TOTAL 433651 4	60,000

ITEM NUMBER:435659 2
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES
COUNTY:MARION
PROJECT LENGTH: .364MI

SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-268
TOTAL 435659 2	-268
TOTAL 435659 2	-268

ITEM NUMBER:435660 2
DISTRICT:05
ROADWAY ID:36180000

PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)
COUNTY:MARION
PROJECT LENGTH: .216MI

SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	27,039
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,589
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	92,262

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

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

HIGHWAYS
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP 579,508
TOTAL 435660 2 700,398
TOTAL 435660 2 700,398

ITEM NUMBER:436879 1 PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE. *NON-SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36100000 PROJECT LENGTH: 6.168MI TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND
CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHRE -140
TOTAL 436879 1 -140
TOTAL 436879 1 -140

ITEM NUMBER:439887 1 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A *SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND
CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -9,085
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -139,164
TOTAL 439887 1 -148,249
TOTAL 439887 1 -148,249

ITEM NUMBER:440880 1 PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR *NON-SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36000173 PROJECT LENGTH: .840MI TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA 63,449
TALL 35,605
TALT 605
TOTAL 440880 1 99,659
TOTAL 440880 1 99,659

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

FUND
CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
GFSL 4,198
SA 17,573,871
SL 1,433,455
TOTAL 441136 1 19,011,524
TOTAL 441136 1 19,011,524

PAGE	4	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2021
OCALA-MARION TPO		OFFICE OF WORK PROGRAM	TIME RUN: 07.35.46
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:441366 1	PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36110000	PROJECT LENGTH: .790MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP		272,546	
TOTAL 441366 1		272,546	
TOTAL 441366 1		272,546	
ITEM NUMBER:443170 1	PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200		*SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:RESURFACING
ROADWAY ID:36210000	PROJECT LENGTH: 13.993MI		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP		574,435	
TOTAL 443170 1		574,435	
TOTAL 443170 1		574,435	
ITEM NUMBER:444382 1	PROJECT DESCRIPTION:CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:36150000	PROJECT LENGTH: .014MI		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
RHP		-51,130	
TOTAL 444382 1		-51,130	
TOTAL 444382 1		-51,130	
ITEM NUMBER:445687 1	PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36060000	PROJECT LENGTH: .100MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP		1,000	
SA		362,000	
TOTAL 445687 1		363,000	
TOTAL 445687 1		363,000	

ITEM NUMBER:445688 1	PROJECT DESCRIPTION:US 27 / US 441 / ABSHIVER BLVD. @ CR 42		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS	
ROADWAY ID:36220000	PROJECT LENGTH: .065MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	2021		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP	5,000		
SA	74,788		
TOTAL 445688 1	79,788		
TOTAL 445688 1	79,788		

ITEM NUMBER:445701 1	PROJECT DESCRIPTION:SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS	
ROADWAY ID:36010000	PROJECT LENGTH: .180MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	2021		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP	67,175		
SA	46,367		
TOTAL 445701 1	113,542		
TOTAL 445701 1	113,542		

ITEM NUMBER:445800 1	PROJECT DESCRIPTION:E SR 40 @ SR 492		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS	
ROADWAY ID:36080000	PROJECT LENGTH: .116MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	2021		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA	270,000		
TOTAL 445800 1	270,000		
TOTAL 445800 1	270,000		

ITEM NUMBER:446791 1	PROJECT DESCRIPTION:LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RAIL SAFETY PROJECT	
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	2021		
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
RHP	33,077		
TOTAL 446791 1	33,077		
TOTAL 446791 1	33,077		

HIGHWAYS
=====

ITEM NUMBER:448854 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:NE 40TH ST AT RR CROSSING #627890X
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHP	
TOTAL 448854 1	3,588
TOTAL 448854 1	3,588
TOTAL DIST: 05	3,588
TOTAL HIGHWAYS	24,512,043
	24,512,043

ITEM NUMBER:439331 2

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:TRANSPORTATION PLANNING

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	-107,327
TOTAL 439331 2	-107,327
TOTAL 439331 2	-107,327

ITEM NUMBER:439331 3

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:TRANSPORTATION PLANNING

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	687,026
TOTAL 439331 3	687,026
TOTAL 439331 3	687,026
TOTAL DIST: 05	579,699
TOTAL PLANNING	579,699

PAGE	8	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2021
		OFFICE OF WORK PROGRAM	TIME RUN: 07.35.46
OCALA-MARION TPO		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		MISCELLANEOUS	
		=====	
ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALN		600,000	
TALT		38,457	
TOTAL 426179 1		638,457	
TOTAL 426179 1		638,457	
ITEM NUMBER:436361 1	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		160,000	
TOTAL 436361 1		160,000	
TOTAL 436361 1		160,000	
ITEM NUMBER:436361 2	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- CITY OF OCALA		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		110,000	
TOTAL 436361 2		110,000	
TOTAL 436361 2		110,000	
ITEM NUMBER:439310 1	PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		-6,083	
TOTAL 439310 1		-6,083	
TOTAL 439310 1		-6,083	

ITEM NUMBER:440900 2	PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP	43,012	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP	285,450	
TOTAL 440900 2	328,462	
TOTAL 440900 2	328,462	

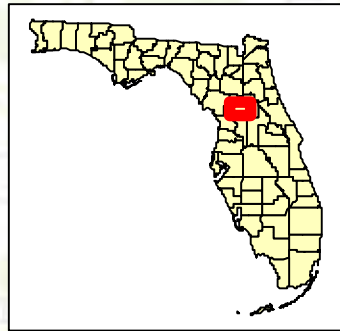
ITEM NUMBER:442203 4	PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	7,651	
TOTAL 442203 4	7,651	
TOTAL 442203 4	7,651	

ITEM NUMBER:442211 4	PROJECT DESCRIPTION:MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	12,191	
TOTAL 442211 4	12,191	
TOTAL 442211 4	12,191	
TOTAL DIST: 05	1,250,678	
TOTAL MISCELLANEOUS	1,250,678	

GRAND TOTAL

26,342,420

APPENDIX C: Map of National Highway System (NHS), Marion County



Legend

Interstate

STRAHNET Route

STRAHNET Connector

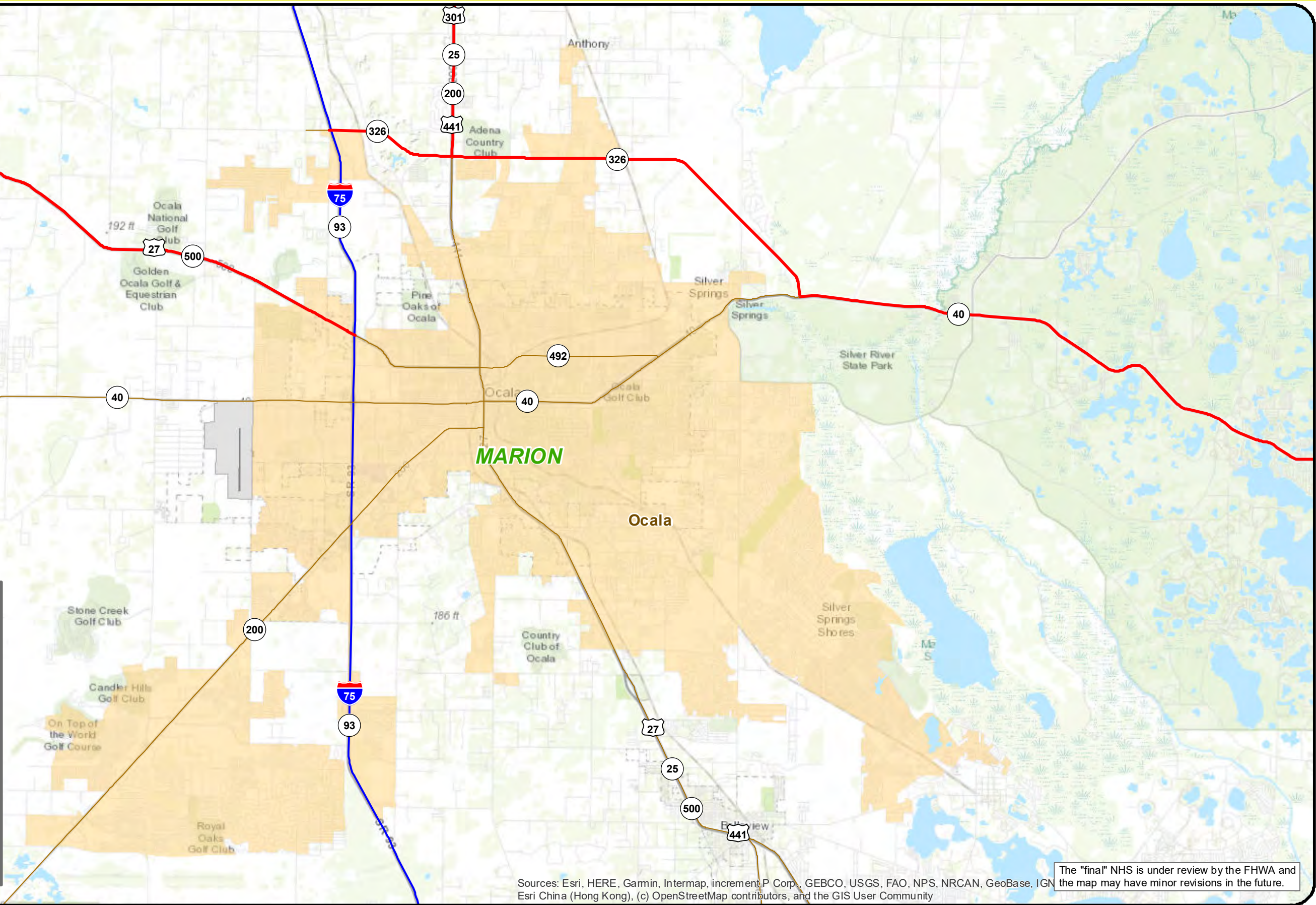
Unbuilt

Other Principal Arterials

Intermodal Connector

MAP-21 Principal Arterials

Urban areas



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Swire, NITN, Vig, SNT, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

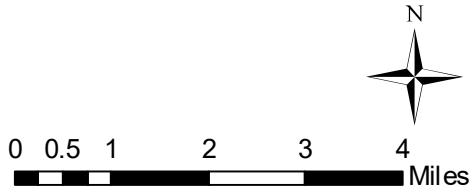
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.



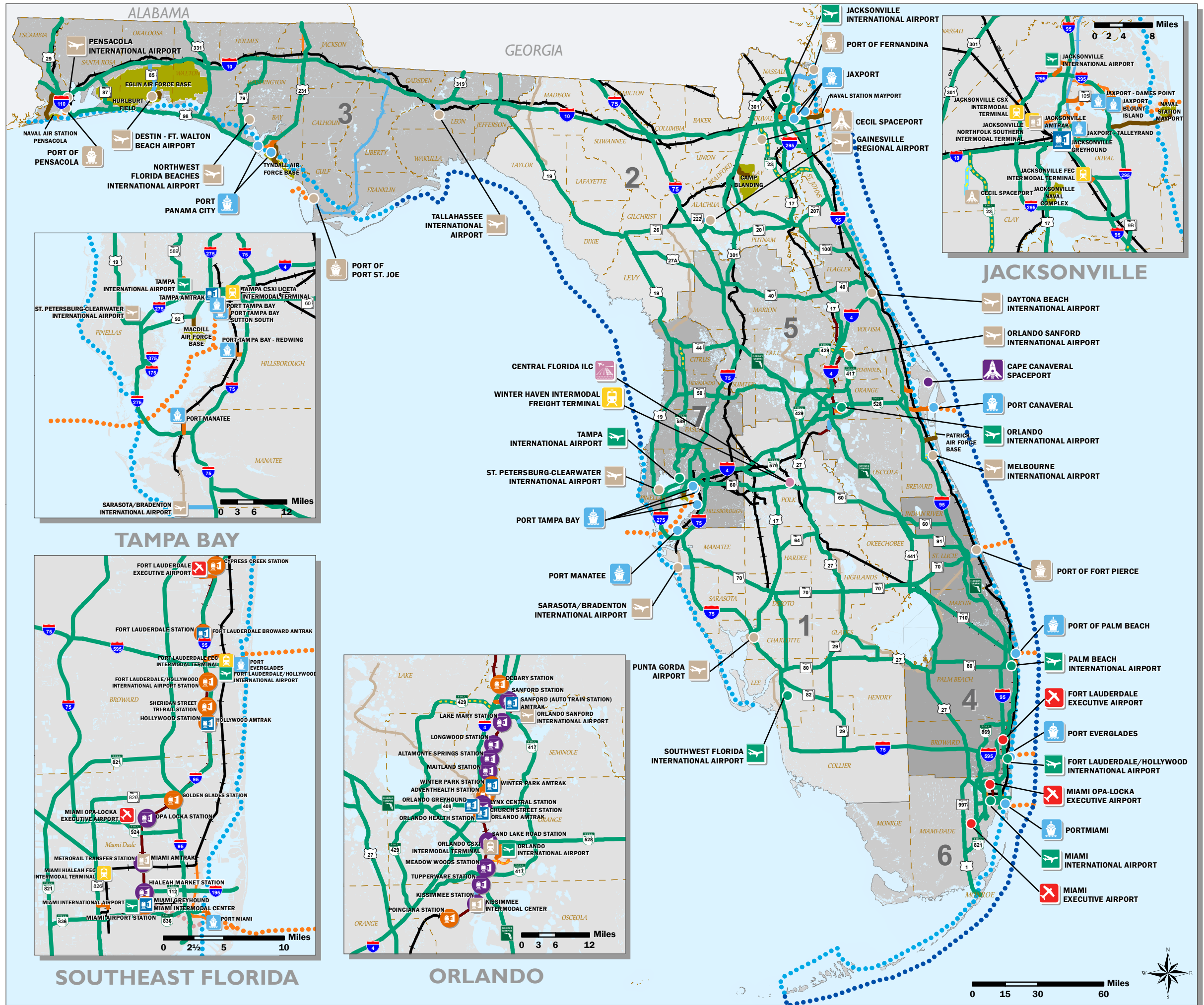
Florida Department
of Transportation
Transportation Data & Analytics

Florida's National Highway System

Ocala - 4/2/2021



APPENDIX D: Map of Strategic Intermodal System (SIS)



Strategic Intermodal System
System Map

Airports & Spaceports

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

Seaports

- SIS Seaport
- Strategic Growth Seaport

Freight Rail Terminals

- SIS Freight Rail Terminal
- Strategic Growth Freight Rail Terminal

Intermodal Logistic Center

- Strategic Growth Intermodal Logistic Center

Interregional Passenger Terminals

- SIS Passenger Terminal
- Strategic Growth Passenger Terminal

Urban Fixed Guideway Transit Terminal

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

Highway

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

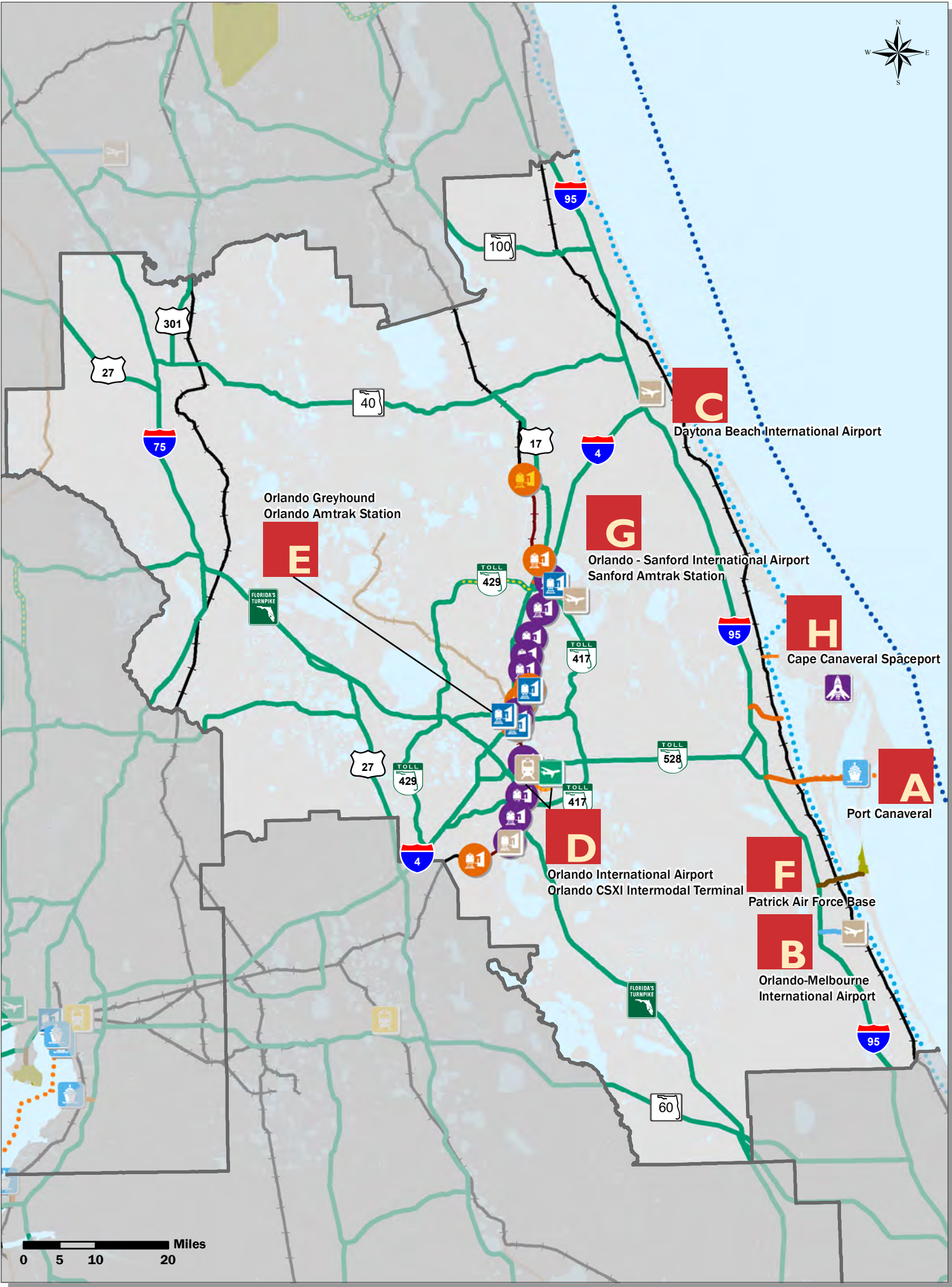
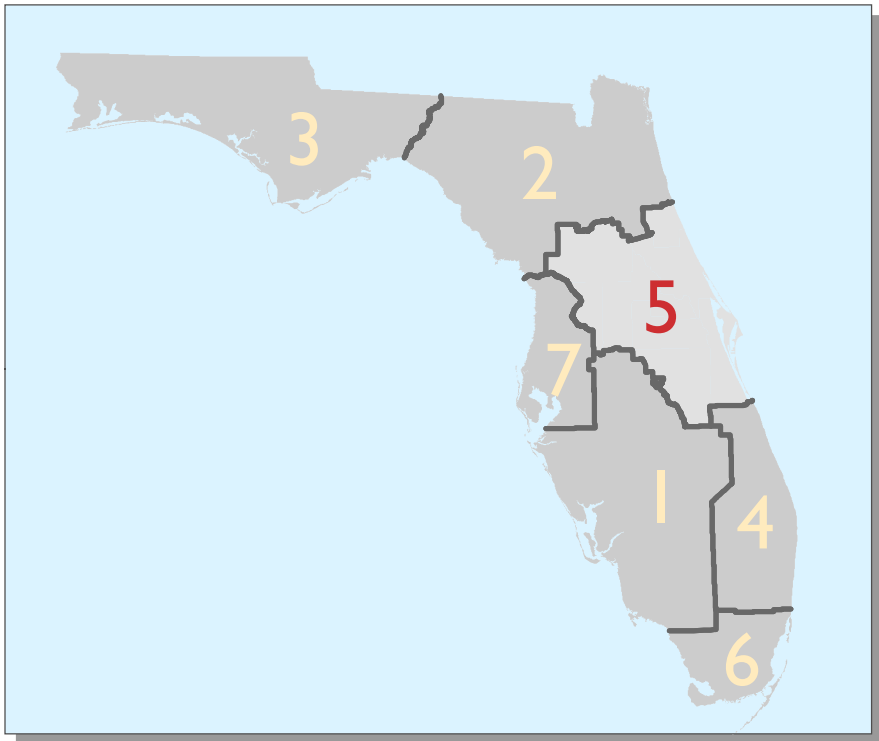
Rail & Urban Fixed Guideway

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

Waterways

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

DISTRICT 5 overview



SISatlas

Airports and Spaceports

SIS Airport

Strategic Growth Airport

SIS Spaceport

Seaports

SIS Seaport

Freight Rail Terminals

Strategic Growth Freight Rail Terminal

Passenger Terminals

SIS Passenger Terminal

Strategic Growth Passenger Terminal

UFG Transit Terminals

SIS Urban Fixed Guideway Hub

Future SIS Urban Fixed Guideway Hub

SIS Urban Fixed Guideway Station

Highway

SIS Highway Corridor

Future SIS Highway Corridor

SIS Highway Connector

Strategic Growth Highway Connector

Military Access Facility

Rail

SIS Railway Corridor

Strategic Growth Railway Corridor

SIS Railway Connector

Urban Fixed Guideway (UFG)

SIS Urban Fixed Guideway Corridor

Waterways

SIS Waterway

SIS Waterway Connector

SIS Waterway Shipping Lane

Connector Map Insets

A

Florida Department of Transportation

Strategic Intermodal System

DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	1	3	-	-	-	-
Spaceports	1					
Seaports	1	-	-	-	-	-
Freight Terminals	-	1	-	-	-	-
Passenger Terminals	4	1	-	-	-	-
UFG Hubs / Stations	5 / 11	-	-	-	-	1 / 0
Rail Miles	301	54	2	3	-	6
Urban Fixed Guideway	52	-	-	-	-	12
Highway Miles (Centerline)	796	-	28	17	6	13
Highway Miles (Lane)	3717	-	110	71	26	11
Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included						

APPENDIX E: PUBLIC NOTICE RECORDS

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, Kim Keneveto 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

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION *The Ocala Marion TPO Draft Transportation Improvement Program TIP is available for public review and comment. The Ocala Marion Transportation Planning Organization TPO Transportation Improvement Progra*

was published in said newspaper in the issues of:

5/4 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.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

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

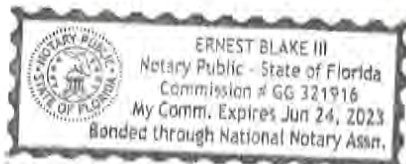
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements to be funded throughout the Metropolitan Planning Area, which includes all of Marion County. The TIP documents the anticipated timing and cost of 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 2021/2022 to 2025/2026 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 at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form/> to provide comments by June 22, 2021. Or contact Rob Balmes, TPO Director at: 352-438-2631; rob.balmes@marionfl.org.

May 4, 2021
#A000979495

Sworn to and subscribed before me this 4th day of May, A.D., 2021






Ernest Blake III
Notary Public

(Print, Type or Stamp Name of Notary Public)

Ad #: A000979495

Social Media Announcements

Facebook on May 4, 2021

**Ocala Marion TPO**
Published by Kayla Kayla · May 4 at 11:29 AM ·  · 

Tell Us Your Thoughts! The Draft 2021/22 - 2025/26 Transportation Improvement Program (TIP) is available for public review and comment until June 22, 2021.
View the Draft TIP: <https://ocalamariontpo.org/.../Draft-FY-21-22-to-25-26...>
Provide comments using the TPO Feedback Form:
<https://ocalamariontpo.org/public.../tpo-feedback-form/>
View the Interactive Map:
<https://marioncountyfl.maps.arcgis.com/apps/webap...> See More

TELL US YOUR THOUGHTS!

**THE DRAFT TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) FOR
FISCAL YEARS 21/22 – 25/26 IS
AVAILABLE FOR PUBLIC REVIEW AND
COMMENT.**

**PLEASE VIEW THE INTERACTIVE TIP
MAP AND USE THE TPO FEEDBACK
FORM TO PROVIDE COMMENTS BY
JUNE 22, 2021.**

Or send comments to Rob Balmes at:
Rob.Balmes@marionfl.org
(352) 438-2635

3,054
People Reached

139
Engagements


Boost Post

Twitter on May 4, 2021



TPO Website News Announcement – Ocalamariontpo.org/news

May 4, 2021




OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

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Select Language

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Home » News » The Draft TIP For Fiscal Years 2021/2022 To 2025/2026 Is Available For Public Review And Comment

The Draft TIP for Fiscal Years 2021/2022 to 2025/2026 is available for public review and comment

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May 4, 2021

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


The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements to be funded throughout the 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 2021/2022 to 2025/2026** is available for public review and comment by accessing the TIP page.

[View the TIP page](#)

Please use the [TPO Feedback Form](#)

Provide comments by **June 22, 2021** or contact Rob Balmes, TPO Director at: 352-438-2631; rob.balmes@marionfl.org.



May 16, 2021

Future road plan for Ocala/Marion starts with CR 484/I-75 refresh. What else made the list?

By Joe Callahan

Ocala Star-Banner

[View Comments](#)

Most every day, early in the morning and again late in the afternoon, traffic on County Road 484 backs up for a mile or more on each side of Interstate 75. Sometimes, lines of cars trying to get on the interstate block the ones trying to get off.



And now that more development has launched in the area, especially in and near Marion Oaks, as well as the opening of the new Florida Crossroads Commerce Park just off that exit, traffic is only expected to get worse.

But help is on the way. The local Ocala Marion Transportation Planning Organization recently unveiled the draft of its five-year road construction plan, which spans from 2021-22 to 2025-26, and CR 484 interchange is on the top of the list.

The \$15.3 million project, which is being funded with mostly federal transportation dollars, will be include reworking CR 484 from Southwest 20th Street on the west side of I-75 to County Road 475A on the east side.

The project includes constructing and expanding turn lanes and improving traffic flow for through-lanes. The CR 475A intersection will be improved, as well. The project is scheduled to be completed by the beginning of 2023.

"It will be big improvement," said Rob Balmes, the local TPO director. "They're also going to ensure bicycle/pedestrian connectivity through that area too, with bike lanes and sidewalks so people can get through there with other modes of transportation."

That is one of the many projects scheduled in the Ocala Marion TPO's five-year draft plan, which was released early this month. The total \$335.1 million plan is for road improvement, bicycle/pedestrian trails and upgrades at Ocala International Airport.

"We're required to post the draft document for a minimum of 30 days so that we can solicit input and public feedback from both the citizens and our government partners, which include both federal and state," Balmes said.

What other road projects are in the Ocala/Marion County plan?

The other big project will be a \$44.2 million widening of U.S. 41 north of Dunnellon to State Road 40.

State Road 40 is the most popular way to get to Dunnellon from Ocala, and that widening has been a top priority for the county for many years.

The project will expand U.S. 41, from Southwest 110th Street to State Road 40, from two to four lanes. The project includes a grass median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings.

That project is scheduled to kick off in 2023-24.

In Ocala, Mayor Kent Guinn said that he is pleased that plans are moving forward to connect the new Northwest 49th Street interchange from I-75 to State Road 200.

The five-year TPO plans includes more than \$57 million for the new interchange north of Ocala. That is the new interchange was needed to get trucks from the industrial areas onto I-75 much quicker.

Southwest:New 392-home community coming to State Road 200 corridor

Southeast:Huge apartment/quadrplex/commercial development planned off US 441

Northwest:Old-line family balks, but developer wants 207 homes in NW Marion

Northeast:320-home subdivision approved just north of Ocala

In the 2045 long range plan, in the locally funded portion of the document, it shows that within the next five years that there is funding for the Northwest 49th Street to connect to the State Road 200/Southwest 42nd Flyover intersection.

"This will be a tremendous help (to traffic flow)," Guinn noted.

There are also plans to spend, albeit in 2025-26, \$3.6 million at the overloaded U.S. 441/SE 17th Street intersection. The project includes the addition of a northbound left turn lane and a modified northbound right turn lane east of the 17th Street intersection.

The plan includes \$115.5 million worth of Interstate 75 projects, including the new interchange, \$62.8 million on U.S. highways, \$56.8 million in state and local highways, \$19.4 million for airport additions and \$13.6 million on bicycle/pedestrian paths.

To look at the lengthy plan go to the Ocala Marion TPO website at <https://ocalamariontpo.org>. Officials note that the long-range plan, through 2045, is subject to change.

According to the 2045 long range plan, which also includes local-only funded projects, here is what is planned from 2021-26:

State/Federal funded roadways

U.S. 41, from Southwest 110th Street to north of State Road 40, add lanes and reconstruct.

SR 40, from end of four lanes to east of County Road 314, add lanes and reconstruct.

CR 484, from SW 20th Avenue to CR 475A ,interchange improvement.

SR 40, at SW 40th Ave and SW 27th Ave, add turn lanes.

Interstate 75, from end of NW 49th Street to end of NW 35th St, new Interchange.

SR 40, SR 40A (SW Broadway Street), traffic ops Improvement.

E SR 40, at SR 492, traffic signals.

SR 40, from SW 27th Ave to MLK Jr. Ave, safety project.

US 41/ Williams St., Brittan Alexander Bridge River Road, safety project.

SR 25, NW 35th St to SR 326, safety project.

CR 42, at SE 182nd, add turn lanes.

Local funded projects

SE Abshier Blvd, SE Hames Road and north of SE Agnew Road, traffic signals.

Emerald Road Extension, from SE 92nd Loop to Florida Northern Railroad, new two-lane highway.

NW 49th Street Extension, from NW 44th Ave. to NW 35th Ave., new four-lane.

NW 49th Street, for 1.1 miles to west of NW 44th Ave., new two-lane.

SW 49th/40th Avenue, from SW 66th St. to the SW 42nd St Flyover, new divided four-lane highway.

SW 49th Avenue, from Marion Oaks Trail to CR 484, new four-lane highway.

SW 90th Street, from SW 60th Ave to 0.8 miles east of SW 60th Avenue, new two-lane road.

SW 60th Ave, at SW 90th St and SW 80th St, traffic signals.

CR 484, at Marion Oaks Blvd, add turn Lanes, modify signals.

Pedestrian/ Bicycle Investments

Silver Springs State Park, pedestrian bridges.

Pruitt Trail, from SR 200 to Pruitt Trailhead, bike path and trail.

Indian Lake Trail, from Silver Springs State Park to Indian Lake Park, bike path and trail.

Downtown Ocala Trail, from SE Osceola Ave. to Silver Springs State Park, bike path and trail.

SR 40, from NW 27th Ave. to SW 7th Ave., sidewalks.

Marion Oaks Sunrise/Horizon, from Marion Oaks Golf Way to Marion Oaks Manor, sidewalks.

Saddlewood Elementary, sidewalks.

Legacy Elementary, sidewalks.

Technological Investments

Marion County/ Ocala ITS Operational Support, ITS Communication System.

Joe Callahan can be reached at (352) 817-1750 or joe.callahan@starbanner.com. Follow him on Twitter @JoeOcalaNews.

[View Comments](#)

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APPENDIX F: PUBLIC COMMENTS



Fiscal Years 2021/2022 to 2025/2026 Transportation Improvement Program Public and Partner Comments Summary

Public comments (5)

Non-Motorized Transportation Comments

- (May 4, 2021) “The multi-use paths are extremely exciting and I cannot wait to use them; however, there is an issue with access to the SR 200 part of the paved path. There needs to be parking at 200 or a (less wide) paved path from SR 200 to the Ross Prairie Campground. People already park at the SR200 side even though there are tons of no parking signs; folks readily accept fines to park there. A linkup to RP Campground would also provide water/real restrooms which are not avail at Pruitt.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, shared with Marion County and included in the TIP document for future planning considerations.
- (May 4, 2021) “Need more parking with restrooms and water on the paved trail starting at 49th trailhead towards 200.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, shared with Marion County and included in the TIP document for future planning considerations.
- (May 19, 2021) Project 4354842: Pruitt Trail
“Is the map of the Pruitt Paved Trail accurate? It shows it starting at SR 200 and south Greenway boundary, continues along south boundary about half way, then slowly goes north to the Pruitt Trail head. This would be a welcome change by the equestrian community in the "Horse Capital of the Word". The older maps showed the paved trail using the existing lime rock road. The lime rock road is the most popular horse and wagon trail in Pruitt and also has horse Pavilion.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record and included in the TIP document for future planning considerations. The TPO notified the citizen that based on coordination with Marion County, the trail is planned to be separated from equestrian trails as its own facility.

- (May 25, 2021, TPO Board Meeting) Project 4354842: Pruitt Trail
“The next phase after this project is completed should be to create a safe underpass connection under SR 200.”
 - **TPO Response:** Noted for public record. Comment will be documented to support priority projects process and considerations for trail projects.

Roadway Comment

- (May 13, 2021) CR 484
“What are the plans for improvements to CR 484 near I-75. Traffic backs up and causes serious delays”
 - **TPO Response:** Please see the CR 484 at I-75 project in the TIP. Improvements to the interchange area also include turn lanes at SW 20th and CR 475A. The project is on schedule to start in 2021.

Citizens Advisory Committee (CAC) comments (May 11, June 8 2021)

- **NW 27th Avenue** – Widening from US 27 to NW 35th Street to 4 lanes.
 - **TPO Response:** Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to the City of Ocala and maintain on file for future LRTP project list opportunities.
- **CR 484** – Complete full connection from SW 49th Avenue to SW 20th Avenue.
 - **TPO Response:** Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to Marion County and maintain on file for future LRTP project list opportunities.
- **CR 484** – Improvements to the turn lanes are needed at CR 475A as part of the interchange project.
- **80th Avenue** – the Future of 80th corridor. What are the plans of Marion County?
 - **TPO Response:** Noted for public record. The TPO will pass this comment on to Marion County. This project is not in the draft TIP, but part of multiple planned phases of locally-funded projects in the Marion County TIP.
- **80th Avenue** – An emphasis should be placed on widening between SR 40 to US 27.
 - **TPO Response:** Noted for public record. The TPO will include this comment in the TIP public comment section.
- **Interchange gap between SR 200 and CR 484** – The existing 9-mile stretch from CR 484 to SR 200 presents a significant gap in access to/from I-75 in Marion County. Based on current and projected population growth in this part of Marion County, an interchange is needed to support future mobility and safety.
 - **TPO Response:** Noted for public record. The TPO will include this comment in the TIP public comment section.

- **Safety on SR 40 at SW 27th Avenue** – This intersection in the City of Ocala is considered one of the most dangerous intersections involving turning movements. Additional turn lanes and safety measures are needed at the intersection area.
 - **TPO Response:** Noted for public record. A project is currently funded in the TIP through the Right-of-Way phase at this location. The project calls for dual left turn lanes at all four approaches of the intersection. The project is ranked #7 on the LOPP and the TPO will ensure this project continues to be emphasized as a priority to be fully funded through the TIP.

Federal Highway Administration (FHWA) Comments

**Federal Highway Administration**

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

Federal Transit Administration

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

Planning CommentsDocument Name: Draft FY 2021/22-FY 2025/26 TIPMPO: Ocala/Marion TPODate of Document:
05/04/2021Date Received
05/04/2021Date Reviewed
05/07/2021District:
5Reviewed by: Jim Martin**COMMENTS**

	Page #	Comment Type	Comment Description
1		Critical	Demonstration of explicit consideration and response to public input. 23 CFR 450.316(a)(1)(vi) This is found as part of the PPP but not HOW this is done.
2		Critical	Are significant comments addressed fully? 23 CFR 450.316(a)(2) Identified in PPP on page 37. This is just a reminder to included in comments.
3		Other	It is not clearly stated that Construction Engineering and Inspection (CEI) is included in the listed construction cost.
4		Other	The TIP is required to contain all regionally significant projects regardless of funding source. Did the MPO to collect this information? 23 CFR 450.324(d)
5		Critical	The estimated total project cost(s), which may extend beyond the timeframe of the TIP is not shown. 23 CFR 450.326(g)(2) Project with design funds did not include future cost.
6		Critical	Did not find the TIP list major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects. 23 CFR 450.324(l)(2)

FHWA Comments and TPO Responses

	Page #	Comment Type	Comment Description
1		Critical	Demonstration of explicit consideration and response to public input. 23 CFR 450.316(a)(1)(vi) This is found as part of the PPP but not HOW this is done.

TPO Response: Text was added on page 1-3, Public Involvement, summarizing how responses were made to public and agency comment. This includes specific responses to comments as to how they will be incorporated and/or addressed in the TIP document. In some cases, follow up responses to a public comment with further information about a project or process were also described.

2		Critical	Are significant comments addressed fully? 23 CFR 450.316(a)(2) Identified in PPP on page 37. This is just a reminder to included in comments.
---	--	----------	---

TPO Response: As outlined in Comment 1, all comments were fully addressed, including more significant comments requiring research, information gathering or follow up with FDOT or local staff members regarding projects. This information has been gathered and is included in Appendix F.

3		Other	It is not clearly stated that Construction Engineering and Inspection (CEI) is included in the listed construction cost.
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TPO Response: It is the general understanding by the TPO that CEI is included with the Construction Cost phase of all applicable projects in the TIP Download files provided by FDOT District 5. Figure 12 on page 5-2 was updated to include CEI with CST – Construction.

4		Other	The TIP is required to contain all regionally significant projects regardless of funding source. Did the MPO to collect this information? 23 CFR 450.324(d)
---	--	-------	---

TPO Response: All projects within Marion County of regional significance are within the draft TIP document. The TPO included a statement also provided by FDOT in reference to 23 CFR 450.326(a). A statement was added to Page 1-1 in the Purpose section of the Introduction.

5		Critical	The estimated total project cost(s), which may extend beyond the timeframe of the TIP is not shown. 23 CFR 450.326(g)(2) Project with design funds did not include future cost.
---	--	----------	---

TPO Response: The following five projects were identified as requiring updates to include estimated total costs beyond the current TIP timeframe. These include projects that involve only right-of-way, design or PE, and no construction funding in this TIP.

- **4106742: SR 40, End of 4 lanes to East of CR 314A** - Total Project Cost is listed in the TIP project page (page 5-31) – FDOT confirmed total cost (is in Project Page, Page 5-31)
- **4336521: SR 40 Intersections at SW 40th Avenue and SW 27th Avenue** – FDOT confirmed total cost (added to project page) – Current total Cost is \$10.1 Million (added on page 5-34)
- **4367561: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park** – City of Ocala provided total cost of \$1.25 million, and it is noted on page 5-40.
- **4367551: Indian Lake Trail from Silver Springs State Park to Indian Lake State Park** – Marion County provided total project cost of \$2.85 million, and it is noted on page 5-41.
- **4408801: Marion Oaks-Sunrise/Horizon- Marion Oaks Golf Way to Marion Oaks Manor** – Marion County provided total project cost of \$495,000, and it is noted on page 5-44.

6		Critical	Did not find the TIP list major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects. 23 CFR 450.324(l)(2)
---	--	----------	---

TPO Response: Appendix H provides a summary of TIP major projects from the last TIP either implemented, in progress or delayed. This appendix is referenced on page 5-1. Since the draft document was released, further information was provided in the appendix as to the status of the projects. The appendix also displays major projects and associated funding changes from the prior TIP to current TIP.

Florida Department of Transportation (FDOT) Comments

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

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

Comments should be categorized as:

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

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

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

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

MPO: **Ocala Marion TPO**

Fiscal Years
included: **2021/22-2025/26**

Review #: **1**

Date of Review: **5-13-21**

Reviewed by: **Laura Lockwood-
Herrscher, AICP**

TIP Format & Content

Does the cover page include the MPO name, address correct fiscal years, and provide a location to add the date of adoption?

Yes ☒ No ☐

No comment

[Click here to enter comments](#)

Page Numbers: 1

Does the Table of Contents show the title of each section with correct page number?

Yes ☒ No ☐

Enhancement

Bookmarks in pdf do not work, i.e.: take users directly to the page. Consider adding these links to the bookmarks.

Page Numbers: 4

TPO Response: This enhancement was made to final version

Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover.

Yes ☒ No ☐

Editorial

Page left blank to insert Resolution when adopted.

Page Numbers: 2

[Click here to enter notes](#)

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?

Yes ☒ No ☐

Enhancement

Include all acronyms and abbreviations compiled in same place.

Remove comment on page 132 (in Appendix G) in FY description.

Page Numbers: 21,
28 & 127-137

TPO Response: The Glossary of Terms and Acronyms was updated

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>Enhancement</i>	<i>Specify 23 C.F.R. 450.326(a). Include statement regarding regionally significant projects regardless of funding source.</i>	Page Numbers: 5
TPO Response: Additional text was added to page 1-1 of the Purpose section.		
Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	Click here to enter comments	Page Numbers: 20 & 30
Click here to enter notes		
Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S.].		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	Click here to enter comments	Page Numbers: 22-23
Click her to enter notes		
Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>Editorial</i>	<i>Place holder for adopted list of Priority Projects noted (pg. 26)</i>	Page Numbers: 24-26
Click here to enter notes		
Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	Click here to enter comments	Page Numbers: 139
Appendix H covers changes from previous year(s)		
Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	Click here to enter comments	Page Numbers: 8-10
Click here to enter notes		
Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	Click here to enter comments	Page Numbers: 32-108 and 140-143
Appendix I		
Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download HERE. [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 112-119

[Appendix B](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 7, 125 and 126

[Online/interactive TIP Map, Appendices E and F \(place holder for public comments received\)](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 7

[FHWA/FTA quadrennial certification only for TMAs – so N/A for Ocala Marion TPO](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 9

[Click here to enter notes](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

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

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

Yes ☒ No ☐

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

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 12-19

[Click here to enter notes](#)

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

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan

Yes ☒ No ☐

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ State freight plan

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

[No comment](#)

[Click here to enter comments.](#)

Page Numbers: 14-19 and 24-25

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

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

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

Yes ☒ No ☐

[Enhancement](#)

Note LRTP to find projects in CFP

Page Numbers: 32-108

TPO Response: Noted for future updates as enhancement to TIP

Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 7

[Click here to enter notes](#)

TIP Review

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

Yes ☒ No ☐

[No comment](#)

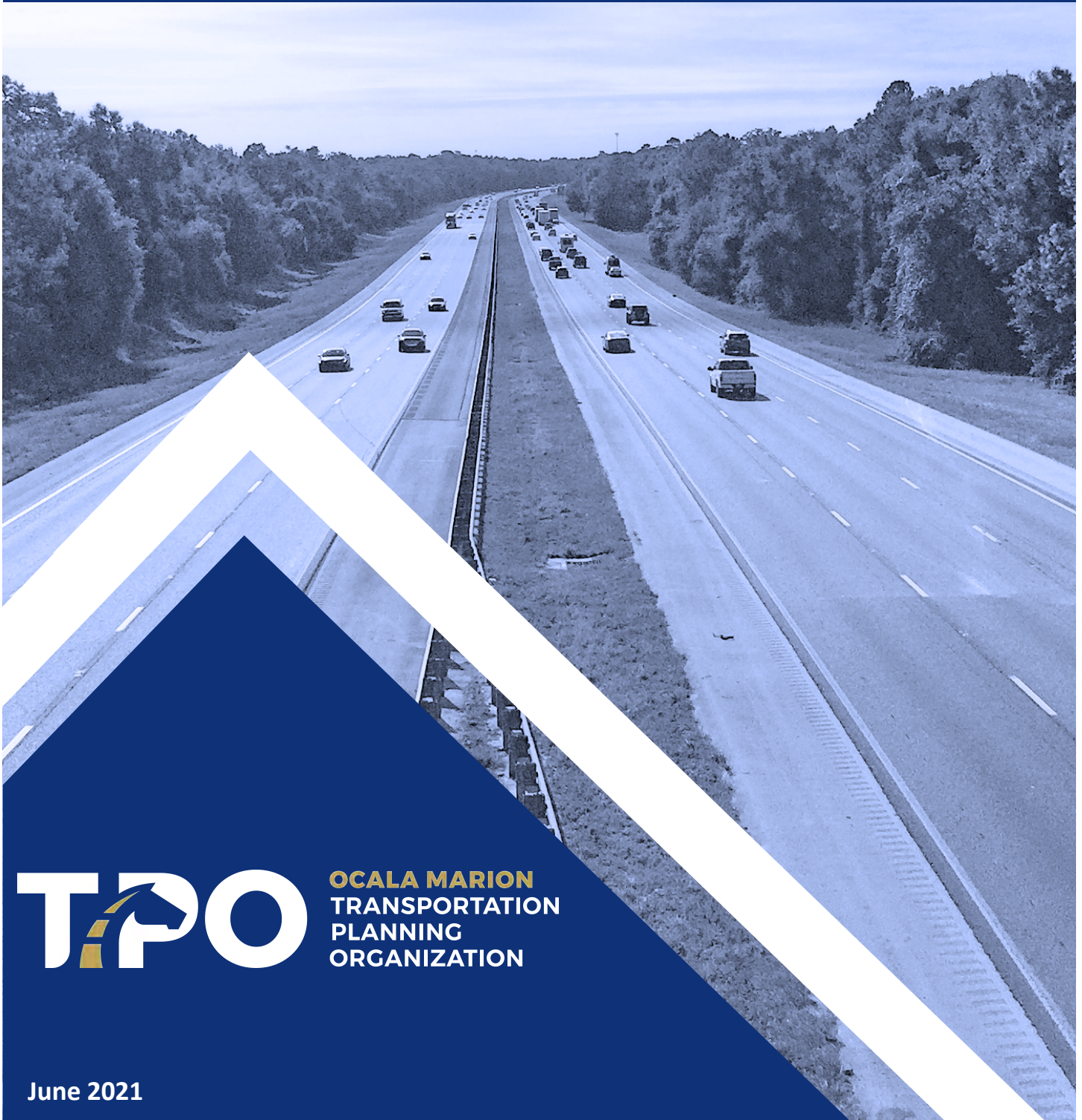
[Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

June 2021

ACRYONYM	NAME	DESCRIPTION
3-C	Comprehensive, Continuing and Cooperative	A Comprehensive, Continuing and Cooperative (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.

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

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

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

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

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

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

APPENDIX H: MAJOR PROJECT CHANGES FROM PRIOR TIP

Major Project Changes

Major projects include TIP funded improvements to transportation facilities in Marion County that serve regional needs. The following lists summarize major projects that were listed in the previous FY 2020/2021 to FY 2024/2025 TIP and their respective status toward implementation. The status of these projects are identified as construction, delayed or completed. Changes to funding are also noted for major projects funded in both the previous TIP (FY 20/21 to 24/25) and the current FY 2021/2022 to FY 2025/2026 TIP.

Major Projects in Progress, Delayed or Implemented			
Project Number/FM	Project Description	Total Project Cost	Project Status
4411361	US 301 from CR 25A to US 301/US 441 Resurfacing	\$21,395,079	Construction 2021
4458021	US 301 Median Access from NW 35th to SR 326	\$2,604,273	Construction 2021
4413661	SR 40 from SW 27th to MLK Jr. Median Access	\$1,005,666	Completion 2021
4336511	CR 484 from SW 20th to CR 475A	\$21,519,132	Construction 2021

Major Projects - Funding Changes			
Project Number/FM	Project Description	Changes from 20/21 to 24/25 TIP	Change in Funding
4453211	Wildwood Mainline Weigh In Motion (WIM)	Funding Increase	\$2,091,373
4336601	US 441 at SR 464	Funding Increase	\$3,199,243
4336611	US 441 from SR 40 to SR 40A	Funding Decrease	-\$1,603,444
4106742	SR 40 from End of Four Lanes to East of CR 314A	Funding Decrease	-\$5,181,957
4336511	CR 484 from SW 20th to CR 475A	Funding Increase	\$4,078,864
4392341	SR 200 from I-75 to US 301	Funding Decrease	-\$1,254,072
4411411	SR 464 from US 301 to SR 35	Funding Decrease	-\$1,514,432

APPENDIX I: LIST OF PROJECTS IN THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

FIGURE 7.2: 2021-2025 PROJECTS

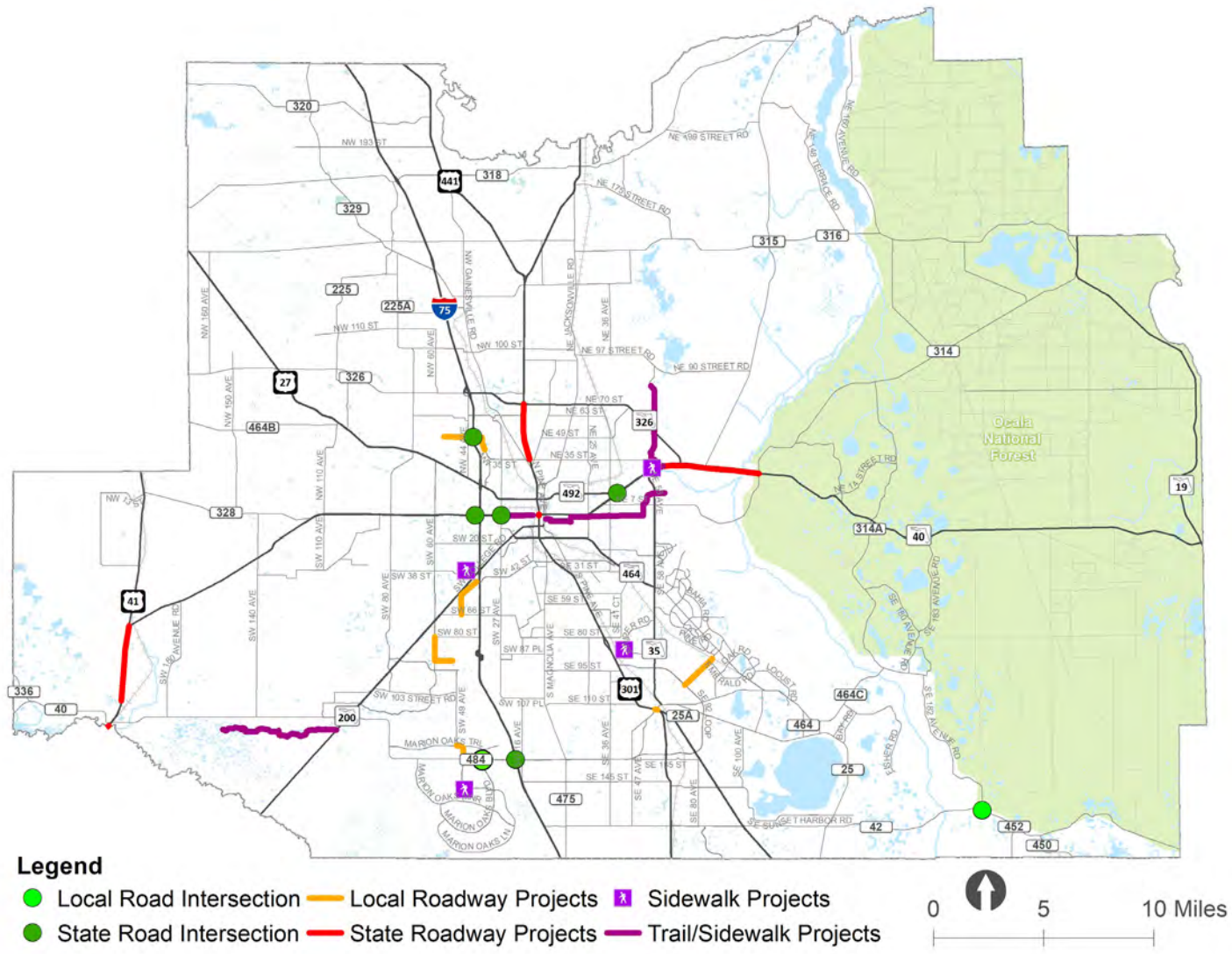


TABLE 7.2: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investmens	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
	CR 42	at SE 182ND		Add Turn Lane(s)
Local Funded Roadway Investments	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
Pedestrian/ Bicycle Investments	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Downtown Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
	Legacy Elementary Sidewalks			Sidewalks
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7.3: 2026-2030 PROJECTS

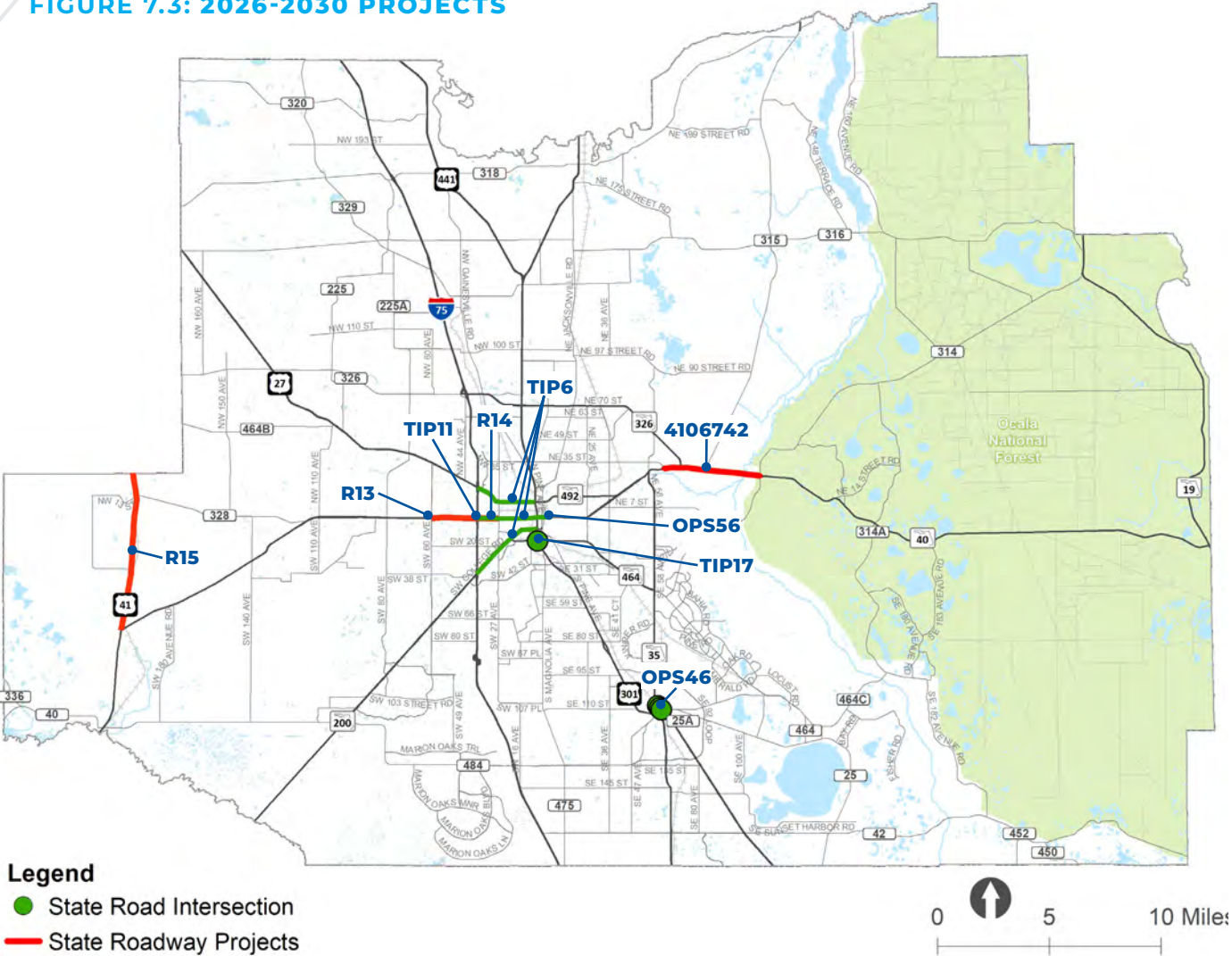


TABLE 7.3: 2026-2030 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	TIP6	I-75 FRAME Off System			ITS infrastructure
	TIP17	US 441	at SR 464		Turn lane
	TIP11	SR 40	SW 40th Ave	SW 27th Ave	Left turn lane
	R15	US 41	SR 40	Levy County Line	Widen to 4 lanes
	OPS46	SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry
	R13	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes
	R14	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes
	OPS56	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street
	4106742	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes

APPENDIX J: FDOT TIP DOWNLOAD LIST

5 Year TIP

View 5 Year TIP Phase Grouping Crosswalk
DISTRICT 5

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
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 Project Length: 4.146								
P D & E / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	143,104	0	0	0	0	0	0	143,104
HPP -HIGH PRIORITY PROJECTS	682,728	0	0	0	0	0	0	682,728
SA -STP, ANY AREA	987,634	0	0	0	0	0	0	987,634
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	547,588	0	0	0	0	0	0	547,588
DIH -STATE IN-HOUSE PRODUCT SUPPORT	372,283	0	0	0	0	0	0	372,283
EB -EQUITY BONUS	6,851	0	0	0	0	0	0	6,851
GFSL -GF STPBG <200K<5K (SMALL URB)	205,655	0	0	0	0	0	0	205,655
GFSN -GF STPBG <5K (RURAL)	30,330	0	0	0	0	0	0	30,330
SA -STP, ANY AREA	20,163	0	0	0	0	0	0	20,163
SL -STP, AREAS <= 200K	213,966	0	0	0	0	0	0	213,966
SN -STP, MANDATORY NON-URBAN <= 5K	2,435,547	0	0	0	0	0	0	2,435,547
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	10,337,582	0	0	0	0	0	0	10,337,582
DIH -STATE IN-HOUSE PRODUCT SUPPORT	980,009	0	0	0	0	0	0	980,009
DS -STATE PRIMARY HIGHWAYS & PTO	3,121,944	0	0	0	0	0	0	3,121,944
HPP -HIGH PRIORITY PROJECTS	90,955	0	0	0	0	0	0	90,955
SA -STP, ANY AREA	2,070,206	0	0	0	0	0	0	2,070,206
SL -STP, AREAS <= 200K	5,718,406	0	0	0	0	0	0	5,718,406
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	24,085,930	0	144,355	0	24,230,285
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	54,150	0	0	0	54,150
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	8,882,919	0	0	0	8,882,919
SL -STP, AREAS <= 200K	0	0	0	8,337,257	0	0	0	8,337,257
SN -STP, MANDATORY NON-URBAN <= 5K	0	0	0	2,706,657	0	0	0	2,706,657
Item 238648 1 Totals:	27,964,951	0	0	44,066,913	0	144,355	0	72,176,219
Project Total:	27,964,951	0	0	44,066,913	0	144,355	0	72,176,219

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 410674 1 Project Description: SR 40 FROM END OF 4 LN SECTION TO LAKE CO LINE*SIS*								
District: 05 County: MARION Type of Work: PD&E/EMO STUDY Project Length: 25.943								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,497,425	0	0	0	0	0	0	2,497,425
Item 410674 1 Totals:	2,497,425	0	0	0	0	0	0	2,497,425
Item Number: 410674 2 Project Description: SR 40 FROM END OF 4 LANES TO EAST OF CR 314*SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT Project Length: 5.327								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	409,742	0	0	0	0	0	0	409,742
ACSN -ADVANCE CONSTRUCTION (SN)	897,191	0	0	0	0	0	0	897,191
DIH -STATE IN-HOUSE PRODUCT SUPPORT	351,717	0	0	0	0	0	0	351,717
DS -STATE PRIMARY HIGHWAYS & PTO	8,039	0	0	0	0	0	0	8,039
EB -EQUITY BONUS	139,975	0	0	0	0	0	0	139,975
SA -STP, ANY AREA	35,000	0	0	0	0	0	0	35,000
SL -STP, AREAS <= 200K	5,660,253	0	0	0	0	0	0	5,660,253
SN -STP, MANDATORY NON-URBAN <= 5K	559,087	0	0	0	0	0	0	559,087
RIGHT OF WAY / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	1,204,913	0	0	0	0	0	0	1,204,913
ACSN -ADVANCE CONSTRUCTION (SN)	1,631,037	0	0	0	0	0	0	1,631,037
DDR -DISTRICT DEDICATED REVENUE	73,000	0	0	0	0	0	0	73,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	53,440	0	0	0	0	0	0	53,440
DS -STATE PRIMARY HIGHWAYS & PTO	347,693	0	0	0	0	0	0	347,693
GFSN -GF STPBG <5K (RURAL)	350,276	0	0	0	0	0	0	350,276
SA -STP, ANY AREA	434,400	0	0	0	0	0	0	434,400
SL -STP, AREAS <= 200K	422,219	0	0	0	0	0	0	422,219
SN -STP, MANDATORY NON-URBAN <= 5K	1,481,401	405,312	0	0	0	0	0	1,886,713
RAILROAD & UTILITIES / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	400,000	0	0	0	0	0	0	400,000
CONSTRUCTION / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	0	79,671,817	79,671,817
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	0	651,500	651,500
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	0	0	0	53,601,347	53,601,347
STED -2012 SB1998-STRATEGIC ECON COR	0	0	0	0	0	0	12,628,172	12,628,172
ENVIRONMENTAL / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	496,206	0	0	0	0	0	0	496,206
TALN -TRANSPORTATION ALTS- < 5K	163,794	0	0	0	0	0	0	163,794
Item 410674 2 Totals:	15,119,383	405,312	0	0	0	0	146,552,836	162,077,531
Item Number: 410674 3 Project Description: SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A*SIS*								
District: 05 County: MARION Type of Work: PRELIM ENG FOR FUTURE CAPACITY Project Length: 12.280								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	6,004,533	0	0	0	0	0	0	6,004,533
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,037,686	0	0	0	0	0	0	2,037,686
Item 410674 3 Totals:	8,042,219	0	0	0	0	0	0	8,042,219
Project Total:	25,659,027	405,312	0	0	0	0	146,552,836	172,617,175

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 411256 2 Project Description: SR 35 US 301 SUMTER CO LINE US 441(SR500)*NON-SIS*								
District: 05 County: MARION Type of Work: PD&E/EMO STUDY Project Length: 3.800								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	7,430	0	0	0	0	0	0	7,430
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	16,599	0	0	0	0	0	0	16,599
Item 411256 2 Totals:	24,029	0	0	0	0	0	0	24,029
Item Number: 411256 3 Project Description: SR 35 (US 301) FROM SUMTER CO LINE TO 529' S OF CR 42*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT Project Length: 1.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	355,509	0	0	0	0	0	0	355,509
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	1,710,164	0	0	0	0	0	0	1,710,164
RAILROAD & UTILITIES / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	224,104	0	0	0	0	0	0	224,104
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	4,539,955	0	0	0	0	0	0	4,539,955
REPAYMENTS / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,917,141	0	0	0	0	0	0	2,917,141
Item 411256 3 Totals:	6,829,732	0	0	0	0	0	0	6,829,732
Note: Repayment Phases are not included in the totals on this report.								
Item Number: 411256 4 Project Description: SR 35 (US 301) FROM N OF CR 42 TO BEGIN 4 LANES*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT Project Length: 2.370								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	1,538,352	0	0	0	0	0	0	1,538,352
Item 411256 4 Totals:	1,538,352	0	0	0	0	0	0	1,538,352
Item Number: 411256 5 Project Description: SR 35 (US 301) DALLAS POND REDESIGN*NON-SIS*								
District: 05 County: MARION Type of Work: DRAINAGE IMPROVEMENTS Project Length: 1.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	240,282	0	0	0	0	0	0	240,282
DIH -STATE IN-HOUSE PRODUCT SUPPORT	24,340	0	0	0	0	0	0	24,340
DS -STATE PRIMARY HIGHWAYS & PTO	820	0	0	0	0	0	0	820
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	228,530	120,000	43,520	0	0	0	0	392,050
DIH -STATE IN-HOUSE PRODUCT SUPPORT	50,364	0	0	0	0	0	0	50,364
DS -STATE PRIMARY HIGHWAYS & PTO	26,950	0	0	0	0	0	0	26,950
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	318,667	0	0	0	0	0	318,667
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	13,229	0	0	0	0	0	13,229
DS -STATE PRIMARY HIGHWAYS & PTO	0	41,963	0	0	0	0	0	41,963
Item 411256 5 Totals:	571,286	493,859	43,520	0	0	0	0	1,108,665
Project Total:	8,963,399	493,859	43,520	0	0	0	0	9,500,778
Item Number: 433651 1 Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A*SIS*								
District: 05 County: MARION Type of Work: INTERCHANGE IMPROVEMENT Project Length: .741								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	10,000	0	0	0	0	0	0	10,000
ACSN -ADVANCE CONSTRUCTION (SN)	416,296	0	0	0	0	0	0	416,296
SA -STP, ANY AREA	123,916	0	0	0	0	0	0	123,916
SL -STP, AREAS <= 200K	51,687	0	0	0	0	0	0	51,687
SN -STP, MANDATORY NON-URBAN <= 5K	1,898,164	0	0	0	0	0	0	1,898,164
RIGHT OF WAY / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	165,000	0	0	0	0	0	0	165,000
ACSN -ADVANCE CONSTRUCTION (SN)	31,250	787,042	0	0	0	0	0	818,292
DS -STATE PRIMARY HIGHWAYS & PTO	533	0	0	0	0	0	0	533
GFSL -GF STPBG <200K<5K (SMALL URB)	34,783	0	0	0	0	0	0	34,783
GFSN -GF STPBG <5K (RURAL)	650,000	0	0	0	0	0	0	650,000
SL -STP, AREAS <= 200K	494,470	311,997	0	0	0	0	0	806,467
SN -STP, MANDATORY NON-URBAN <= 5K	1,309,489	906,561	0	0	0	0	0	2,216,050
RAILROAD & UTILITIES / MANAGED BY FDOT								
ACSN -ADVANCE CONSTRUCTION (SN)	1,031,063	602,554	0	0	0	0	0	1,633,617
LF -LOCAL FUNDS	0	817,040	0	0	0	0	0	817,040
SL -STP, AREAS <= 200K	0	997,069	0	0	0	0	0	997,069
SN -STP, MANDATORY NON-URBAN <= 5K	0	795,284	0	0	0	0	0	795,284
CONSTRUCTION / MANAGED BY FDOT								
ACFP -AC FREIGHT PROG (NFP)	0	9,273,893	0	48,735	0	0	0	9,322,628
ACSN -ADVANCE CONSTRUCTION (SN)	0	429,723	0	0	0	0	0	429,723
LF -LOCAL FUNDS	0	21,958	0	0	0	0	0	21,958
SN -STP, MANDATORY NON-URBAN <= 5K	0	310,625	0	0	0	0	0	310,625
Item 433651 1 Totals:	6,216,651	15,253,746	0	48,735	0	0	0	21,519,132
Item Number: 433651 4 Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A*NON-SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: .414								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
SN -STP, MANDATORY NON-URBAN <= 5K	0	60,000	0	0	0	0	0	60,000
CONSTRUCTION / MANAGED BY FDOT								
SN -STP, MANDATORY NON-URBAN <= 5K	0	0	163,370	0	0	0	0	163,370
Item 433651 4 Totals:	0	60,000	163,370	0	0	0	0	223,370
Project Total:	6,216,651	15,313,746	163,370	48,735	0	0	0	21,742,502
Item Number: 433652 1 Project Description: SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE*NON-SIS*								
District: 05 County: MARION Type of Work: ADD TURN LANE(S) Project Length: 1.309								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	145,138	0	0	0	0	0	0	145,138
DIH -STATE IN-HOUSE PRODUCT SUPPORT	165,885	0	0	0	0	0	0	165,885
DS -STATE PRIMARY HIGHWAYS & PTO	1,726,995	0	0	0	0	0	0	1,726,995
RIGHT OF WAY / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	34,000	34,000	32,000	0	0	0	0	100,000
SL -STP, AREAS <= 200K	850,000	1,152,500	1,650,000	600,000	253,000	0	0	4,505,500
Item 433652 1 Totals:	2,922,018	1,186,500	1,682,000	600,000	253,000	0	0	6,643,518
Project Total:	2,922,018	1,186,500	1,682,000	600,000	253,000	0	0	6,643,518

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433660 1 Project Description: US 441 @ SR 464*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC OPS IMPROVEMENT Project Length: .433								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	17,089	0	0	0	160,000	0	0	177,089
DIH -STATE IN-HOUSE PRODUCT SUPPORT	147,761	0	0	0	0	0	0	147,761
DS -STATE PRIMARY HIGHWAYS & PTO	689,533	0	0	0	0	0	0	689,533
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	212,165	259,835	0	0	0	0	0	472,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	122,228	0	0	0	0	0	0	122,228
DS -STATE PRIMARY HIGHWAYS & PTO	26,474	0	0	0	0	0	0	26,474
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	3,145,708	0	3,145,708
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	28,700	0	28,700
Item 433660 1 Totals:	1,215,250	259,835	0	0	160,000	3,174,408	0	4,809,493
Project Total:	1,215,250	259,835	0	0	160,000	3,174,408	0	4,809,493

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433661 1 Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY)*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC OPS IMPROVEMENT Project Length: .384								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	219,731	0	0	0	0	0	0	219,731
DIH -STATE IN-HOUSE PRODUCT SUPPORT	77,976	0	0	0	0	0	0	77,976
DS -STATE PRIMARY HIGHWAYS & PTO	624,903	0	0	0	0	0	0	624,903
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	290,421	290,000	197,000	106,879	0	0	0	884,300
DIH -STATE IN-HOUSE PRODUCT SUPPORT	81,531	18,157	0	0	0	0	0	99,688
DS -STATE PRIMARY HIGHWAYS & PTO	270,000	0	0	0	0	0	0	270,000
CONSTRUCTION / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	812,948	0	0	0	0	0	812,948
DDR -DISTRICT DEDICATED REVENUE	0	193,752	18,234	0	0	0	0	211,986
LF -LOCAL FUNDS	0	598,113	0	0	0	0	0	598,113
SL -STP, AREAS <= 200K	0	969,870	0	0	0	0	0	969,870
Item 433661 1 Totals:	1,564,562	2,882,840	215,234	106,879	0	0	0	4,769,515
Project Total:	1,564,562	2,882,840	215,234	106,879	0	0	0	4,769,515

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 434844 1 Project Description: CR 42 AT SE 182ND*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LEFT TURN LANE(S) Project Length: .307								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
HSP -SAFETY (HIWAY SAFETY PROGRAM)	557	0	0	0	0	0	0	557
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
HSP -SAFETY (HIWAY SAFETY PROGRAM)	24,455	0	0	0	0	0	0	24,455
RIGHT OF WAY / MANAGED BY FDOT								
LF -LOCAL FUNDS	21,000	0	0	0	0	0	0	21,000
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	407,200	0	0	0	0	0	407,200
Item 434844 1 Totals:	46,012	407,200	0	0	0	0	0	453,212
Project Total:	46,012	407,200	0	0	0	0	0	453,212

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 435209 1 Project Description: I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST*SIS*								
District: 05 County: MARION Type of Work: INTERCHANGE (NEW) Project Length: .001								
P D & E / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	2,636,410	0	0	0	0	0	0	2,636,410
DIH -STATE IN-HOUSE PRODUCT SUPPORT	169,997	0	0	0	0	0	0	169,997
DS -STATE PRIMARY HIGHWAYS & PTO	575,493	0	0	0	0	0	0	575,493
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	1,895,699	0	0	0	0	0	0	1,895,699
DIH -STATE IN-HOUSE PRODUCT SUPPORT	131,828	0	0	0	0	0	0	131,828
DS -STATE PRIMARY HIGHWAYS & PTO	5,303	0	0	0	0	0	0	5,303
RIGHT OF WAY / MANAGED BY FDOT								
LF -LOCAL FUNDS	0	10,200,000	0	0	0	0	0	10,200,000
CONSTRUCTION / MANAGED BY FDOT								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	0	0	8,209,249	0	0	8,209,249
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	10,909,656	0	0	10,909,656
LF -LOCAL FUNDS	0	0	0	0	8,206,420	0	0	8,206,420
SL -STP, AREAS <= 200K	0	0	0	0	9,031,418	0	0	9,031,418
SN -STP, MANDATORY NON-URBAN <= 5K	0	0	0	0	3,028,371	0	0	3,028,371
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	0	0	0	5,109,562	0	0	5,109,562
TRWR -2015 SB2514A-TRAN REG INCT PRG	0	0	0	0	3,280,139	0	0	3,280,139
Item 435209 1 Totals:	5,414,730	10,200,000	0	0	47,774,815	0	0	63,389,545
Project Total:	5,414,730	10,200,000	0	0	47,774,815	0	0	63,389,545

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 435484 1 Project Description: PRUITT TRAIL FROM WITHLACOOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL Project Length: .000								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,081	0	0	0	0	0	0	2,081
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,604	0	0	0	0	0	0	2,604
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
-TOTAL OUTSIDE YEARS	67,319	0	0	0	0	0	0	67,319
Item 435484 1 Totals:	72,004	0	0	0	0	0	0	72,004
Item Number: 435484 2 Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL Project Length: .000								
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C								
ACSN -ADVANCE CONSTRUCTION (SN)	0	336,093	0	0	0	0	0	336,093
SL -STP, AREAS <= 200K	0	460,700	0	0	0	0	0	460,700
SN -STP, MANDATORY NON-URBAN <= 5K	0	561,853	0	0	0	0	0	561,853
TALL -TRANSPORTATION ALTS- <200K	0	286,110	0	0	0	0	0	286,110
TALT -TRANSPORTATION ALTS- ANY AREA	0	513,244	0	0	0	0	0	513,244
Item 435484 2 Totals:	0	2,158,000	0	0	0	0	0	2,158,000
Project Total:	72,004	2,158,000	0	0	0	0	0	2,230,004

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436755 1 Project Description: INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
TALL -TRANSPORTATION ALTS- <200K		0	155,000	0	0	0	0	155,000
Item 436755 1 Totals:		0	155,000	0	0	0	0	155,000
Project Total:		0	155,000	0	0	0	0	155,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436756 1 Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA								
TALL -TRANSPORTATION ALTS- <200K		0	0	0	253,001	0	0	253,001
Item 436756 1 Totals:		0	0	0	253,001	0	0	253,001
Project Total:		0	0	0	253,001	0	0	253,001

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 437596 2 Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: 1.423								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		436,000	0	0	0	0	0	436,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT		10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	0	10,540	0	0	0	10,540
SL -STP, AREAS <= 200K		0	0	902,999	0	0	0	902,999
Item 437596 2 Totals:		446,000	0	913,539	0	0	0	1,359,539
Project Total:		446,000	0	913,539	0	0	0	1,359,539

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 437826 1 Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING*SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: .542								
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	0	0	11,150	0	0	11,150
DS -STATE PRIMARY HIGHWAYS & PTO		0	0	0	929,077	0	0	929,077
Item 437826 1 Totals:		0	0	0	940,227	0	0	940,227
Project Total:		0	0	0	940,227	0	0	940,227

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 438562 1 Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200*SIS*								
District: 05 County: MARION Type of Work: REST AREA Project Length: .547								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		660,000	0	0	0	0	0	660,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT		35,765	0	0	0	0	0	35,765
DRA -REST AREAS - STATE 100%		2,637,424	0	0	0	0	0	2,637,424
DS -STATE PRIMARY HIGHWAYS & PTO		10,576	0	0	0	0	0	10,576
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	0	52,700	0	0	0	52,700
DRA -REST AREAS - STATE 100%		0	0	21,500,297	0	0	0	21,500,297
Item 438562 1 Totals:		3,343,765	0	21,552,997	0	0	0	24,896,762
Project Total:		3,343,765	0	21,552,997	0	0	0	24,896,762

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 439234 1 Project Description: SR 200 FROM I-75 TO US 301*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 3.321								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		1,600,000	0	0	0	0	0	1,600,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT		41,065	0	0	0	0	0	41,065
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		0	0	126,327	0	0	0	126,327
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	0	10,540	0	0	0	10,540
SA -STP, ANY AREA		0	0	5,981,172	0	0	0	5,981,172
SL -STP, AREAS <= 200K		0	0	662,822	0	0	0	662,822
Item 439234 1 Totals:		1,641,065	0	6,780,861	0	0	0	8,421,926
Project Total:		1,641,065	0	6,780,861	0	0	0	8,421,926

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 439238 1 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 10.612								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS		2,906,396	0	0	0	0	0	2,906,396
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS		311,000	0	0	0	0	0	311,000
RAILROAD & UTILITIES / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS		30,000	0	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS		16,293,909	0	0	0	0	0	16,293,909
Item 439238 1 Totals:		19,541,305	0	0	0	0	0	19,541,305

Item Number: 439238 2 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE LANE/SIDEWALK Project Length: 7.230								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		0	1,675,000	0	0	0	0	1,675,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	10,000	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		0	0	0	2,903,691	0	0	2,903,691
Item 439238 2 Totals:		0	1,685,000	0	0	2,903,691	0	4,588,691
Project Total:		19,541,305	1,685,000	0	0	2,903,691	0	24,129,996

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 440880 1 Project Description: MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .840								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
TALT -TRANSPORTATION ALTS- ANY AREA		0	605	0	0	0	0	605
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
TALL -TRANSPORTATION ALTS- <200K		0	35,605	0	0	0	0	35,605
Item 440880 1 Totals:		0	36,210	0	0	0	0	36,210
Project Total:		0	36,210	0	0	0	0	36,210

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 441141 1 Project Description: SR 464 FROM SR 500 (US 27/301) TO SR 35*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 5.878								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		2,606,369	0	0	0	0	0	2,606,369
DIH -STATE IN-HOUSE PRODUCT SUPPORT		53,597	0	0	0	0	0	53,597
DS -STATE PRIMARY HIGHWAYS & PTO		18,467	0	0	0	0	0	18,467
RAILROAD & UTILITIES / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO		30,000	0	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
SA -STP, ANY AREA		0	0	14,488,789	0	0	0	14,488,789
SL -STP, AREAS <= 200K		0	0	2,013,652	0	0	0	2,013,652
Item 441141 1 Totals:		2,708,433	0	16,502,441	0	0	0	19,210,874
Project Total:		2,708,433	0	16,502,441	0	0	0	19,210,874

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 443170 1 Project Description: SR 93 (I-75) FROM SUMTER COUNTY TO SR 200*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 13.993								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	601,290	0	0	0	0	0	0	601,290
DDR -DISTRICT DEDICATED REVENUE	317,389	0	0	0	0	0	0	317,389
DIH -STATE IN-HOUSE PRODUCT SUPPORT	30,042	0	0	0	0	0	0	30,042
DS -STATE PRIMARY HIGHWAYS & PTO	44,244	0	0	0	0	0	0	44,244
NHPP -IM, BRDG REPL, NATNL HWY-MAP21	699,910	0	0	0	0	0	0	699,910
CONSTRUCTION / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	0	30,232,895	0	0	0	0	0	30,232,895
Item 443170 1 Totals:	1,692,875	30,232,895	0	0	0	0	0	31,925,770
Project Total:	1,692,875	30,232,895	0	0	0	0	0	31,925,770

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 443730 1 Project Description: US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF SPLIT TO NORTH OF SPLIT*SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: 2.262								
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	362,579	0	0	0	0	0	362,579
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,260	0	0	0	0	0	10,260
Item 443730 1 Totals:	0	372,839	0	0	0	0	0	372,839
Project Total:	0	372,839	0	0	0	0	0	372,839

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445212 1 Project Description: SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.362								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	813,000	0	0	0	0	0	813,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	5,333,256	0	0	0	5,333,256
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	10,000	0	0	0	10,000
Item 445212 1 Totals:	0	823,000	0	5,343,256	0	0	0	6,166,256
Project Total:	0	823,000	0	5,343,256	0	0	0	6,166,256

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445217 1 Project Description: SR 326 FROM NW 12TH AVE TO SR 40*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 8.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	662,000	0	0	0	0	0	0	662,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	10,000	0	0	0	0	0	0	10,000
RAILROAD & UTILITIES / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	298,000	0	0	0	0	0	0	298,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	1,450,441	0	0	0	0	1,450,441
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	10,540	0	0	0	0	10,540
NHRE -NAT HWY PERFORM - RESURFACING	0	0	6,259,321	0	0	0	0	6,259,321
SL -STP, AREAS <= 200K	0	0	949,420	0	0	0	0	949,420
Item 445217 1 Totals:	970,000	0	8,669,722	0	0	0	0	9,639,722
Project Total:	970,000	0	8,669,722	0	0	0	0	9,639,722

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445302 1 Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.207								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	546,000	0	0	0	0	0	546,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	3,208,255	0	0	0	3,208,255
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	10,000	0	0	0	10,000
Item 445302 1 Totals:	0	556,000	0	3,218,255	0	0	0	3,774,255
Project Total:	0	556,000	0	3,218,255	0	0	0	3,774,255

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445321 1 Project Description: WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING*SIS*								
District: 05 County: MARION Type of Work: MCCO WEIGH STATION STATIC/WIM Project Length: 1.136								
CONSTRUCTION / MANAGED BY FDOT								
DWS -WEIGH STATIONS - STATE 100%	0	4,261,712	0	0	0	0	0	4,261,712
Item 445321 1 Totals:	0	4,261,712	0	0	0	0	0	4,261,712
Project Total:	0	4,261,712	0	0	0	0	0	4,261,712

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445687 1 Project Description: US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD*NON-SIS*								
District: 05 County: MARION Type of Work: SAFETY PROJECT Project Length: .100								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	160,000	0	0	0	0	0	0	160,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	20,630	0	0	0	0	0	0	20,630
SA -STP, ANY AREA	362,000	0	0	0	0	0	0	362,000
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	30,000	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	0	0	521,496	0	0	521,496
Item 445687 1 Totals:	542,630	0	30,000	0	521,496	0	0	1,094,126
Project Total:	542,630	0	30,000	0	521,496	0	0	1,094,126

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445688 1 Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .065								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACID -ADV CONSTRUCTION SAFETY (HSID)	155,000	0	0	0	0	0	0	155,000
SA -STP, ANY AREA	192,000	0	0	0	0	0	0	192,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	354,514	0	0	0	0	354,514
Item 445688 1 Totals:	347,000	0	354,514	0	0	0	0	701,514
Project Total:	347,000	0	354,514	0	0	0	0	701,514

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445701 1 Project Description: SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .180								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACID -ADV CONSTRUCTION SAFETY (HSID)	410,000	0	0	0	0	0	0	410,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	980	0	0	0	0	0	0	980
SA -STP, ANY AREA	229,000	0	0	0	0	0	0	229,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	1,010,495	0	0	0	0	1,010,495
DDR -DISTRICT DEDICATED REVENUE	0	0	316,200	0	0	0	0	316,200
Item 445701 1 Totals:	639,980	0	1,326,695	0	0	0	0	1,966,675
Project Total:	639,980	0	1,326,695	0	0	0	0	1,966,675

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445800 1 Project Description: E SR 40 @ SR 492*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .116								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	210,000	0	0	0	0	0	0	210,000
SA -STP, ANY AREA	270,000	0	0	0	0	0	0	270,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	899,215	0	88,200	0	0	0	987,415
Item 445800 1 Totals:	480,000	899,215	0	88,200	0	0	0	1,467,415
Project Total:	480,000	899,215	0	88,200	0	0	0	1,467,415

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447137 1 Project Description: SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB*SIS*								
District: 05 County: MARION Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .543								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	57,368	0	0	0	0	0	0	57,368
DIH -STATE IN-HOUSE PRODUCT SUPPORT	2,000	0	0	0	0	0	0	2,000
CONSTRUCTION / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	0	1,006,629	0	0	0	0	0	1,006,629
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	2,052	0	0	0	0	0	2,052
Item 447137 1 Totals:	59,368	1,008,681	0	0	0	0	0	1,068,049
Project Total:	59,368	1,008,681	0	0	0	0	0	1,068,049

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447603 1 Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .026								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	410,000	0	0	0	0	0	410,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	5,000	0	0	0	0	0	0	5,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	0	664,504	0	0	0	664,504
LF -LOCAL FUNDS	0	0	0	178,695	0	0	0	178,695
Item 447603 1 Totals:	5,000	410,000	0	843,199	0	0	0	1,258,199
Project Total:	5,000	410,000	0	843,199	0	0	0	1,258,199

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447861 1 Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES*SIS*								
District: 05 County: MARION Type of Work: MCCO WEIGH STATION STATIC/WIM Project Length: 1.136								
CONSTRUCTION / MANAGED BY FDOT								
DWS -WEIGH STATIONS - STATE 100%	0	0	0	0	0	532,902	0	532,902
Item 447861 1 Totals:	0	0	0	0	0	532,902	0	532,902
Project Total:	0	0	0	0	0	532,902	0	532,902

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448389 1 Project Description: NW 9TH STREET AT RR CROSSING #627174G*NON-SIS*								
District: 05 County: MARION Type of Work: RAIL SAFETY PROJECT Project Length: .000								
RAILROAD & UTILITIES / MANAGED BY FDOT								
RHH -RAIL HIGHWAY X-INGS - HAZARD	0	207,629	0	0	0	0	0	207,629
Item 448389 1 Totals:	0	207,629	0	0	0	0	0	207,629
Project Total:	0	207,629	0	0	0	0	0	207,629

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
FIXED CAPITAL OUTLAY								
Item Number: 448179 1 Project Description: OCALA OPERATIONS BUILDING -DESIGN/CONSTRUCTION (MAJOR)*NON-SIS*								
District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	0	0	534,900	0	0	0	534,900
CONSTRUCTION / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	0	0	0	5,001,200	0	0	5,001,200
Item 448179 1 Totals:	0	0	0	534,900	5,001,200	0	0	5,536,100
Project Total:	0	0	0	534,900	5,001,200	0	0	5,536,100

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448188 1 Project Description: OCALA OPERATIONS CENTER SECURITY - ACCESS CONTROL ON BUILDINGS*NON-SIS*								
District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000								
CONSTRUCTION / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	40,000	0	0	0	0	0	40,000
Item 448188 1 Totals:	0	40,000	0	0	0	0	0	40,000
Project Total:	0	40,000	0	0	0	0	0	40,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448189 1 Project Description: OCALA OPERATIONS CENTER SECURITY - CAMERAS*NON-SIS*								
District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000								
CONSTRUCTION / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	20,000	0	0	0	0	0	20,000
Item 448189 1 Totals:	0	20,000	0	0	0	0	0	20,000
Project Total:	0	20,000	0	0	0	0	0	20,000

BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
-TOTAL OUTSIDE YEARS		93,000	0	0	0	0	0	0	93,000
Item 423391 4 Totals:		93,000	0	0	0	0	0	0	93,000
Project Total:		4,999,612	200,000	0	0	0	0	0	5,199,612

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 429178 1 Project Description: UNPAVED SHOULDER REPAIR*NON-SIS* District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,484,913	100,000	0	0	0	0	0	1,584,913
Item 429178 1 Totals:		1,484,913	100,000	0	0	0	0	0	1,584,913
Project Total:		1,484,913	100,000	0	0	0	0	0	1,584,913

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 442738 1 Project Description: CITY OF OCALA MOA*NON-SIS* District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
D -UNRESTRICTED STATE PRIMARY		92,850	0	0	50,000	0	0	0	142,850
Item 442738 1 Totals:		92,850	0	0	50,000	0	0	0	142,850
Project Total:		92,850	0	0	50,000	0	0	0	142,850

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE*NON-SIS* District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,721,305	430,350	0	0	0	0	0	2,151,655
Item 446691 1 Totals:		1,721,305	430,350	0	0	0	0	0	2,151,655
Project Total:		1,721,305	430,350	0	0	0	0	0	2,151,655

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY*NON-SIS* District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000
Item 446910 1 Totals:		1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000
Project Total:		1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 448187 1 Project Description: OCALA OPERATIONS CENTER ASPHALT, MILL, OVERLAY, PARKING LOT STRIPING*NON-SIS* District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		0	250,000	0	0	0	0	0	250,000
Item 448187 1 Totals:		0	250,000	0	0	0	0	0	250,000
Project Total:		0	250,000	0	0	0	0	0	250,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
FLP: AVIATION									
Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
DDR -DISTRICT DEDICATED REVENUE		0	0	300,000	1,000,000	0	0	0	1,300,000
DPTO -STATE - PTO		0	0	0	0	2,566,886	0	0	2,566,886
LF -LOCAL FUNDS		0	0	75,000	250,000	641,722	0	0	966,722
Item 438427 1 Totals:		0	0	375,000	1,250,000	3,208,608	0	0	4,833,608
Project Total:		0	0	375,000	1,250,000	3,208,608	0	0	4,833,608

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438435 1 Project Description: MARION-MARION CO AIRPORT RUNWAY REHABILITATION*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / MANAGED BY MARION COUNTY									
DDR -DISTRICT DEDICATED REVENUE		0	800,000	0	0	0	0	0	800,000
LF -LOCAL FUNDS		0	200,000	0	0	0	0	0	200,000
Item 438435 1 Totals:		0	1,000,000	0	0	0	0	0	1,000,000
Project Total:		0	1,000,000	0	0	0	0	0	1,000,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438476 1 Project Description: MARION-OCALA INTL AIRFIELD IMPROVEMENTS*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	160,000	0	0	0	0	0	160,000
FAA -FEDERAL AVIATION ADMIN		0	1,800,000	0	0	0	0	0	1,800,000
LF -LOCAL FUNDS		0	40,000	0	0	0	0	0	40,000
Item 438476 1 Totals:		0	2,000,000	0	0	0	0	0	2,000,000
Project Total:		0	2,000,000	0	0	0	0	0	2,000,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438477 1 Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	0	520,000	0	0	0	0	520,000
FAA -FEDERAL AVIATION ADMIN		0	0	5,850,000	0	0	0	0	5,850,000
LF -LOCAL FUNDS		0	0	130,000	0	0	0	0	130,000
Item 438477 1 Totals:		0	0	6,500,000	0	0	0	0	6,500,000
Project Total:		0	0	6,500,000	0	0	0	0	6,500,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 440780 1 Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	0	100,000	1,200,000	0	0	0	1,300,000
DPTO -STATE - PTO		0	0	0	283,000	0	0	0	283,000
LF -LOCAL FUNDS		0	0	25,000	370,750	0	0	0	395,750
Item 440780 1 Totals:		0	0	125,000	1,853,750	0	0	0	1,978,750
Project Total:		0	0	125,000	1,853,750	0	0	0	1,978,750

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 444877 1 Project Description: MARION-OCALA INTL HANGAR*NON-SIS* District: 05 County: MARION Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000								
CAPITAL / MANAGED BY CITY OF OCALA								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	1,000,000	0	0	1,000,000
LF -LOCAL FUNDS	0	0	0	0	250,000	0	0	250,000
Item 444877 1 Totals:	0	0	0	0	1,250,000	0	0	1,250,000
Project Total:	0	0	0	0	1,250,000	0	0	1,250,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447561 1 Project Description: MARION-OCALA INTL APRON IMPROVEMENTS*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / MANAGED BY CITY OF OCALA								
DDR -DISTRICT DEDICATED REVENUE	1,031,016	185,347	0	0	0	0	0	1,216,363
LF -LOCAL FUNDS	284,720	96,337	0	0	0	0	0	381,057
Item 447561 1 Totals:	1,315,736	281,684	0	0	0	0	0	1,597,420
Project Total:	1,315,736	281,684	0	0	0	0	0	1,597,420

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448575 1 Project Description: MARION-OCALA INTL ARFF BUILDING*NON-SIS* District: 05 County: MARION Type of Work: AVIATION SAFETY PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	0	1,287,115	0	0	0	0	1,287,115
LF -LOCAL FUNDS	0	0	321,779	0	0	0	0	321,779
Item 448575 1 Totals:	0	0	1,608,894	0	0	0	0	1,608,894
Project Total:	0	0	1,608,894	0	0	0	0	1,608,894

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
FLP: TRANSIT								
Item Number: 427188 2 Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009*NON-SIS* District: 05 County: MARION Type of Work: CAPITAL FOR FIXED ROUTE Project Length: .000 Extra Description: AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.								
CAPITAL / MANAGED BY MARION COUNTY TRANSIT								
FTA -FEDERAL TRANSIT ADMINISTRATION	13,977,852	2,395,321	2,467,181	2,541,196	2,617,431	0	0	23,998,981
LF -LOCAL FUNDS	3,494,463	598,830	616,795	635,299	654,398	0	0	5,999,785
Item 427188 2 Totals:	17,472,315	2,994,151	3,083,976	3,176,495	3,271,829	0	0	29,998,766
Project Total:	17,472,315	2,994,151	3,083,976	3,176,495	3,271,829	0	0	29,998,766

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433304 1 Project Description: MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE*NON-SIS* District: 05 County: MARION Type of Work: OPERATING FOR FIXED ROUTE Project Length: .000								
OPERATIONS / MANAGED BY OCALA								
DPTO -STATE - PTO	972,690	710,265	0	0	0	0	0	1,682,955
FTA -FEDERAL TRANSIT ADMINISTRATION	400,000	0	0	0	0	0	0	400,000
LF -LOCAL FUNDS	2,391,376	710,265	0	0	0	0	0	3,101,641
Item 433304 1 Totals:	3,764,066	1,420,530	0	0	0	0	0	5,184,596
Project Total:	3,764,066	1,420,530	0	0	0	0	0	5,184,596

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433312 1 Project Description: MARION-SECTION 5311 RURAL TRANSPORTATION*NON-SIS* District: 05 County: MARION Type of Work: OPERATING/ADMIN. ASSISTANCE Project Length: .000								
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT								
DU -STATE PRIMARY/FEDERAL REIMB	3,226,465	890,251	0	0	0	0	0	4,116,716
LF -LOCAL FUNDS	3,226,465	890,251	0	0	0	0	0	4,116,716
Item 433312 1 Totals:	6,452,930	1,780,502	0	0	0	0	0	8,233,432
Project Total:	6,452,930	1,780,502	0	0	0	0	0	8,233,432

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 440797 1 Project Description: MARION-OCALA/MARION TPO PLANNING STUDIES*NON-SIS* District: 05 County: MARION Type of Work: PTO STUDIES Project Length: .000								
PLANNING / MANAGED BY OCALA/MARION TPO								
DPTO -STATE - PTO	0	25,656	26,148	26,653	46,218	46,218	0	170,893
DU -STATE PRIMARY/FEDERAL REIMB	0	205,251	209,177	213,219	369,747	369,748	0	1,367,142
LF -LOCAL FUNDS	0	25,656	26,148	26,653	46,218	46,218	0	170,893
Item 440797 1 Totals:	0	256,563	261,473	266,525	462,183	462,184	0	1,708,928
Project Total:	0	256,563	261,473	266,525	462,183	462,184	0	1,708,928

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 442455 1 Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE*NON-SIS* District: 05 County: MARION Type of Work: OPERATING FOR FIXED ROUTE Project Length: .000								
OPERATIONS / MANAGED BY OCALA								
DPTO -STATE - PTO	0	0	731,593	753,520	776,125	692,074	0	2,953,312
LF -LOCAL FUNDS	0	0	731,593	753,520	776,125	692,074	0	2,953,312
Item 442455 1 Totals:	0	0	1,463,186	1,507,040	1,552,250	1,384,148	0	5,906,624
Project Total:	0	0	1,463,186	1,507,040	1,552,250	1,384,148	0	5,906,624

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 442460 1 Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION*NON-SIS* District: 05 County: MARION Type of Work: OPERATING/ADMIN. ASSISTANCE Project Length: .000								
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT								
DU -STATE PRIMARY/FEDERAL REIMB	0	0	934,764	981,502	1,030,578	1,082,106	0	4,028,950
LF -LOCAL FUNDS	0	0	934,764	981,502	1,030,578	1,082,106	0	4,028,950
Item 442460 1 Totals:	0	0	1,869,528	1,963,004	2,061,156	2,164,212	0	8,057,900
Project Total:	0	0	1,869,528	1,963,004	2,061,156	2,164,212	0	8,057,900

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448170 1 Project Description: MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT*NON-SIS* District: 05 County: MARION Type of Work: CAPITAL FOR FIXED ROUTE Project Length: .000								
CAPITAL / MANAGED BY OCALA								
FTA -FEDERAL TRANSIT ADMINISTRATION	0	376,569	0	0	0	0	0	376,569
LF -LOCAL FUNDS	0	94,142	0	0	0	0	0	94,142
Item 448170 1 Totals:	0	470,711	0	0	0	0	0	470,711
Project Total:	0	470,711	0	0	0	0	0	470,711

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
MISCELLANEOUS								
Item Number: 244932 5 Project Description: BRIDGE INSPECTION DUE TO HURRICANE MATTHEW - MARION*NON-SIS*								
District: 05 County: MARION Type of Work: EMERGENCY OPERATIONS Project Length: .000								
MISCELLANEOUS / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	4,646	0	0	0	0	0	0	4,646
Item 244932 5 Totals:	4,646	0	0	0	0	0	0	4,646
Project Total:	4,646	0	0	0	0	0	0	4,646

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 426179 1 Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES*NON-SIS*								
District: 05 County: MARION Type of Work: MISCELLANEOUS CONSTRUCTION Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
TALL -TRANSPORTATION ALTS- <200K	264,445	0	0	0	0	0	0	264,445
TALN -TRANSPORTATION ALTS- < 5K	600,000	0	0	0	0	0	0	600,000
TALT -TRANSPORTATION ALTS- ANY AREA	549,765	0	0	0	0	0	0	549,765
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	93,282	0	0	0	93,282
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	5,415	0	0	0	5,415
TALL -TRANSPORTATION ALTS- <200K	0	0	0	11,577	0	0	0	11,577
TALN -TRANSPORTATION ALTS- < 5K	0	0	0	170,381	0	0	0	170,381
TALT -TRANSPORTATION ALTS- ANY AREA	0	0	0	2,433,279	0	0	0	2,433,279
ENVIRONMENTAL / MANAGED BY FDOT								
SA -STP, ANY AREA	50,000	0	0	0	0	0	0	50,000
Item 426179 1 Totals:	1,464,210	0	0	2,713,934	0	0	0	4,178,144
Project Total:	1,464,210	0	0	2,713,934	0	0	0	4,178,144

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436361 1 Project Description: ITS OPERATIONAL SUPPORT- MARION COUNTY*NON-SIS*								
District: 05 County: MARION Type of Work: ITS COMMUNICATION SYSTEM Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	75,000	0	0	0	0	0	75,000
SL -STP, AREAS <= 200K	160,000	0	0	0	0	0	0	160,000
DESIGN BUILD / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	1,563,499	0	0	0	0	0	1,563,499
Item 436361 1 Totals:	160,000	1,638,499	0	0	0	0	0	1,798,499

Item Number: 436361 2 Project Description: ITS OPERATIONAL SUPPORT- CITY OF OCALA*NON-SIS*								
District: 05 County: MARION Type of Work: ITS COMMUNICATION SYSTEM Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	75,000	0	0	0	0	0	75,000
SL -STP, AREAS <= 200K	110,000	0	0	0	0	0	0	110,000
DESIGN BUILD / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	681,565	0	0	0	0	0	681,565
Item 436361 2 Totals:	110,000	756,565	0	0	0	0	0	866,565
Project Total:	270,000	2,395,064	0	0	0	0	0	2,665,064

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436375 1 Project Description: CITYWIDE SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
CONSTRUCTION / MANAGED BY CITY OF OCALA								
SL -STP, AREAS <= 200K	0	32,366	0	0	0	0	0	32,366
TALT -TRANSPORTATION ALTS- ANY AREA	0	826,584	0	0	0	0	0	826,584
Item 436375 1 Totals:	0	858,950	0	0	0	0	0	858,950

Item Number: 436375 2 Project Description: CITYWIDE SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
CONSTRUCTION / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	95,181	0	0	0	0	0	95,181
ACSL -ADVANCE CONSTRUCTION (SL)	0	19,747	0	0	0	0	0	19,747
Item 436375 2 Totals:	0	114,928	0	0	0	0	0	114,928
Project Total:	0	973,878	0	0	0	0	0	973,878

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436474 1 Project Description: COUNTYWIDE SIDEWALK IMPROVEMENTS, MARION COUNTY*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	22	0	0	0	0	0	0	22
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
-TOTAL OUTSIDE YEARS	54,805	0	0	0	0	0	0	54,805
Item 436474 1 Totals:	54,827	0	0	0	0	0	0	54,827

Item Number: 436474 2 Project Description: SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT								
SL -STP, AREAS <= 200K	0	4,455	0	0	0	0	0	4,455
TALL -TRANSPORTATION ALTS- <200K	0	285,794	0	0	0	0	0	285,794
TALT -TRANSPORTATION ALTS- ANY AREA	0	26,847	0	0	0	0	0	26,847
Item 436474 2 Totals:	0	317,096	0	0	0	0	0	317,096

Item Number: 436474 3 Project Description: LEGACY ELEMENTARY SCHOOL SIDEWALKS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT								
SL -STP, AREAS <= 200K	0	28,181	0	0	0	0	0	28,181
TALT -TRANSPORTATION ALTS- ANY AREA	0	1,413,478	0	0	0	0	0	1,413,478
Item 436474 3 Totals:	0	1,441,659	0	0	0	0	0	1,441,659
Project Total:	54,827	1,758,755	0	0	0	0	0	1,813,582
District 05 Totals:	199,043,962	95,595,504	78,775,662	72,847,648	74,843,256	13,105,640	146,552,836	680,764,508

Grand Total	199,043,962	95,595,504	78,775,662	72,847,648	74,843,256	13,105,640	146,552,836	680,764,508
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APPENDIX K: Roll Forward Amendment Report



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026

Roll Forward Amendment

Approved August 24, 2021



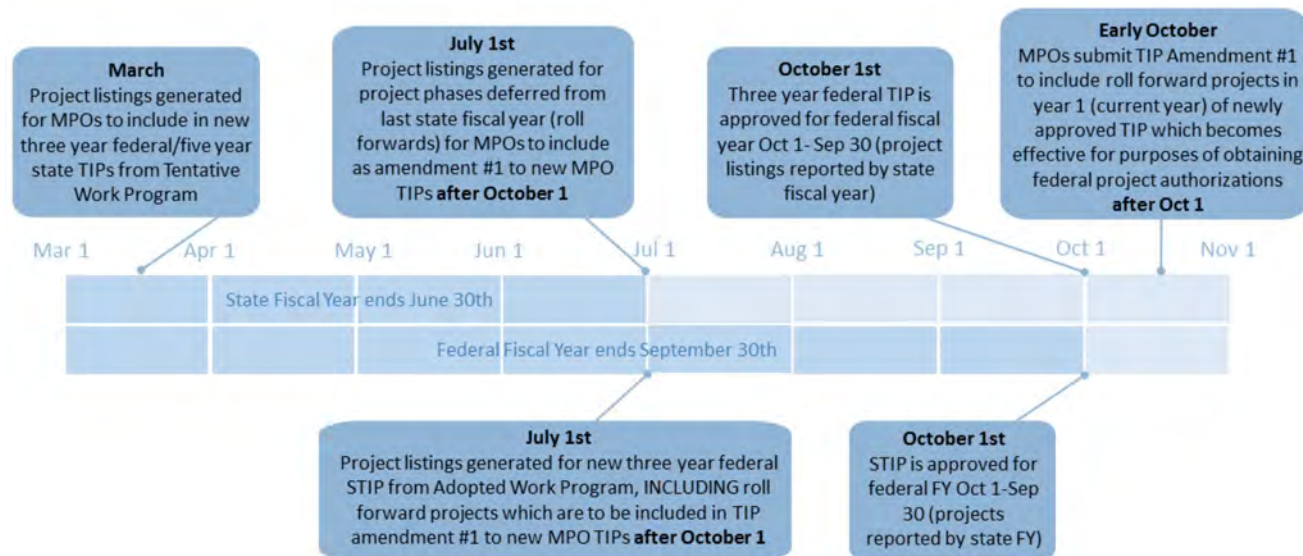
Roll Forward TIP Amendment

PURPOSE

The purpose of the Roll Forward Amendment is to ensure consistency between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program. This is due to a three-month gap between the start of the State fiscal year (FY) on July 1 and the start of the Federal FY on October 1.

The TPO's FY 2021/2022 to 2025/2026 TIP was adopted by the Board on June 22, 2021. Both the TPO's TIP and FDOT's Work Program are adopted by July 1 of each year with the requirement that year one (FY 2022) in both documents must match. However, in some cases there are projects that were programmed in the previous FY of the prior TIP document that were not authorized and encumbered prior to June 30. These projects automatically roll-forward in the FDOT Work Program, but not into the TIP to meet the TPO's timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include these projects to be in full alignment with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

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



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

Roll Forward Summary

The following summary displays the differences between the current adopted FY 2021/2022 to 2025/2026 TIP for year one (FY 21/2022) and proposed TIP based on the project changes due to the Roll Forward amendment process.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 21/2022	Amount Rolled Forward	Revised TIP FY 21/2022
2386511	SR 200 from Citrus County Line to CR 484	Add lanes, reconstruction	PE	\$0	\$4,730	\$4,730
2386774	SR 35/Bellevue Bypass, US 27 to SR 35	New road construction	PE	\$0	\$1,196	\$1,196
2386931	SR 35 Baseline Road from SE 92nd PL/Bellevue Bypass to SR 464/Maricamp Road	Add lanes, reconstruction	PE	\$0	\$4,467	\$4,467
			DB	\$0	\$7,399	\$7,399
			Total:	\$0	\$11,866	\$11,866
4106742	SR 40 from End of 4 lanes to East of CR 314	Add lanes, reconstruction	ROW	\$405,312	\$789,401	\$1,194,713
			PE	\$0	\$28,846	\$28,846
			Total:	\$405,312	\$818,247	\$1,223,559
4306551	SR 492, SR 200/US 301/441 to SR 40	Resurfacing	CST	\$0	\$3,490	\$3,490
4317973	NE 25th Avenue from NE 24th St to NE 35th St	Add lanes, reconstruction	PE	\$0	\$8,063	\$8,063
4336521	SR 40 Intersections at SW 40th Ave and SW 27th Ave	Add turn lanes	PE	\$0	\$8,127	\$8,127
			ROW	\$1,186,500	\$550,582	\$1,737,082
			Total:	\$1,186,500	\$558,709	\$1,745,209
4336611	US 441 from SR 40 to SR 40A (SW Broadway)	Intersection traffic operations	PE	\$0	\$11,744	\$11,744
			ROW	\$308,157	\$51,997	\$360,154
			CST	\$2,574,683	\$338,728	\$2,913,411
			Total:	\$2,882,840	\$402,469	\$3,285,309
4350571	I-75 (SR 93) at CR 484, SR 326, CR 318	Lighting	PE	\$0	\$4,945	\$4,945
4354661	I-75 2 Locations	Landscaping	CST	\$0	\$51,689	\$51,689
4356861	SR 500/US 441 at SE 98th Lane	Add left turn lane(s)	PE	\$0	\$13,291	\$13,291
			CST	\$0	\$57,659	\$57,659
			Total:	\$0	\$70,950	\$70,950
4368791	SR 200 from S of CR 484 to S of SW 60th Avenue	Resurfacing	PE	\$0	\$7,587	\$7,587
			CST	\$0	\$18,522	\$18,522
			Total:	\$0	\$26,109	\$26,109
4373391	SR 500/US 27 from Levy County Line to CR 326	Resurfacing	PE	\$0	\$2,862	\$2,862
			CST	\$0	\$24,916	\$24,916
			Total:	\$0	\$27,778	\$27,778

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 21/2022	Amount Rolled Forward	Revised TIP FY 21/2022
4378181	I-75 at CR 318 Interchange	Landscaping	CST	\$0	\$12,971	\$12,971
4378281	I-75 at SW 20th St and I-75 at SW 43rd St	Landscaping	CST	\$0	\$15,243	\$15,243
4392381	SR 25/SR 500/US 441 from SR 25/Baseline Rd to SR 200/SW 10th Street	Resurfacing	PE	\$0	\$26,218	\$26,218
			ROW	\$0	\$8,572	\$8,572
			RRU	\$0	\$100,000	\$100,000
			CST	\$0	\$19,122	\$19,122
			Total:	\$0	\$153,912	\$153,912
4398871	Marion County Pedestrian Lighting Bundle A	Lighting	CST	\$0	\$83,869	\$83,869
4398872	Marion County Pedestrian Lighting Bundle A	Lighting	CST	\$0	\$91,701	\$91,701
4411361	SR 25/SR 200/US 301/441 from CR 25A to US 301/441 Interchange	Resurfacing	PE	\$0	\$35,447	\$35,447
			CST	\$0	\$3,364,023	\$3,364,023
			Total:	\$0	\$3,399,470	\$3,399,470
4431701	SR 93 (I-75) from Sumter County Line to SR 200	Resurfacing	PE	\$0	\$38,118	\$38,118
			CST	\$30,232,895	\$0	\$30,232,895
			Total:	\$30,232,895	\$38,118	\$30,271,013
4471371	SR 200 Bridges 360044, 360059 and SR 40 Bridge 360044 Deck Area	Bridge Repair/Rehabilitation	PE	\$0	\$2,000	\$2,000
			CST	\$1,008,681	\$0	\$1,008,681
			Total:	\$1,008,681	\$2,000	\$1,010,681
4181071	Marion County Primary In-House	Routine Maintenance	CRT MTN	\$1,831,973	\$0	\$1,831,973
4384171	Marion County Airport Runway Improvements	Aviation Preservation	CAP	\$0	\$182,000	\$182,000
4271882	SunTran/Ocala/Marion Capital and Operating	Capital for Fixed Route	CAP	\$2,994,151	\$17,472,315	\$20,466,466
4333041	Marion Block Grant Operating Assistance	Operating for Fixed Route	OPS	\$1,420,530	\$653,195	\$2,073,725
4333042	Marion Block Grant Operating Assistance	Capital for Fixed Route	CAP	\$0	\$523,310	\$523,310
4453771	Marion Ocala Section 5399 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$808,794	\$808,794
4261791	Silver Springs State Park Pedestrian Bridges	Pedestrian Bridges	PE	\$0	\$98,616	\$98,616
			ENV	\$0	\$50,000	\$50,000
			Total:	\$0	\$148,616	\$148,616
4393101	Osceola Avenue Trail from SE 3rd St to NE 5th St	Bike Path/Trail	CST	\$0	\$6	\$6
4409002	I-75 FRAME Arterials	ITS Communication System	PE	\$0	\$9,262	\$9,262
			CST	\$0	\$20,923	\$20,923
			Total:	\$0	\$30,185	\$30,185

Roll Forward Grand Totals: \$41,962,882 \$25,605,946 \$67,568,828

Project Phase Acronym Description

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

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

HIGHWAYS
=====

ITEM NUMBER:238651 1
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM CITRUS CO LINE TO CR 484
COUNTY:MARION
PROJECT LENGTH: 5.343MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,451	0	0	0	0	0	0	2,451
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	402,670	0	0	0	0	0	0	402,670
DIH	1,367,712	4,730	0	0	0	0	0	1,372,442
DS	93,900	0	0	0	0	0	0	93,900
SA	538,174	0	0	0	0	0	0	538,174
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BNDS	251,979	0	0	0	0	0	0	251,979
DIH	94,558	0	0	0	0	0	0	94,558
ML	1,891,323	0	0	0	0	0	0	1,891,323
SL	213,888	0	0	0	0	0	0	213,888
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SN	213,876	0	0	0	0	0	0	213,876
TOTAL 238651 1	5,070,531	4,730	0	0	0	0	0	5,075,261
TOTAL PROJECT:	5,070,531	4,730	0	0	0	0	0	5,075,261

ITEM NUMBER:238677 4
DISTRICT:05
ROADWAY ID:36050000

PROJECT DESCRIPTION:SR 35 / BELLEVIEW BYPASS FROM US 27/441 TO SR 35
COUNTY:MARION
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:NEW ROAD CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	26,621	1,196	0	0	0	0	0	27,817
TOTAL 238677 4	26,621	1,196	0	0	0	0	0	27,817
TOTAL PROJECT:	26,621	1,196	0	0	0	0	0	27,817

ITEM NUMBER:238693 1
DISTRICT:05
ROADWAY ID:36009000

PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP
COUNTY:MARION
PROJECT LENGTH: 3.758MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250,497	4,467	0	0	0	0	0	254,964
DS	189,210	0	0	0	0	0	0	189,210
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	810	0	0	0	0	0	0	810
DIH	546,592	0	0	0	0	0	0	546,592
DS	932	0	0	0	0	0	0	932
SL	8,397,532	0	0	0	0	0	0	8,397,532
SN	1,771,589	0	0	0	0	0	0	1,771,589
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	79,992	0	0	0	0	0	0	79,992
DS	763,589	0	0	0	0	0	0	763,589

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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DATE RUN: 07/28/2021
TIME RUN: 09.38.46
MBRMPOTP

HIGHWAYS
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PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	65,483	0	0	0	0	0	0	0	65,483
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	147,787	0	0	0	0	0	0	0	147,787
DIH	69,397	3,490	0	0	0	0	0	0	72,887
DS	302,671	0	0	0	0	0	0	0	302,671
NHRE	4,159,940	0	0	0	0	0	0	0	4,159,940
SA	50,000	0	0	0	0	0	0	0	50,000
TOTAL 430655 1	4,938,800	3,490	0	0	0	0	0	0	4,942,290
TOTAL PROJECT:	4,938,800	3,490	0	0	0	0	0	0	4,942,290

ITEM NUMBER:431797 3		PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:ADD LANES & RECONSTRUCT		
ROADWAY ID:36000041		PROJECT LENGTH: .817MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1		
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	1,937	8,063	0	0	0	0	0	0	10,000
TOTAL 431797 3	1,937	8,063	0	0	0	0	0	0	10,000
TOTAL PROJECT:	1,937	8,063	0	0	0	0	0	0	10,000

ITEM NUMBER:433652 1		PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:ADD TURN LANE(S)		
ROADWAY ID:36110000		PROJECT LENGTH: 1.309MI					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1		
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	145,138	0	0	0	0	0	0	0	145,138
DIH	157,758	8,127	0	0	0	0	0	0	165,885
DS	1,682,854	0	0	0	0	0	0	0	1,682,854
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	30,572	37,428	32,000	0	0	0	0	0	100,000
SL	302,846	1,699,654	1,650,000	600,000	253,000	0	0	0	4,505,500
TOTAL 433652 1	2,319,168	1,745,209	1,682,000	600,000	253,000	0	0	0	6,599,377
TOTAL PROJECT:	2,319,168	1,745,209	1,682,000	600,000	253,000	0	0	0	6,599,377

ITEM NUMBER:433661 1		PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY)					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:TRAFFIC OPS IMPROVEMENT		
ROADWAY ID:36030000		PROJECT LENGTH: .384MI					LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0		
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	234,257	0	0	0	0	0	0	0	234,257
DIH	66,232	11,744	0	0	0	0	0	0	77,976
DS	624,903	0	0	0	0	0	0	0	624,903
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	251,782	328,639	197,000	106,879	0	0	0	0	884,300
DIH	70,974	28,714	0	0	0	0	0	0	99,688
DS	267,199	2,801	0	0	0	0	0	0	270,000

HIGHWAYS
=====

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSL	0	812,948	0	0	0	0	0	0	812,948
DDR	0	532,480	18,234	0	0	0	0	0	550,714
LF	0	598,113	0	0	0	0	0	0	598,113
SL	0	969,870	0	0	0	0	0	0	969,870
TOTAL 433661 1	1,515,347	3,285,309	215,234	106,879	0	0	0	0	5,122,769
TOTAL PROJECT:	1,515,347	3,285,309	215,234	106,879	0	0	0	0	5,122,769

ITEM NUMBER:435057 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318
COUNTY:MARION
PROJECT LENGTH: 28.270MI

TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

SIS

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	754,972	0	0	0	0	0	0	754,972
DIH	30,088	4,945	0	0	0	0	0	35,033
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	82,021	0	0	0	0	0	0	82,021
DI	2,162,021	0	0	0	0	0	0	2,162,021
DIH	61,476	0	0	0	0	0	0	61,476
DS	45,171	0	0	0	0	0	0	45,171
HSP	871,302	0	0	0	0	0	0	871,302
SL	34,289	0	0	0	0	0	0	34,289
TOTAL 435057 1	4,041,340	4,945	0	0	0	0	0	4,046,285
TOTAL PROJECT:	4,041,340	4,945	0	0	0	0	0	4,046,285

ITEM NUMBER:435466 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 2 LOCATIONS
COUNTY:MARION
PROJECT LENGTH: 4.364MI

TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

SIS

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DER	1,165	0	0	0	0	0	0	1,165
DIH	28,903	51,689	0	0	0	0	0	80,592
DS	586,142	0	0	0	0	0	0	586,142
TOTAL 435466 1	616,210	51,689	0	0	0	0	0	667,899
TOTAL PROJECT:	616,210	51,689	0	0	0	0	0	667,899

ITEM NUMBER:435686 1
DISTRICT:05
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 500 / US 441 @ SE 98TH LANE
COUNTY:MARION
PROJECT LENGTH: .189MI

TYPE OF WORK:ADD LEFT TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 2

NON-SIS

	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
<hr/>									
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DIH	38,707	13,291	0	0	0	0	0	51,998
	DS	221,456	0	0	0	0	0	0	221,456
<hr/>									
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DDR	1,190,816	0	0	0	0	0	0	1,190,816
	DIH	6,643	57,659	0	0	0	0	0	64,302
TOTAL 435686 1		1,457,622	70,950	0	0	0	0	0	1,528,572
TOTAL PROJECT:		1,457,622	70,950	0	0	0	0	0	1,528,572

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

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*NON-SIS*
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

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	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DC	2,720		0		0		0	2,720
	DDR	762,305		0		0		0	762,305
	DIH	44,667	7,587	0		0		0	52,254
	DS	22,467		0		0		0	22,467
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,290,088		0		0		0	1,290,088
	DIH	166,358	55	0		0		0	166,413
	DS	6,670,182		0		0		0	6,670,182
	NHRE	1,729,935		0		0		0	1,729,935
	SA	1,533	18,467	0		0		0	20,000
TOTAL	436879 1	10,690,255	26,109	0	0	0	0	0	10,716,364
TOTAL PROJECT:		10,690,255	26,109	0	0	0	0	0	10,716,364

ITEM NUMBER:437339 1
DISTRICT:05
ROADWAY ID:36070000

PROJECT DESCRIPTION:SR 500 / US 27 FROM LEVY COUNTY LINE TO CR 326
COUNTY:MARION
PROJECT LENGTH: 6.672MI

SIS

TYPE OF WORK:RESURFACING

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

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,609		0		0		0	1,609
DDR	550,707		0		0		0	550,707
DIH	72,383	2,862	0		0		0	75,245
DS	26,590		0		0		0	26,590
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,125,219		0		0		0	6,125,219
DIH	62,541	24,916	0		0		0	87,457
DS	180,037		0		0		0	180,037
TOTAL 437339 1	7,019,086	27,778	0		0		0	7,046,864
TOTAL PROJECT:	7,019,086	27,778	0		0		0	7,046,864

ITEM NUMBER:437818 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 @ CR 318 INTERCHANGE
COUNTY:MARION
PROJECT LENGTH: .413MI

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                                *SIS*
TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

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	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	402,700		0	0	0	0	0	402,700
	DER	5,220		0	0	0	0	0	5,220
	DIH	55,400	12,971	0	0	0	0	0	68,371
	DS	134		0	0	0	0	0	134
TOTAL	437818 1	463,454	12,971	0	0	0	0	0	476,425
TOTAL PROJECT:		463,454	12,971	0	0	0	0	0	476,425

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS
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DATE RUN: 07/28/2021

TIME RUN: 09.38.46
MBRMPOTP

ITEM NUMBER:437828 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION: I-75 @ SW 20TH STREET & I-75 @ SW 43RD ST.
COUNTY: MARION
PROJECT LENGTH: .500MI

TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	431,233	0	0	0	0	0	0	431,233
DIH	31,796	15,243	0	0	0	0	0	47,039
DS	22,863	0	0	0	0	0	0	22,863
TOTAL 437828 1	485,892	15,243	0	0	0	0	0	501,135
TOTAL PROJECT:	485,892	15,243	0	0	0	0	0	501,135

ITEM NUMBER:439238 1
DISTRICT:05
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET
COUNTY:MARION
PROJECT LENGTH: 10.612MI

NON-SIS

TYPE OF WORK:RESURFACING

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

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY:	MANAGED BY FDOT						
DDR	2,241,110	0	0	0	0	0	0	2,241,110
DIH	145,708	26,218	0	0	0	0	0	171,926
DS	504,214	0	0	0	0	0	0	504,214
PHASE:	RIGHT OF WAY / RESPONSIBLE AGENCY:	MANAGED BY FDOT						
DDR	301,000	0	0	0	0	0	0	301,000
DIH	1,428	8,572	0	0	0	0	0	10,000
PHASE:	RAILROAD & UTILITIES / RESPONSIBLE AGENCY:	MANAGED BY FDOT						
DDR	130,000	100,000	0	0	0	0	0	230,000
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY FDOT						
DDR	1,713,099	0	0	0	0	0	0	1,713,099
DIH	36,951	19,122	0	0	0	0	0	56,073
DS	97,746	0	0	0	0	0	0	97,746
NHRE	5,823,937	0	0	0	0	0	0	5,823,937
SA	8,522,617	0	0	0	0	0	0	8,522,617
TOTAL 439238 1	19,517,810	153,912	0	0	0	0	0	19,671,722
TOTAL PROJECT:	19,517,810	153,912	0	0	0	0	0	19,671,722

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	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	HSP	56,104	0	0	0	0	0	0	56,104
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	483	0	0	0	0	0	0	483
	DIH	42,551	30,280	0	0	0	0	0	72,831
	DS	53,587	53,589	0	0	0	0	0	107,176
	HSP	30,866	0	0	0	0	0	0	30,866
TOTAL	439887	1	183,591	83,869	0	0	0	0	267,460

ITEM NUMBER:439887 2
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	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DUKE ENERGY FLORIDA, LLC								
ACSS	73,299	91,701	0	0	0	0	0	165,000
TOTAL 439887 2	73,299	91,701	0	0	0	0	0	165,000
TOTAL PROJECT:	256,890	175,570	0	0	0	0	0	432,460

ITEM NUMBER:441136 1
DISTRICT:05
ROADWAY ID:36001000

PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE
COUNTY:MARION
PROJECT LENGTH: 8.846MI

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

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	FUND	LESS						GREATER	
	CODE	THAN						THAN	ALL
		2022	2022	2023	2024	2025	2026	2026	YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR		1,647,005		0	0	0	0	0	1,647,005
DIH		80,872	35,447	0	0	0	0	0	116,319
DS		90,455		0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR		713,651	50,000	0	0	0	0	0	763,651
DS		150,716	48,801	0	0	0	0	0	199,517
GFSL		4,198	0	0	0	0	0	0	4,198
SA		15,062,618	2,511,253	0	0	0	0	0	17,573,871
SL		679,486	753,969	0	0	0	0	0	1,433,455
TOTAL 441136 1		18,429,001	3,399,470	0	0	0	0	0	21,828,471
TOTAL PROJECT:		18,429,001	3,399,470	0	0	0	0	0	21,828,471

ITEM NUMBER:443170 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200
COUNTY:MARION
PROJECT LENGTH: 13.993MI

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                                *SIS*
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

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	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACNP	574,409	26,881	0	0	0	0	0	601,290
	DDR	317,389	0	0	0	0	0	0	317,389
	DIH	20,084	9,958	0	0	0	0	0	30,042
	DS	44,244	0	0	0	0	0	0	44,244
	NHPP	698,631	1,279	0	0	0	0	0	699,910
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACNP	0	30,232,895	0	0	0	0	0	30,232,895
	DS	24,706	0	0	0	0	0	0	24,706
TOTAL 443170 1		1,679,463	30,271,013	0	0	0	0	0	31,950,476
TOTAL PROJECT:		1,679,463	30,271,013	0	0	0	0	0	31,950,476

ITEM NUMBER:447137 1		PROJECT DESCRIPTION:SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB					*SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION		
ROADWAY ID:36080000		PROJECT LENGTH: .543MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0		
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	57,368	0	0	0	0	0	0	0	57,368
DIH	0	2,000	0	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	0	1,006,629	0	0	0	0	0	0	1,006,629
DIH	0	2,052	0	0	0	0	0	0	2,052
TOTAL 447137 1	57,368	1,010,681	0	0	0	0	0	0	1,068,049
TOTAL PROJECT:	57,368	1,010,681	0	0	0	0	0	0	1,068,049
TOTAL DIST: 05	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700	
TOTAL HIGHWAYS	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700	

ITEM NUMBER:418107 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:MARION PRIMARY IN-HOUSE

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:ROUTINE MAINTENANCE

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

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL 418107 1	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL PROJECT:	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL DIST: 05	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL MAINTENANCE	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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AVIATION
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ITEM NUMBER:438417 1 PROJECT DESCRIPTION:MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:AVIATION PRESERVATION PROJECT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO	0	145,600	0	0	0	0	0	145,600
LF	0	36,400	0	0	0	0	0	36,400
TOTAL 438417 1	0	182,000	0	0	0	0	0	182,000
TOTAL PROJECT:	0	182,000	0	0	0	0	0	182,000
TOTAL DIST: 05	0	182,000	0	0	0	0	0	182,000
TOTAL AVIATION	0	182,000	0	0	0	0	0	182,000

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

DATE RUN: 07/28/2021

TIME RUN: 09.38.46

MBRMPOTP

TRANSIT
=====

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

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	16,373,173	2,467,181	2,541,196	2,617,431	0	0	23,998,981
LF	0	4,093,293	616,795	635,299	654,398	0	0	5,999,785
TOTAL 427188 2	0	20,466,466	3,083,976	3,176,495	3,271,829	0	0	29,998,766
TOTAL PROJECT:	0	20,466,466	3,083,976	3,176,495	3,271,829	0	0	29,998,766

ITEM NUMBER:433304 1 PROJECT DESCRIPTION:MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:OPERATING FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY Ocala								
DPTO	449,380	710,265	0	0	0	0	0	1,159,645
FTA	400,000	0	0	0	0	0	0	400,000
LF	1,214,871	1,363,460	0	0	0	0	0	2,578,331
TOTAL 433304 1	2,064,251	2,073,725	0	0	0	0	0	4,137,976

ITEM NUMBER:433304 2 PROJECT DESCRIPTION:MARION-BLOCK GRANT CAPITAL ASSISTANCE FOR FIXED ROUTE SERVICE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala								
DPTO	0	523,310	0	0	0	0	0	523,310
TOTAL 433304 2	0	523,310	0	0	0	0	0	523,310
TOTAL PROJECT:	2,064,251	2,597,035	0	0	0	0	0	4,661,286

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION Ocala SECTION 5339 SMALL URBAN CAPITAL *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala								
FTA	0	647,035	0	0	0	0	0	647,035
LF	0	161,759	0	0	0	0	0	161,759
TOTAL 445377 1	0	808,794	0	0	0	0	0	808,794
TOTAL PROJECT:	0	808,794	0	0	0	0	0	808,794
TOTAL DIST: 05	2,064,251	23,872,295	3,083,976	3,176,495	3,271,829	0	0	35,468,846
TOTAL TRANSIT	2,064,251	23,872,295	3,083,976	3,176,495	3,271,829	0	0	35,468,846

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

DATE RUN: 07/28/2021

TIME RUN: 09.38.46

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MISCELLANEOUS
=====

ITEM NUMBER:426179 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	244,045	20,400	0	0	0	0	0	264,445
TALN	553,713	46,287	0	0	0	0	0	600,000
TALT	517,836	31,929	0	0	0	0	0	549,765
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	93,282	0	0	0	93,282
DIH	0	0	0	5,415	0	0	0	5,415
TALL	0	0	0	11,577	0	0	0	11,577
TALN	0	0	0	170,381	0	0	0	170,381
TALT	0	0	0	2,433,279	0	0	0	2,433,279
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	50,000	0	0	0	0	0	50,000
TOTAL 426179 1	1,315,594	148,616	0	2,713,934	0	0	0	4,178,144
TOTAL PROJECT:	1,315,594	148,616	0	2,713,934	0	0	0	4,178,144

ITEM NUMBER:439310 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
LF	194,476	0	0	0	0	0	0	194,476
TALL	650,316	0	0	0	0	0	0	650,316
TALT	245,472	0	0	0	0	0	0	245,472
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	6	0	0	0	0	0	6
TALT	11,217	0	0	0	0	0	0	11,217
TOTAL 439310 1	1,101,481	6	0	0	0	0	0	1,101,487
TOTAL PROJECT:	1,101,481	6	0	0	0	0	0	1,101,487

ITEM NUMBER:440900 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:ITS COMMUNICATION SYSTEM
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	42,012	0	0	0	0	0	0	42,012
NFP	319,959	0	0	0	0	0	0	319,959
SA	738	9,262	0	0	0	0	0	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	117,791	20,923	0	0	0	0	0	138,714
DS	889,226	0	0	0	0	0	0	889,226

FLORIDA DEPARTMENT OF TRANSPORTATION
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MPO ROLLFORWARD REPORT
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DATE RUN: 07/28/2021
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	NFP	4,046,047	0	0	0	0	0	0	4,046,047
TOTAL 440900 2		5,415,773	30,185	0	0	0	0	0	5,445,958
TOTAL PROJECT:		5,415,773	30,185	0	0	0	0	0	5,445,958
TOTAL DIST: 05		7,832,848	178,807	0	2,713,934	0	0	0	10,725,589
TOTAL MISCELLANEOUS		7,832,848	178,807	0	2,713,934	0	0	0	10,725,589
<hr/>									
GRAND TOTAL		176,577,162	67,568,828	6,813,183	8,379,281	5,306,802	1,781,973	146,552,836	412,980,065



TO: Board Members

FROM: Rob Balmes, Director

RE: Citizen Advisory Committee (CAC) Application

Summary

Per the Bylaws of the Citizens Advisory Committee (CAC), all membership nominations require TPO Board review and approval. TPO staff received an application for membership to the CAC by Chris Arroyo. Mr. Arroyo is a resident of Marion County and attends the College of Central Florida. He has expressed an interest in transportation mobility in the Ocala/Marion County community, and serving on the CAC.

Attachment(s)

- Citizen Advisory Committee (CAC) Member Application

Action Requested

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

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



CITIZEN'S ADVISORY COMMITTEE (CAC) APPLICATION

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

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

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

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

1. Name: Chris Julien Arroyo Beauchamp
2. Home Address:

3. Business Address: N/A

4. Home Phone Number: (787)-988-6325 Business Phone Number: N/A

5. Occupation: Bagger at Publix

6. Brief Resume of Education and Experience:

I graduated from Westport High School in 2021 with my High School Diploma. I am currently studying at CF in pursuit of my AA with a major in Political Science. During fall of 2021, I organized a meeting with Mayor Guinn and other peers at CF to discuss our initiative to improve local transportation and overall public safety. Our proposal was to add a Social Infrastructure Board under the City of Ocala's Boards and Commissions. The purpose of the Social Infrastructure Board would have been to centralize widespread county government systems and resources that already dealt with public transport concerns; moreover, consolidating these scattered government connections under one board could have benefited citizens by providing a simpler and more streamlined process to engage with government. Although Mayor Guinn was not in agreement with the proposal, I still presented the idea to others involved in local government, such as Tye Chighizola, the Director of Gross Management for the City of Ocala, and City Councilmember Kristen Dreyer. Despite the setback with the mayor, I was determined to continue presenting the proposal. I firmly believed there was potential to create a meaningful and positive impact for nearly all residing here in Ocala, so I refused to give up altogether.

7. Are you a resident of Ocala/Marion County? If so, how long? Number of years: 15 Yes ☒ No ☐

8. Are you a registered voter? Yes ☒ No ☐

9. Do you hold a public office? Yes ☐ No ☒

10. At the present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? Yes ☐ No ☒

11. Are you familiar with the Transportation Planning Organization and its function? Yes ☒ No ☐

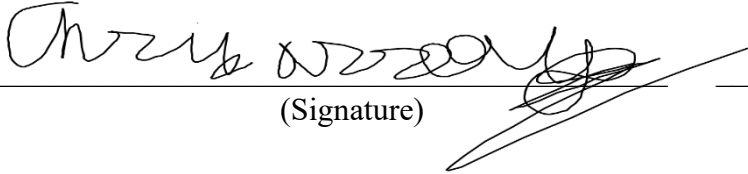
12. Are you familiar with current transportation needs of the Marion County transportation disadvantaged? Yes ☒ No ☐

13. Why are you interested in serving on the CAC?

I believe serving on the CAC would greatly increase my contributions to the community. My voice could be an extension of the voices of many who have issues with our transportation systems but don't express their opinions to those qualified to address them, either because they lack certain resources (like time or transportation) to

independently present their beliefs, or they lack faith in their government to resolve their issues. I remain optimistic in government's ability to not only solve problems, but to pave the way for progress that further raises the living standards of our society. Being the one to amplify the often-overlooked concerns of many citizens in our community would be greatly fulfilling and satisfying, as it would help me to develop stronger relationships among myself and others who call Marion County home. Increasing my contributions to our community would give me a greater sense of purpose and could greatly aid my future ambitions to achieve even greater communal progress.

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


(Signature)

02/04/2022
(Date)

Please complete this form and return it to:
Ocala Marion TPO ▪ 2710 E. Silver Springs Blvd. ▪ Ocala ▪ Florida ▪ 34471



TO: TPO Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: Evaluation of the Community Transportation Coordinator (CTC) FY 2022

Summary

The Florida Commission for the Transportation Disadvantaged designates a Community Transportation Coordinator (CTC) for each county/service area. The CTC is responsible for coordinating and/or providing transportation services to individuals who are transportation disadvantaged. You are considered "transportation disadvantaged" due to age, income, or a disability, you cannot drive, and do not have access to other transportation options. Access is provided to medical appointments, employment, educational and other life sustaining services, including, groceries, shopping, meals, and social events, to those who are eligible and have no other means of transportation.

In accordance with Florida Statutes, Chapter 427, and the Florida Commission for the Transportation Disadvantaged the Marion County Community Transportation Coordinator (CTC) evaluation is conducted annually by members of the Transportation Disadvantaged Local Coordinating Board (TDLCB) with assistance from the Ocala Marion Transportation Planning Organization (TPO) staff. The TDLCB evaluates the CTC in order to ensure quality of service is being provided in the most cost effective and efficient manner. This is accomplished through an audit, a series of interviews, quality checks, rider surveys, and ride-along for observation. The evaluation encompasses management, operations, service, safety, vehicle maintenance, drivers and training, performance standards, grievance/complaint procedures, and quality assurance, utilizing the Commission for the Transportation Disadvantaged CTC Evaluation Workbook.

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

The TPO has provided a few recommendations as well as commendations as a result of our evaluation.

Recommendations:

1. Provide readily available comment cards on each bus for input from the riders with a sealed drop box. This will allow for input from the riders on an ongoing basis.
2. While there has been improvement on the waiting period for returning riders home from their appointments we are still receiving comments on the pickup window being too long 2 to 3 hours wait prior to pick up.
3. Standardize the location of the pertinent phone numbers on each bus. Due to the fact that service is geared for the disadvantaged, many are unable to get up close to view the Ombudsman and complaint phone numbers. These numbers need to be in various locations i.e. on the upper side isles for easier viewing from the riders sitting on the sides with an emphasis on the size of the numbers (larger for distance viewing from the back of the bus).

Commendations:

1. Riders are pleased and speak highly of the overall system and the staff.
2. Marion Transit monitors and continues to make the changes required to provide the coverage necessary to maintain happy riders.
3. Marion Transit was several months without a Community Transportation Coordinator however the system overall did not diminish in quality due to well outlined policies and procedures, well trained staff and teamwork.

We wish continued improvement and success to Marion Transit Services and the CTC.

Attachment(s)

Copy of the Commission for the Transportation Disadvantaged evaluation workbook.

Action Requested

None – content informative

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

CTC

EVALUATION WORKBOOK

Florida Commission for the



Transportation Disadvantaged

CTC BEING REVIEWED: Marion Transit (MT)

COUNTY (IES): Marion

ADDRESS: 1101 SW 20th Ct., Ocala, FL 34471

CONTACT: Clayton Murch **PHONE:** 352-620-3519

REVIEW PERIOD: 1/2021-12/2021 **REVIEW DATES:** 2/2022

PERSON CONDUCTING THE REVIEW: Liz Mitchell

CONTACT INFORMATION: 352-438-2634 liz.mitchell@marionfl.org

LCB EVALUATION WORKBOOK

ITEM	PAGE
REVIEW CHECKLIST _____	3
EVALUATION INFORMATION _____	5
ENTRANCE INTERVIEW QUESTIONS _____	6
GENERAL QUESTIONS _____	9
CHAPTER 427, F.S. _____	13
RULE 41-2, F.A.C. _____	22
COMMISSION STANDARDS _____	32
LOCAL STANDARDS _____	33
AMERICANS WITH DISABILITIES ACT _____	36
FY GRANT QUESTIONS _____	42
STATUS REPORT _____	43
ON-SITE OBSERVATION _____	45
SURVEYS _____	47
LEVEL OF COST WORKSHEET # 1 _____	52
LEVEL OF COMPETITION WORKSHEET #2 _____	53
LEVEL OF AVAILABILITY WORKSHEET #3 _____	55

REVIEW CHECKLIST & SCHEDULE

COLLECT FOR REVIEW:

- ☒ APR Data Pages
- ☒ QA Section of TDSP
- ☒ Last Review (Date: 1/2021)
- ☒ List of Omb. Calls
- ☒ QA Evaluation
- ☒ Status Report (from last review)
- ☒ AOR Submittal Date
- ☒ TD Clients to Verify
- ☒ TDTF Invoices
- ☒ Audit Report Submittal Date

ITEMS TO REVIEW ON-SITE:

- ☒ SSPP
- ☒ Policy/Procedure Manual
- ☒ Complaint Procedure
- ☒ Drug & Alcohol Policy (see certification)
- ☒ Grievance Procedure
- ☒ Driver Training Records (see certification)
- ☒ Contracts
- ☒ Other Agency Review Reports
- ☒ Budget
- ☒ Performance Standards
- ☒ Medicaid Documents

ITEMS TO REQUEST:

- ☒ **REQUEST INFORMATION FOR RIDER/BENEFICIARY SURVEY** (Rider/Beneficiary Name, Agency who paid for the trip [sorted by agency and totaled], and Phone Number)
- ☒ **REQUEST INFORMATION FOR CONTRACTOR SURVEY** (Contractor Name, Phone Number, Address and Contact Name)
- ☐ **REQUEST INFORMATION FOR PURCHASING AGENCY SURVEY** (Purchasing Agency Name, Phone Number, Address and Contact Name)
- ☒ **REQUEST ANNUAL QA SELF CERTIFICATION** (Due to CTD annually by January 15th).
- ☐ **MAKE ARRANGEMENTS FOR VEHICLES TO BE INSPECTED** (Only if purchased after 1992 and privately funded).

INFORMATION OR MATERIAL TO TAKE WITH YOU:

- ☒ Measuring Tape
- ☒ Stop Watch

EVALUATION INFORMATION

An LCB review will consist of, but is not limited to the following pages:

1	Cover Page
5 - 6	Entrance Interview Questions
12	Chapter 427.0155 (3) Review the CTC monitoring of contracted operators
13	Chapter 427.0155 (4) Review TDSP to determine utilization of school buses and public transportation services
19	Insurance
23	Rule 41-2.011 (2) Evaluation of cost-effectiveness of Coordination Contractors and Transportation Alternatives
25 - 29	Commission Standards and Local Standards
39	On-Site Observation
40 – 43	Surveys
44	Level of Cost - Worksheet 1
45- 46	Level of Competition – Worksheet 2
47 - 48	Level of Coordination – Worksheet 3

Notes to remember:

- **The CTC should not conduct the evaluation or surveys. If the CTC is also the PA, the PA should contract with an outside source to assist the LCB during the review process.**
- **Attach a copy of the Annual QA Self Certification.**

ENTRANCE INTERVIEW QUESTIONS

INTRODUCTION AND BRIEFING:

- ☒ Describe the evaluation process (LCB evaluates the CTC and forwards a copy of the evaluation to the CTD).
- ☒ The LCB reviews the CTC once every year to evaluate the operations and the performance of the local coordinator.

The LCB will be reviewing the following areas:

- ☒ Chapter 427, Rules 41-2 and 14-90, CTD Standards, and Local Standards
- ☒ Following up on the Status Report from last year and calls received from the Ombudsman program.
- ☒ Monitoring of contractors.
- ☒ Surveying riders/beneficiaries, purchasers of service, and contractors
- ☒ The LCB will issue a Review Report with the findings and recommendations to the CTC no later than 30 working days after the review has concluded.
- ☒ Once the CTC has received the Review Report, the CTC will submit a Status Report to the LCB within 30 working days.
- ☐ Give an update of Commission level activities (last meeting update and next meeting date), if needed.

USING THE APR, COMPILE THIS INFORMATION:

1. OPERATING ENVIRONMENT:

- ☒ RURAL ☐ URBAN

2. ORGANIZATION TYPE:

- ☐ PRIVATE-FOR-PROFIT
☒ PRIVATE NON-PROFIT
☐ GOVERNMENT
☐ TRANSPORTATION AGENCY

3. NETWORK TYPE:

- ☒ SOLE PROVIDER
☐ PARTIAL BROKERAGE
☐ COMPLETE BROKERAGE

4. NAME THE OPERATORS THAT YOUR COMPANY HAS CONTRACTS WITH:

N/A

5. NAME THE GROUPS THAT YOUR COMPANY HAS COORDINATION CONTRACTS WITH:

Coordination Contract Agencies				
Name of Agency	Address	City, State, Zip	Telephone Number	Contact
Advocacy Resou	2800 SE Maricam	Ocala, FL	352.387.2210	Frank Sofia
Florida Center fo	1411 N.E. 22nd A	Ocala, FL	352.873.4700	Anissa Pieribo

6. NAME THE ORGANIZATIONS AND AGENCIES THAT PURCHASE SERVICE FROM THE CTC AND THE PERCENTAGE OF TRIPS EACH REPRESENTS?
(Recent APR information may be used)

Name of Agency	% of Trips	Name of Contact	Telephone Number
N/A			

7. REVIEW AND DISCUSS TD HELPLINE CALLS:

	Number of calls	Closed Cases	Unsolved Cases
Cost	0	0	0
Medicaid	0	0	0
Quality of Service	0	0	0
Service Availability	0	0	0
Toll Permit	0	0	0
Other	0	0	0

GENERAL QUESTIONS

Use the TDSP to answer the following questions. If these are not addressed in the TDSP, follow-up with the CTC.

1. DESIGNATION DATE OF CTC: July 1, 2020 - June 30, 2025

2. WHAT IS THE COMPLAINT PROCESS?

Marion Senior Service's staff fields call and directs them as needed.

IS THIS PROCESS IN WRITTEN FORM? ☒ Yes ☐ No
(Make a copy and include in folder)

Is the process being used? ☒ Yes ☐ No

3. DOES THE CTC HAVE A COMPLAINT FORM? ☒ Yes ☐ No
(Make a copy and include in folder)

4. DOES THE COMPLAINT FORM INCORPORATE ALL ELEMENTS OF THE CTD'S
UNIFORM SERVICE REPORTING GUIDEBOOK?

☒ Yes ☐ No

5. DOES THE FORM HAVE A SECTION FOR RESOLUTION OF THE COMPLAINT?

☒ Yes ☐ No

**Review completed complaint forms to ensure the resolution section is
being filled out and follow-up is provided to the consumer.**

6. IS A SUMMARY OF COMPLAINTS GIVEN TO THE LCB ON A REGULAR BASIS?

☒ Yes ☐ No

7. WHEN IS THE DISSATISFIED PARTY REFERRED TO THE TD HELPLINE?

Unresolved complaints are referred to the helpline. However, complaints are typically resolved in-house.

8. WHEN A COMPLAINT IS FORWARDED TO YOUR OFFICE FROM THE
OMBUDSMAN PROGRAM, IS THE COMPLAINT ENTERED INTO THE LOCAL
COMPLAINT FILE/PROCESS?

☒ Yes ☐ No

If no, what is done with the complaint?

9. DOES THE CTC PROVIDE WRITTEN RIDER/BENEFICIARY INFORMATION OR BROCHURES TO INFORM RIDERS/ BENEFICIARIES ABOUT TD SERVICES?

☒ Yes ☐ No If yes, what type?

MT provides this at the time of application. It is also available on the bus, on-line or on-site. Brochures are distributed to local merchants, neighborhoods and through the mail.

10. DOES THE RIDER/ BENEFICIARY INFORMATION OR BROCHURE LIST THE OMBUDSMAN NUMBER?

☒ Yes ☐ No

11. DOES THE RIDER/ BENEFICIARY INFORMATION OR BROCHURE LIST THE COMPLAINT PROCEDURE?

☒ Yes ☐ No

12. WHAT IS YOUR ELIGIBILITY PROCESS FOR TD RIDERS/ BENEFICIARIES?

There is a vetting process that considers physical abilities, age, medical conditions, income level and location of residence. There are various documents that they are required to provide to meet eligibility.

Please Verify These Passengers Have an Eligibility Application on File:

TD Eligibility Verification			
Name of Client	Address of client	Date of Ride	Application on File?
Kelbert, Barbara	3211 SW 42nd St. Apt. 21	8-30-21	Yes
Latsin, Alegrine	21399 Hwy 441, Micanopy	3-2-22	Yes
Kennedy, Donna	13698 SE 91st. Ave, Sun	8-6-21	Yes

13. WHAT INNOVATIVE IDEAS HAVE YOU IMPLEMENTED IN YOUR COORDINATED SYSTEM?

We have developed an Excel program to track all incidents and accidents in Marion Transit. This was implemented on 1/1/21. We're now able to pull historical data for the following:

- Employee injuries
- Client Disruptive Behavior
- Bus vs. Private Property
- Anonymous Complaints
- Client Compliments
- Bus vs. POV
- Performance Improvement Plans
- Miscellaneous incidents

14. ARE THERE ANY AREAS WHERE COORDINATION CAN BE IMPROVED?

Marion Transit continuously evaluates in order to improve the efficiency of the system.

15. WHAT BARRIERS ARE THERE TO THE COORDINATED SYSTEM?

Funding for operations in order to maintain sufficient staff to assist with the increased work load of coordinating with other entities.

16. ARE THERE ANY AREAS THAT YOU FEEL THE COMMISSION SHOULD BE AWARE OF OR CAN ASSIST WITH?

Increase in funding for operations in order to stay competitive and retain needed staff.

17. WHAT FUNDING AGENCIES DOES THE CTD NEED TO WORK CLOSELY WITH IN ORDER TO FACILITATE A BETTER-COORDINATED SYSTEM?

Better communication of “new” grant opportunities different than the ones for which we customarily submit applications...visibility to other available grants opportunities.

18. HOW ARE YOU MARKETING THE VOLUNTARY DOLLAR?

There is no formal marketing budget.

GENERAL QUESTIONS

Findings:

Recommendations:

COMPLIANCE WITH CHAPTER 427, F.S.

Review the CTC contracts for compliance with 427.0155(1), F.S.

“Execute uniform contracts for service using a standard contract, which includes performance standards for operators.”

ARE YOUR CONTRACTS UNIFORM? ☒ Yes ☐ No

IS THE CTD’S STANDARD CONTRACT UTILIZED? ☒ Yes ☐ No

DO THE CONTRACTS INCLUDE PERFORMANCE STANDARDS FOR THE TRANSPORTATION OPERATORS AND COORDINATION CONTRACTORS?

☒ Yes ☐ No

DO THE CONTRACTS INCLUDE THE PROPER LANGUAGE CONCERNING PAYMENT TO SUBCONTRACTORS? (Section 21.20: Payment to Subcontractors, T&E Grant, and FY)

☒ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Operator Name	Exp. Date	SSPP	AOR Reporting	Insurance
Marion Transit Services	6/30/25	5/14/21	9/10/21	2/10/22

COMPLIANCE WITH CHAPTER 427, F.S.

Review the CTC last AOR submittal for compliance with 427. 0155(2)
“Collect Annual Operating Data for submittal to the Commission.”

REPORTING TIMELINESS

Were the following items submitted on time?

- a. Annual Operating Report ☒ Yes ☐ No
Any issues that need clarification? ☐ Yes ☒ No

Any problem areas on AOR that have been re-occurring?

List:

- b. Memorandum of Agreement ☒ Yes ☐ No
c. Transportation Disadvantaged Service Plan ☒ Yes ☐ No
d. Grant Applications to TD Trust Fund ☒ Yes ☐ No
e. All other grant application (100%) ☒ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

COMPLIANCE WITH CHAPTER 427, F.S.

Review the CTC monitoring of its transportation operator contracts to ensure compliance with 427.0155(3), F.S.

“Review all transportation operator contracts annually.”

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS OPERATOR(S) AND HOW OFTEN IS IT CONDUCTED?

Each bus contains cameras and software that provides visual and audio.

Is a written report issued to the operator? ☒ Yes ☐ No

If **NO**, how are the contractors notified of the results of the monitoring?

Performance plan and if needed disciplinary action taken.

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS COORDINATION CONTRACTORS AND HOW OFTEN IS IT CONDUCTED?

It is monitored annually with no set schedule.

Is a written report issued? ☐ Yes ☒ No

If **NO**, how are the contractors notified of the results of the monitoring?

No report is provided unless there is disciplinary or counseling associated with the review.

WHAT ACTION IS TAKEN IF A CONTRACTOR RECEIVES AN UNFAVORABLE REPORT?

A corrective action plan is initiated based on the circumstances.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

ASK TO SEE DOCUMENTATION OF MONITORING REPORTS.

COMPLIANCE WITH CHAPTER 427, F.S.

Review the TDSP to determine the utilization of school buses and public transportation services [Chapter 427.0155(4)]

“Approve and coordinate the utilization of school bus and public transportation services in accordance with the TDSP.”

HOW IS THE CTC USING SCHOOL BUSES IN THE COORDINATED SYSTEM?

School buses are used for emergency management. In the event of an emergency, hurricane or natural disaster buses are utilized to transport residents to shelters or other needed areas. MT assists the county school system by bridging the gap and transporting children that are homeless or in temporary shelters, alleviating the burden.

Rule 41-2.012(5)(b): *"As part of the Coordinator's performance, the local Coordinating Board shall also set an annual percentage goal increase for the number of trips provided within the system for ridership on public transit, where applicable. In areas where the public transit is not being utilized, the local Coordinating Board shall set an annual percentage of the number of trips to be provided on public transit."*

HOW IS THE CTC USING PUBLIC TRANSPORTATION SERVICES IN THE COORDINATED SYSTEM?

☒ MT is continually assessing new and innovative ways to utilize the system.

IS THERE A GOAL FOR TRANSFERRING PASSENGERS FROM PARATRANSIT TO TRANSIT?

☒ Yes ☐ No

If YES, what is the goal?

Monitoring of availability of transit services in Marion County with a mapping system to determine if potential riders reside within the transit service areas of SunTran. Clients are re-evaluated and transitioned to SunTran if they are deemed eligible, on a

Is the CTC accomplishing the goal? ☒ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS REQUIREMENT? ☒ Yes ☐ No

Comments:

COMPLIANCE WITH CHAPTER 427, F.S.

Review of local government, federal and state transportation applications for TD funds (all local, state or federal funding for TD services) for compliance with 427.0155(5).

“Review all applications for local government, federal, and state transportation disadvantaged funds, and develop cost-effective coordination strategies.”

IS THE CTC INVOLVED WITH THE REVIEW OF APPLICATIONS FOR TD FUNDS, IN CONJUNCTION WITH THE LCB? (TD Funds include all funding for transportation disadvantaged services, i.e. Section 5310 [formerly Sec.16] applications for FDOT funding to buy vehicles granted to agencies who are/are not coordinated)

☒ Yes ☐ No

If Yes, describe the application review process.

All TD fund applications are presented to the LCB for review and approval prior to submittal. Applications are then forwarded to the TD Commission or FDOT.

If no, is the LCB currently reviewing applications for TD funds (any federal, state, and local funding)? ☐ Yes ☒ No

If no, is the planning agency currently reviewing applications for TD funds?

☐ Yes ☒ No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

COMPLIANCE WITH CHAPTER 427, F.S.

Review priorities listed in the TDSP, according to Chapter 427.0155(7).

“Establish priorities with regard to the recipients of non-sponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust monies.”

REVIEW THE QA SECTION OF THE TDSP (ask CTC to explain):

MT is in compliance with all policies. Quality assurance has been reviewed and MT has followed the criteria in accordance with FDOT's monitoring process.

WHAT ARE THE PRIORITIES FOR THE TDTF TRIPS?

1. Medical Needs - kidney dialysis, cancer treatments, therapy/doctor appointments
2. Life Sustaining Activities - food, prescriptions, shopping, medicaid recertification
3. Education - life skills training, day treatment programs for abused/neglected children
4. Employment- Daily to work and return home
5. Business - banking, Social Security, visits to hospital/nursing homes
6. Recreational Trips - Social interaction

HOW ARE THESE PRIORITIES CARRIED OUT?

The LCB sets the prioritization guidelines. Service is provided in accordance with availability following the above priorities.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

COMPLIANCE WITH CHAPTER 427, F.S.

Ensure CTC compliance with the delivery of transportation services, 427.0155(8).

“Have full responsibility for the delivery of transportation services for the transportation disadvantaged as outlined in s. 427.015(2).”

Review the Operational section of the TDSP

1. Hours of Service:

Monday - Friday from 5:00am - 7:00pm or until all return trips/passengers are completed.

2. Hours of Intake:

Passengers are requested to make appointments between 5am and 7pm so they can be picked up to two hours prior and returned home within service hours. Residents

3. Provisions for After Hours Reservations/Cancellations?

Special arrangements may be made for dialysis and other special situations with early, late or Saturday appointments. Service may be available 24 hours per day, 7 days a week, if prior arrangements are made.

4. What is the minimum required notice for reservations?

Notice is required seventy-two (72) hours in advance. Recurring trips, such as for dialysis or therapy can be scheduled on a permanent basis.

5. How far in advance can reservations be place (number of days)?

Trips may be scheduled as early as 2 weeks, but not later than seventy-two (72) hours in advance.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

COMPLIANCE WITH CHAPTER 427, F.S.

Review the cooperative agreement with the local WAGES coalitions according to Chapter 427.0155(9).

“Work cooperatively with local WAGES coalitions established in Chapter 414 to provide assistance in the development of innovative transportation services for WAGES participants.”

WHAT TYPE OF ARRANGEMENT DO YOU HAVE WITH THE LOCAL WAGES COALITION?

N/A

HAVE ANY INNOVATIVE WAGES TRANSPORTATION SERVICES BEEN DEVELOPED?

N/A

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

CHAPTER 427

Findings:

Recommendations:

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(1), Minimum Insurance Compliance

“...ensure compliance with the minimum liability insurance requirement of \$100,000 per person and \$200,000 per incident...”

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS?

Coverage rates are \$100,000 per person and \$300,000 per incident.

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS IN THE OPERATOR AND COORDINATION CONTRACTS?

\$100,000 per person and \$300,000 per incident.

HOW MUCH DOES THE INSURANCE COST (per operator)?

Operator	Insurance Cost
Marion Transit Services	\$ 241,698.44

DOES THE MINIMUM LIABILITY INSURANCE REQUIREMENTS EXCEED \$1 MILLION PER INCIDENT?

☐ Yes ☒ No

If yes, was this approved by the Commission? ☐ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(2), Safety Standards.

“...shall ensure the purchaser that their operations and services are in compliance with the safety requirements as specified in Section 341.061(2)(a), F.S. and 14-90, F.A.C.”

Date of last SSPP Compliance Review 5/14/2021, Obtain a copy of this review.

Review the last FDOT SSPP Compliance Review, if completed in over a year, check drivers' records. If the CTC has not monitored the operators, check drivers' files at the operator's site.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

ARE THE CTC CONTRACTED OPERATORS IN COMPLIANCE WITH THIS SECTION?

☒ Yes ☐ No

DRIVER REQUIREMENT CHART

Driver Last Name	Driver License	Last Physical	CPR/1st Aid	Def. Driving	ADA Training	Other-
W. Ashberger	Yes	4/7/21	Not Required	9/10/20	6/26/20	
J. Baker	Yes	6/28/21	Not Required	8/18/20	6/26/20	
R. Boggs	Yes	12/17/21	Not Required	1/4/20	1/4/22	
M. Bommarito	Yes	2/4/22	Not Required	2/14/22	2/24/22	
M. Bruno	Yes	8/23/21	Not Required	9/13/21	2/24/22	
M. Calero	Yes	4/15/21	Not Required	4/21/21	4/22/21	
J. Dorvilus	Yes	11/30/21	Not Required	10/29/20	5/28/19	
R. Formella	Yes	1/13/21	Not Required	2/3/21	7/6/20	
J. Garcia-Crespo	Yes	1/14/21	Not Required	1/26/21	2/15/21	
S. Gray	Yes	9/1/21	Not Required	9/15/21	9/15/21	
W. Hagwell	Yes	12/15/20	Not Required	12/15/20	7/8/20	
A. Hamilton	Yes	1/27/22	Not Required	12/19/19	12/19/19	
R. Innis	Yes	10/21/20	Not Required	10/14/20	7/17/20	
A. Joseph	Yes	11/30/21	Not Required	11/19/20	12/19/19	
F. LaSalle	Yes	2/9/22	Not Required	12/19/19	12/19/19	

Sample Size: 1-20 Drivers – 50-100% 21-100 Drivers – 20-50% 100+ Drivers – 5-10%

Driver Last Name	Driver License	Last Physical	CPR/1st Aid	Def. Driving	ADA Training	Other-
K. Newton	Yes	7/29/21	Not Required	8/13/20	6/26/20	
L. Olsen	Yes	9/3/20	Not Required	10/2/19	7/22/20	
D. Osbourne	Yes	10/14/21	Not Required	10/27/20	10/27/20	
L. Pizarro	Yes	12/23/20	Not Required	12/19/19	12/19/19	
E. Ploski-Pflieder	Yes	12/7/21	Not Required	12/19/19	7/28/20	
J.H. Ponticelli	Yes	7/9/21	Not Required	7/28/20	7/7/20	
J. Porter	Yes	4/29/21	Not Required	12/19/19	6/23/20	
R. Pryor	Yes	12/18/20	Not Required	1/5/21	1/27/21	
Y. Raines	Yes	3/2/20	Not Required	1/13/21	10/12/20	
L. Ramos	Yes	3/3/20	Not Required	11/8/20	7/23/20	
E. Rivers	Yes	4/6/20	Not Required	12/19/19	6/25/20	
W. Sancho	Yes	10/14/21	Not Required	7/30/20	6/25/20	
V. Scott	Yes	3/9/21	Not Required	10/27/20	7/16/20	
D. Smith	Yes	12/6/21	Not Required	1/5/22	2/23/22	
A. Snellbaker	Yes	7/31/20	Not Required	5/18/21	5/19/21	
T. Snowden	Yes	5/6/21	Not Required	5/18/21	5/19/21	
T. Spencer	Yes	2/4/21	Not Required	12/17/20	5/28/19	
L. Waldren	Yes	12/3/21	Not Required	12/19/19	12/19/19	
J. Waters	Yes	8/3/21	Not Required	8/13/21	9/23/21	
A. Zarlinga	Yes	9/11/20	Not Required	7/23/21	10/1/20	

Sample Size: 1-20 Drivers – 50-100% 21-100 Drivers – 20-50% 100+ Drivers – 5-10%

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(3), Drug and Alcohol Testing

“...shall assure the purchaser of their continuing compliance with the applicable state or federal laws relating to drug testing...”

With which of the following does the CTC (and its contracted operators) Drug and Alcohol Policy comply?

- ☒ FTA (Receive Sect. 5307, 5309, or 5311 funding)
- ☐ FHWA (Drivers required to hold a CDL)
- ☐ Neither

REQUEST A COPY OF THE DRUG & ALCOHOL POLICY AND LATEST COMPLIANCE REVIEW.

DATE OF LAST DRUG & ALCOHOL POLICY REVIEW: 2/5/2022

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.011(2), Evaluating Cost-Effectiveness of Coordination Contractors and Transportation Alternatives.

“...contracts shall be reviewed annually by the Community Transportation Coordinator and the Coordinating Board as to the effectiveness and efficiency of the Transportation Operator or the renewal of any Coordination Contracts.”

1. IF THE CTC HAS COORDINATION CONTRACTORS, DETERMINE THE COST-EFFECTIVENESS OF THESE CONTRACTORS.

Cost [CTC and Coordination Contractor (CC)]

	CTC	CC #1	CC #2	CC #3	CC #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Ambulatory	30.01				
Wheelchair	51.44				
Special or unique considerations that influence costs?					
N/A					
Explanation:					

2. DO YOU HAVE TRANSPORTATION ALTERNATIVES? ☐ Yes ☒ No
 (Those specific transportation services approved by rule or the Commission as a service not normally arranged by the Community Transportation Coordinator, but provided by the purchasing agency. Example: a neighbor providing the trip)

Cost [CTC and Transportation Alternative (Alt.)]

	CTC	Alt. #1	Alt. #2	Alt. #3	Alt. #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Special or unique considerations that influence costs?					
Explanation:					

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

RULE 41-2

Findings:

Recommendations:

COMPLIANCE WITH 41-2, F.A.C.

Compliance with Commission Standards

“...shall adhere to Commission approved standards...”

Review the TDSP for the Commission standards.

Commission Standards	Comments
Local toll free phone number must be posted in all vehicles.	All vehicles have the local toll free contact information posted as well as readily available from the driver.
Vehicle Cleanliness	At the end of the day all hard surfaces are wiped down, any debris is removed, and the entire bus is misted with a disinfectant. Throughout the day surfaces are wiped as needed between riders.
Passenger/Trip Database	All information on trips and scheduling is maintained in a map-based computer software program called Route Match.

Adequate seating	All seating is according to manufacturer's recommended capacity and usage. The driver and passengers are properly seated using the provided seat restraint devices. There is also space to accommodate 4 wheelchairs with seat and wheel restraints. Additionally, rider's utilize spaced seating for social distancing.
Driver Identification	When transporting passengers, all drivers will have a picture identification displayed at all times. Drivers have name tag and company logo on their uniform/person for identification.
Passenger Assistance	Door-to-door service is available to all clients. Drivers are required to assist all passengers from the door of their pick-up point onto the vehicle as well as, off the vehicle and to the door at their destination. Drivers may not assist wheelchairs up or down more than one step unless it can be performed safely as determined by the driver.
Smoking, Eating and Drinking	Smoking, eating and drinking is prohibited onboard all vehicles.

Two-way Communications	Driver has audible accessibility with base at all times. All vehicles are equipped with a two-way radio for communication.
Air Conditioning/Heating	All vehicles are equipped with air conditioners and heaters.
Billing Requirements	All riders are expected to pay fare at the time they receive services. Passengers must have exact change; drivers do not carry cash.

COMMISSION STANDARDS

Findings:

Recommendations:

COMPLIANCE WITH 41-2, F.A.C.

Compliance with Local Standards

“...shall adhere to Commission approved standards...”

Review the TDSP for the Local standards.

Local Standards	Comments
Transport of Escorts and dependent children policy	Escorts must be at least 16 years old, limited to one per rider and pay the standard fare. Dependent children may be transported if the child is over 5 years old and the medical appointment is for the child.
Use, Responsibility, and cost of child restraint devices	Children under 5 must be in an appropriate safety seat. Child seat may be provided by the transport company if requested or can be furnished by the rider. Driver is responsible for properly securing the child and the child seat.
Out-of-Service Area trips	Out-of-service area trips provided only as approved by LCB and CTC.
CPR/1st Aid	Not required
Driver Criminal Background Screening	Criminal background and drug check (with local law enforcement and Florida Dept. of Law Enforcement) are done prior to date of hire.
Rider Personal Property	Riders may carry personal property on vehicles if it can be placed on lap or under seat. Drivers may not handle customer's property. Exception is shopping trips, customer may have 2-3 bags, and driver may
Advance reservation requirements	Trips must be scheduled a minimum of 72 hours prior to date of travel or 2 weeks in advance of date of travel.
Pick-up Window	There is a two hour pick-up window prior to appointment time. Three hours are required for outlying areas.

<i>Measurable Standards/Goals</i>	<i>Standard/Goal</i>	<i>Latest Figures</i>	<i>Is the CTC/Operator meeting the Standard?</i>
Public Transit Ridership	CTC	CTC	
	Operator A	Operator A	N/A
	Operator B	Operator B	N/A
	Operator C	Operator C	N/A
On-time performance	CTC	CTC	
	Operator A	Operator A	N/A
	Operator B	Operator B	N/A
	Operator C	Operator C	N/A
Passenger No-shows	CTC	CTC	
	Operator A	Operator A	N/A
	Operator B	Operator B	N/A
	Operator C	Operator C	N/A
Accidents	CTC	CTC	
	Operator A	Operator A	N/A
	Operator B	Operator B	N/A
	Operator C	Operator C	N/A
Roadcalls <i>Average age of fleet:</i>	CTC	CTC	
	Operator A	Operator A	N/A
	Operator B	Operator B	N/A
	Operator C	Operator C	N/A
Complaints <i>Number filed:</i>	CTC	CTC	
	Operator A	Operator A	N/A
	Operator B	Operator B	N/A
	Operator C	Operator C	N/A
Call-Hold Time	CTC	CTC	
	Operator A	Operator A	N/A
	Operator B	Operator B	N/A
	Operator C	Operator C	N/A

LOCAL STANDARDS

Findings:

Recommendations:

COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT

REVIEW COPIES OF THE PUBLIC INFORMATION PROVIDED.

DOES PUBLIC INFORMATION STATE THAT ACCESSIBLE FORMATS ARE
AVAILABLE UPON REQUEST? ☒ Yes ☐ No

ARE ACCESSIBLE FORMATS ON THE SHELF? ☒ Yes ☐ No

IF NOT, WHAT ARRANGEMENTS ARE IN PLACE TO HAVE MATERIAL
PRODUCED IN A TIMELY FASHION UPON REQUEST?

DO YOU HAVE TTY EQUIPMENT OR UTILIZE THE FLORIDA RELAY SYSTEM?
☒ Yes ☐ No

IS THE TTY NUMBER OR THE FLORIDA RELAY SYSTEM NUMBERS LISTED WITH
THE OFFICE PHONE NUMBER? ☒ Yes ☐ No

Florida Relay System:
Voice- 1-800-955-8770
TTY- 1-800-955-8771

**EXAMINE OPERATOR MANUALS AND RIDER INFORMATION. DO CURRENT
POLICIES COMPLY WITH ADA PROVISION OF SERVICE REQUIREMENTS
REGARDING THE FOLLOWING:**

Provision of Service	Training Provided	Written Policy	Neither
Accommodating Mobility Aids	Yes	Yes	
Accommodating Life Support Systems (O ₂ Tanks, IV's...)	Yes	Yes	
Passenger Restraint Policies	Yes	Yes	
Standee Policies (persons standing on the lift)	Yes	Yes	
Driver Assistance Requirements	Yes	Yes	
Personal Care Attendant Policies	Yes	Yes	
Service Animal Policies	Yes	Yes	
Transfer Policies (From mobility device to a seat)	Yes	Yes	
Equipment Operation (Lift and securement procedures)	Yes	Yes	
Passenger Sensitivity/Disability Awareness Training for Drivers	Yes	Yes	

RANDOMLY SELECT ONE OR TWO VEHICLES PER CONTRACTOR (DEPENDING ON SYSTEM SIZE) THAT ARE IDENTIFIED BY THE CTC AS BEING ADA ACCESSIBLE AND PURCHASED WITH PRIVATE FUNDING, AFTER 1992. CONDUCT AN INSPECTION USING THE ADA VEHICLE SPECIFICATION CHECKLIST.

None of the vehicles were purchased with private funding.

INSPECT FACILITIES WHERE SERVICES ARE PROVIDED TO THE PUBLIC (ELIGIBILITY DETERMINATION, TICKET/COUPON SALES, ETC...).

IS A RAMP PROVIDED? ☒ Yes ☐ No

ARE THE BATHROOMS ACCESSIBLE? ☒ Yes ☐ No

Bus and Van Specification Checklist

Name of Provider: Marion Transit

Vehicle Number (either VIN or provider fleet number): 1FD FE4FS5FDA30491

Type of Vehicle: ☐ Minivan ☐ Van ☐ Bus (>22')
☒ Minibus (<= 22') ☐ Minibus (>22')

Person Conducting Review: Liz Mitchell - Ocala Marion TPO

Date: 2/28/22

Review the owner's manual, check the stickers, or ask the driver the following:

- ☒ The lift must have a weight limit of at least 600 pounds.
- ☒ The lift must be equipped with an emergency back-up system (in case of loss of power to vehicle). Is the pole present?
- ☒ The lift must be "interlocked" with the brakes, transmission, or the door, so the lift will not move unless the interlock is engaged. Ensure the interlock is working correctly.

Have the driver lower the lift to the ground:

- ☒ Controls to operate the lift must require constant pressure.
- ☒ Controls must allow the up/down cycle to be reversed without causing the platform to "stow" while occupied.
- ☒ Sufficient lighting shall be provided in the step well or doorway next to the driver, and illuminate the street surface around the lift, the lighting should activate when the door/lift is in motion. Turn light switch on, to ensure lighting is working properly.

Once the lift is on the ground, review the following:

- ☒ Must have an inner barrier to prevent the mobility aid from rolling off the side closest to the vehicle until the platform is fully raised.
- ☒ Side barriers must be at least 1 ½ inches high.
- ☒ The outer barrier must be sufficient to prevent a wheelchair from riding over it.
- ☒ The platform must be slip-resistant.
- ☒ Gaps between the platform and any barrier must be no more than 5/8 of an inch.
- ☒ The lift must have two handrails.
- ☒ The handrails must be 30-38 inches above the platform surface.
- ☒ The handrails must have a useable grasping area of 8 inches, and must be at least 1 ½ inches wide and have sufficient knuckle clearance.
- ☒ The platform must be at least 28 1/2 inches wide measured at the platform surface, and 30 inches wide and 48 inches long measured 2 inches above the platform surface.

- ☐ If the ramp is not flush with the ground, for each inch off the ground the ramp must be 8 inches long.
- ☐ Lifts may be marked to identify the preferred standing position (suggested, not required)

Have the driver bring the lift up to the fully raised position (but not stowed):

- ☒ When in the fully raised position, the platform surface must be horizontally within 5/8 inch of the floor of the vehicle.
- ☒ The platform must not deflect more than 3 degrees in any direction. To test this, stand on the edge of the platform and carefully jump up and down to see how far the lift sways.
- ☒ The lift must be designed to allow boarding in either direction.

While inside the vehicle:

- ☒ Each securement system must have a clear floor area of 30 inches wide by 48 inches long.
- ☒ The securement system must accommodate all common wheelchairs and mobility aids.
- ☒ The securement system must keep mobility aids from moving no more than 2 inches in any direction.
- ☒ A seat belt and shoulder harness must be provided for each securement position, and must be separate from the security system of the mobility aid.

Vehicles under 22 feet must have:

- ☐ One securement system that can be either forward or rear-facing.
- ☐ Overhead clearance must be at least 56 inches. This includes the height of doors, the interior height along the path of travel, and the platform of the lift to the top of the door.

Vehicles over 22 feet must have:

- ☒ Must have 2 securement systems, and one must be forward-facing, the other can be either forward or rear-facing.
- ☒ Overhead clearance must be at least 68 inches. This includes the height of doors, the interior height along the path of travel, and the platform of the lift to the top of the door.
- ☒ Aisles, steps, and floor areas must be slip resistant.
- ☒ Steps or boarding edges of lift platforms must have a band of color which contrasts with the step/floor surface.

COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT

Table 1. ADA Compliance Review - Provider/Contractor Level of Service Chart

Name of Service Provider/ Contractor	Total # of Vehicles Available for CTC Service	# of ADA Accessible Vehicles	Areas/Sub areas Served by Provider/Contractor
Marion Transit Svcs	50	50	Marion County

BASED ON THE INFORMATION IN TABLE 1, DOES IT APPEAR THAT INDIVIDUALS REQUIRING THE USE OF ACCESSIBLE VEHICLES HAVE EQUAL SERVICE?

☒ Yes ☐ No

ADA COMPLIANCE

Findings:

Recommendations:

FY 2021 / 2022 GRANT QUESTIONS

The following questions relate to items specifically addressed in the FY 2021 / 2022 Trip and Equipment Grant.

DO YOU KEEP ALL RECORDS PERTAINING TO THE SPENDING OF TDTF DOLLARS FOR FIVE YEARS? (Section 7.10: Establishment and Maintenance of Accounting Records, T&E Grant, and FY 2021-2022)

☒ Yes ☐ No

ARE ALL ACCIDENTS THAT HAVE RESULTED IN A FATALITY REPORTED TO THE COMMISSION WITHIN 24 HOURS AFTER YOU HAVE RECEIVED NOTICE? (Section 14.80: Accidents, T/E Grant, and FY N/A)

☐ Yes ☐ No

ARE ALL ACCIDENTS THAT HAVE RESULTED IN \$1,000 WORTH OF DAMAGE REPORTED TO THE COMMISSION WITHIN 72 HOURS AFTER YOU HAVE RECEIVED NOTICE OF THE ACCIDENT? (Section 14.80: Accidents, T/E Grant, and FY 2021-2022)

☒ Yes ☐ No

STATUS REPORT FOLLOW-UP FROM LAST REVIEW(S)

DATE OF LAST REVIEW: 1/2022

STATUS REPORT DATED: _____

CTD RECOMMENDATION:

CTC Response:

Current Status:

CTD RECOMMENDATION:

CTC Response:

Current Status:

CTD RECOMMENDATION:

CTC Response:

Current Status:

CTD RECOMMENDATION:

CTC Response:

Current Status:

CTD RECOMMENDATION:

CTC Response:

Current Status:

CTD RECOMMENDATION:

CTC Response:

Current Status:

ON-SITE OBSERVATION OF THE SYSTEM

RIDE A VEHICLE WITHIN THE COORDINATED SYSTEM. **REQUEST A COPY OF THE MANIFEST PAGE THAT CONTAINS THIS TRIP.**

Date of Observation: 2/16/22

Please list any special guests that were present: Andrea Melvin

Location: Ocala - Silver Springs Shores

Number of Passengers picked up/dropped off: 5

Ambulatory 5

Non-Ambulatory

Was the driver on time? ☒ Yes ☐ No - How many minutes late/early?

Did the driver provide any passenger assistance? ☒ Yes ☐ No

Was the driver wearing any identification? ☒ Yes: ☒ Uniform ☐ Name Tag
☒ ID Badge ☐ No

Did the driver render an appropriate greeting?
☒ Yes ☐ No ☐ Driver regularly transports the rider, not necessary

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?
☒ Yes ☐ No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects?
☒ Yes ☐ No

Is there a sign posted on the interior of the vehicle with both a local phone number and the TD Helpline for comments/complaints/commendations?
☒ Yes ☐ No

Does the vehicle have working heat and air conditioning? ☒ Yes ☐ No

Does the vehicle have two-way communications in good working order? ☒ Yes ☐ No

If used, was the lift in good working order? unused ☐ Yes ☐ No

Was there safe and appropriate seating for all passengers?

☒ Yes ☐ No

Did the driver properly use the lift and secure the passenger?

☐ Yes ☐ No

If No, please explain: Lift was not used. It is listed for one passenger, but she stated she preferred to use the stairs.

CTC: Marion Transit County: Marion

Date of Ride: 2/16/22

Funding Source	No. of Trips	No. of Riders/Beneficiaries	No. of Calls to Make	No. of Calls Made
CTD				
Medicaid				
Other				
Other				
Other)				
Other				
Totals				

Number of Round Trips	Number of Riders/Beneficiaries to Survey
0 – 200	30%
201 – 1200	10%
1201 +	5%

Note: Attach the manifest



Scheduled Trips Summary - FL_Marion

For Time Period: 2/16/2022

Printed: 2/15/2022 5:04:26PM

Run Name: Unassigned
Driver Name:

Vehicle: Bus 2104

Driver Bill

Miles Out

Cash

Signature _____

Miles In

Tickets

Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
✓ Hamilton, Margaret	8:45:00AM	9 Pecan Dr Ocala, FL 34472	9:15:00AM	Gummadi-CVI 2105 SW 20th Pl Ocala, FL 34471	Ambulatory	\$ 2.00	(352) 687-0630

Request Time: 9:15 am

Assistance Needs: General Comments

✓ Berzelius, Marian	10:00:00AM	463 Midway Dr A Bldg J Green Bldgs Ocala, FL 34472	10:30:00AM	Shetty, J 1737 SE 28th Loop #A Ocala, FL 34471	Lift to Load	\$ 2.00	(352) 680-9677
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Request Time: 10:30 am

Assistance Needs:

✓ Borden, Evon	10:00:00AM	Silver Spring Shores 7413 Midway Ter Apt B Ocala, FL 34472	10:30:00AM	Florida Cardiology 40 Sw 12th St Ocala, FL 34471	Ambulatory	\$ 2.00	(352) 812-1205
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Request Time: 10:30 am

Assistance Needs:



Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
Kearney, McKinley	10:00:00AM	Silver Springs Shores 510 Clear Rd Ocala, FL 34472	10:30:00AM	Gaya, William 801 SW 1st Ave Ocala, FL 34471	Ambulatory	\$ 2.00	(352) 687-8911

Request Time: 10:30 am

Assistance Needs: General Comments [Palm Gardens]

Stevens, Jimmie	10:30:00AM	Silver Springs Shores 9810 Bahia Rd Ocala, FL 34472	11:00:00AM	Associates for Evaluation 1515 E Silver Springs Blvd #217 Ocala, FL 34470	Ambulatory	\$ 2.00	(352) 553-6703
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Request Time: 11:00 am

Assistance Needs:

Stahlnecker, Arline	12:30:00PM	964 Ne 19th St Ocala, FL 34470	1:00:00PM	Kidney Center-East 2870 SE 1st Ave Ocala, FL 34471	Lift to Load	\$ 0.00	(727) 599-9146
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Request Time: 1:00 pm

Assistance Needs:

Bickford, Carol	1:00:00PM	Kidney Center-East 2870 SE 1st Ave Ocala, FL 34471	1:30:00PM	Evangeline Booth 2921 Ne 14th St Apt 116 Ocala, FL 34470	Lift to Load	\$ 0.00	(352) 216-2311
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Request Time: 1:00 pm

Assistance Needs: Requires Door-to-Door assistance

Robinson, Florine	1:00:00PM	Kidney Center-East 2870 SE 1st Ave Ocala, FL 34471	1:30:00PM	1935 Sw 5th St Ocala, FL 34471	Lift to Load	\$ 2.00	(352) 362-6581
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Request Time: 1:30 pm

Assistance Needs: Requires Door-to-Door assistance

Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
Locker, Percy	1:30:00PM	Kidney Center-East 2870 SE 1st Ave Ocala, FL 34471	2:00:00PM	Shady Hollow 842 Sw 19th Avenue Rd Ocala, FL 34471	Wheelchair	\$ 0.00	(352) 277-7679

Request Time: 1:30 pm

Assistance Needs: Requires Door-to-Door assistance

Session, Dollie	1:30:00PM	Kidney Center-East 2870 SE 1st Ave Ocala, FL 34471	2:00:00PM	1613 Nw 20th Ave Ocala, FL 34475	Ambulatory	\$ 2.00	(352) 895-3803
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Request Time: 1:30 pm

Assistance Needs:

ON-SITE OBSERVATION OF THE SYSTEM

RIDE A VEHICLE WITHIN THE COORDINATED SYSTEM. REQUEST
A COPY OF THE MANIFEST PAGE THAT CONTAINS THIS TRIP.

Date of Observation:

2-28

Please list any special guests that were present:

Liz Mitchell

Location:

DUBLIN

Number of Passengers picked up/dropped off:

5

Ambulatory

4

Non-Ambulatory

1

Was the driver on time?



Yes



No - How many minutes late/early?

Did the driver provide any passenger assistance?



Yes



No

Was the driver wearing any identification?



Yes:



Uniform



Name Tag



ID Badge



No

Did the driver render an appropriate greeting?



Yes



No



Driver regularly transports the rider, not necessary

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?



Yes



No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects?



Yes



No

Is there a sign posted on the interior of the vehicle with both a local phone number and the TD Helpline for comments/complaints/commendations?



Yes



No

Does the vehicle have working heat and air conditioning?



Yes



No

Does the vehicle have two-way communications in good working order?



Yes



No

If used, was the lift in good working order?



Yes



No

Was there safe and appropriate seating for all passengers?

☒ Yes ☐ No

Did the driver properly use the lift and secure the passenger?

☒ Yes ☐ No

If No, please explain:

CTC: MARION TRANSIT County: Marion

Date of Ride: 2-28-22

Funding Source	No. of Trips	No. of Riders/Beneficiaries	No. of Calls to Make	No. of Calls Made
CTD				
Medicaid				
Other				
Other				
Other)				
Other				
Totals				

Number of Round Trips	Number of Riders/Beneficiaries to Survey
0 – 200	30%
201 – 1200	10%
1201 +	5%

Note: Attach the manifest



Scheduled Trips Summary - FL_Marion

For Time Period: 2/28/2022

Printed: 2/28/2022 7:34:19AM

Run Name: Unassigned

Vehicle: Bus 2105

Driver Name:

Driver _____

Miles Out

Cash

Signature _____

Miles In

Tickets

Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
Dethlefs, Carissa	9:30:00AM	20026 The Granada Dunnellon, FL 34432	10:00:00AM	Olive Garden 3363 Sw College Rd Ocala, FL 34474	Ambulatory	\$ 2.00	(352) 895-4262

Funding Source: 5311

Assistance Needs: General Comments [don't leave before 7am for work]

Miller, Toni	9:30:00AM	10020 Sw 202nd Cir Dunnellon, FL 34431	10:00:00AM	Kidney Center-West 8585 Sw Highway 200 Ocala, FL 34481	Wheelchair	\$ 0.00	(352) 465-4406
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Funding Source: 5311

Assistance Needs:

Gunter, Michelle	9:45:00AM	20444 Sw 83rd Pl Dunnellon, FL 34431	10:15:00AM	Kidney Center-West 8585 Sw Highway 200 Ocala, FL 34481	Ambulatory	\$ 0.00	(352) 496-6719
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Funding Source: 5311

Assistance Needs: Requires Door-to-Door assistance



Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
Hunter, Robert	9:45:00AM	20735 Park Ave Dunnellon, FL 34431	10:15:00AM	Kidney Center-West 8585 Sw Highway 200 Ocala, FL 34481	Ambulatory	\$ 2.00	(352) 465-0043

Funding Source: 5311

Assistance Needs:

Hart, Patricia	10:45:00AM	Dunnellon Square***GATE CODE 2045# 20451 Powell Rd Rainbow Springs MHP--Lot 118 Dunnellon, FL 34431	11:15:00AM	Kidney Center-West 8585 Sw Highway 200 Ocala, FL 34481	Ambulatory	\$ 0.00	(727) 253-3149
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Funding Source: 5311

Assistance Needs:

Gunter, Michelle	1:45:00PM	Kidney Center-West 8585 Sw Highway 200 Ocala, FL 34481	2:15:00PM	20444 Sw 83rd Pl Dunnellon, FL 34431	Ambulatory	\$ 0.00	(352) 496-6719
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Funding Source: 5311

Assistance Needs: Requires Door-to-Door assistance

Hunter, Robert	2:00:00PM	Kidney Center-West 8585 Sw Highway 200 Ocala, FL 34481	2:30:00PM	20735 Park Ave Dunnellon, FL 34431	Ambulatory	\$ 2.00	(352) 465-0043
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Funding Source: 5311

Assistance Needs: Requires Door-to-Door assistance

Miller, Toni	2:00:00PM	Kidney Center-West 8585 Sw Highway 200 Ocala, FL 34481	2:30:00PM	10020 Sw 202nd Cir Dunnellon, FL 34431	Wheelchair	\$ 0.00	(352) 465-4406
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Funding Source: 5311

Assistance Needs:

Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
Hart, Patricia	2:45:00PM	Kidney Center-West 8585 Sw Highway 200 Ocala, FL 34481	3:15:00PM	Dunnellon Square***GATE CODE 2045# 20451 Powell Rd Rainbow Springs MHP--Lot 118 Dunnellon, FL 34431	Ambulatory	\$ 0.00	(727) 253-3149

Funding Source: 5311
Assistance Needs:

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palermo

County: Marion

Date of Call: 2/10/2022

Funding Source: T.D.

1) Did you receive transportation service on February 8th ☐ Yes or ☒ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☒ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on 2/09/22

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

8) What does transportation mean to you? Transportation is a life style so that she
can see people and get to dr's appt's & get back home. It means
a lot to her to be able to keep her life in order.

Permission to use your response in publications - granted.)

okay

ADDITIONAL COMMENTS:

Marion Transit is a good company
& they are a good way of getting transportation
to people to get them where they need to
go that have no other way. also, their personnel
are nice not rude when you call them.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palermo

County: Marion

Date of Call: 2 / 15 / 22

Funding Source: _____

1) Did you receive transportation service on 2/14/22 ☐ Yes or ☒ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☒ Other ☐ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☒ Yes

☐ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☒ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area

☒ Other Bus was not operational set for maintenance

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 1/26/22

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

Doesn't appreciate the two hour window not being able to be picked up later in the day. 9

8) What does transportation mean to you? a ride to somewhere like

medical appt. & back home.

Permission to use your response in publications - granted.)

OK

ADDITIONAL COMMENTS:

Some of the drivers who are newer have trouble using GPS & other addresses are not accurate with GPS system. I think the service is great other than that.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palermo

County: Marion

Date of Call: 2/11/22

Funding Source: _____

1) Did you receive transportation service on _____? ☐ Yes or ☒ No N/A

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No N/A

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☐ 3-5 Times/Week N/A

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5 N/A

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☐ Medical ☐ Education/Training/Day Care

☐ Employment ☐ Life-Sustaining/Other N/A

☐ Nutritional

6) Did you have a problem with your trip on _____? N/A

☐ Yes. If yes, please state or choose problem from below

☐ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

N/A

8) What does transportation mean to you?

N/A

Permission to use your response in publications - granted.)

N/A

ADDITIONAL COMMENTS:

Client asked Brandon who told him he should call to ask about his satisfaction w/ service. Brandon replied Board of Commissioners of Transportation did. He responded he will call them refused to answer any questions & hung up.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palermo
Date of Call: 2/16/22

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/14/22? ☐ Yes or ☒ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 2/15/22?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

8.5

8) What does transportation mean to you? As long as she is able to get to
her dr's appt. since her family won't take her & she
doesn't drive it is a big help to her.

Permission to use your response in publications - granted.) _____

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palermo
Date of Call: 2/15/22

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/9/22? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☒ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on 2/9/22?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

9

8) What does transportation mean to you? considers transportation very
convenient for her to get places that she needs to go
especially since she cannot drive having this service really
helps her out.

Permission to use your response in publications - granted.)

OK

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palermo County: Marion
Date of Call: 2/18 / 22 Funding Source: T.D.

- 1) Did you receive transportation service on N/A ? ☐ Yes or ☐ No
- 2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☐ No N/A

If so, how much? _____

- 3) How often do you normally obtain transportation?
☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☐ 3-5 Times/Week N/A

- 4) Have you ever been denied transportation services?

☐ Yes

☐ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other _____

- 5) What do you normally use the service for?

☐ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

- 6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☐ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

N/A

8) What does transportation mean to you?

N/A

Permission to use your response in publications - granted.)

Staff called 3x No 'Ans.
Voice mail was left
2x

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Mulligan County: Marion
 Date of Call: 02/22/2022 Funding Source: _____

1) Did you receive transportation service on January 2022? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation? Depends on the week.

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

Called less than 3 days in advance.

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on Jan. 2022?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

9-10

8) What does transportation mean to you?

Enable me to get to my
Medical appointments since I have
no car

Permission to use your response in publications - granted.)

ADDITIONAL COMMENTS:

* Won't let me do 2
appointments in 1 day
is not possible.

* Wished it had more flexibility in making appointments.
I've had to cancel appointments due to this.

RIDER/BENEFICIARY SURVEY

Staff making call: Mulligan

County: Marion

Date of Call: 02/22/2022

Funding Source: _____

1) Did you receive transportation service on three weeks ago? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation? Used to use it 1x/wk. Since moving closer to brother, he takes her to MD
☐ Daily 7 Days/Week ☒ Other ☐ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☒ Yes

Sometime calls < 3 days in advance

☐ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☒ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you?

Only way to get to my
MD appointments. I used to see the doctor 1-2x/week.

Permission to use your response in publications - granted.)

ADDITIONAL COMMENTS:

Only complaint is having to get ready 2-3 hours
in advance. If I have a 9 a.m. appointment,
I have to get ready by 6:30 and I'm not a
early riser. There is also limited routes in Belleview.

RIDER/BENEFICIARY SURVEY

Staff making call: M. Mulligan
Date of Call: 02/11 / 2022

County: Marion
Funding Source: _____

1) Did you receive transportation service on 02/04/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation? last week 3x, otherwise it varies
☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on 02/04/22 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

9 10

8) What does transportation mean to you? Keeping up with doctor's
appointments

Permission to use your response in publications - granted.)

Yes

ADDITIONAL COMMENTS:

They are on-time & very helpful. Husband is
in a wheelchair and they keep him safe while
riding.

RIDER/BENEFICIARY SURVEY

Staff making call: Mulligan County: Marion
 Date of Call: 02/22 / 2022 Funding Source: _____

1) Did you receive transportation service on Monday 2/21/22? ☐ Yes or ☒ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation? Quite Often
☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on 02/21/2022?

Arrived early

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

using them since 2000
8) What does transportation mean to you? Lifesaver! To pay someone
else to do it is too expensive!

Permission to use your response in publications - granted.)

ADDITIONAL COMMENTS:

Very helpful!

RIDER/BENEFICIARY SURVEY

Staff making call: Malligan

County: Marion

Date of Call: 02/25/2022

Funding Source: _____

1) Did you receive transportation service on a week ago? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation? Depends on my MD appointments

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on a week ago?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

9

8) What does transportation mean to you?

Being able to get to my
doctor. I don't have family here, so I wouldn't be
able to get there w/o the transit.

Permission to use your response in publications - granted.)

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Shakayla Irby County: Marion
Date of Call: 2 / 4 / 22 Funding Source: _____

1) Did you receive transportation service on 1/27/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 1/27/22 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? A way to get around to places
you need to.

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

Marion Transit has never gave me any problems
and the customer service is fantastic!

RIDER/BENEFICIARY SURVEY

Staff making call: Shakyla Irby County: Marion
Date of Call: 2 / 4 / 22 Funding Source: _____

1) Did you receive transportation service on 1/24/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☐ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 1/24/22 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

- ☐ Drivers - specify
☐ Vehicle condition

- ☐ Reservations - specify length of wait
☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you?

my way of getting
from place to place.

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

None.

RIDER/BENEFICIARY SURVEY

Staff making call: Shakyla Irby County: Marion
Date of Call: 2/18/22 Funding Source: _____

1) Did you receive transportation service on 2/10/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☐ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 2/10/22 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

- ☐ Drivers - specify
- ☐ Vehicle condition

- ☐ Reservations - specify length of wait
- ☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

8

8) What does transportation mean to you?

N/A

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

None.

RIDER/BENEFICIARY SURVEY

Staff making call: Shakyla Irby County: Marion
Date of Call: 2/18/22 Funding Source: _____

1) Did you receive transportation service on 2/8/22 ? ☐ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☒ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☐ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 2/8/22 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

- ☐ Drivers - specify
- ☐ Vehicle condition

- ☐ Reservations - specify length of wait
- ☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? Very important because

I use transportation daily. Don't know what I
would do without it.

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

Keep up the GREAT WORK Marion Transit!

RIDER/BENEFICIARY SURVEY

Staff making call: Shakayla Irby
Date of Call: 2/18/22

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/10/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☐ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 2/10/22 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? N/A

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

None.

RIDER/BENEFICIARY SURVEY

Staff making call: Shakayla Trby
Date of Call: 2/18/22

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/11/22 ? ☐ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☐ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 2/11/22 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? Everything. Transportation
makes the world go.

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

I enjoy riding Marion Transit.

RIDER/BENEFICIARY SURVEY

Staff making call: Tracey Sapp

County: Marion

Date of Call: 2/25/22

Funding Source: _____

1) Did you receive transportation service on _____? ☐ Yes or ☐ No Today 2/25

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☒ Life-Sustaining/Other

☒ Nutritional - Walmart

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving. 10

8) What does transportation mean to you? A lot ; dont got a way
to do my things

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Tracey Sapp

County: Marion

Date of Call: 2/25/22

Funding Source: _____

1) Did you receive transportation service on 2/24 ? ☐ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☒ Nutritional

6) Did you have a problem with your trip on 2/24 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you?

Everything to me. "I don't drive, had surgery
that didn't work out.

Permission to use your response in publications - granted.)

Yes

ADDITIONAL COMMENTS:

I really don't have any problems.

RIDER/BENEFICIARY SURVEY

Staff making call: Tracey Sapp

County: Marion

Date of Call: 2/25/22

Funding Source: _____

1) Did you receive transportation service on _____? ☒ Yes or ☐ No Feb 2022 last week

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? 0

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☒ Life-Sustaining/Other

☒ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you?

A lot, cannot drive anymore
very helpful.

Permission to use your response in publications - granted.)

Yes

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Tracey Sapp

County: Marion

Date of Call: 2/22/22

Funding Source: _____

1) Did you receive transportation service on _____? ☐ Yes or ☐ No

Feb. 1st week

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? \$ _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☒ Life-Sustaining/Other
☒ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving. 10

8) What does transportation mean to you? To move around because
I have no transportation

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Tracey Sapp

County: Marion

Date of Call: 2/1

Funding Source: _____

1) Did you receive transportation service on _____? ☐ Yes or ☐ No *Feb. 22*

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation? *January - 6 times*

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☒ Yes

☐ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None

☐ 3-5 Times

☒ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☒ Other *Graded Community - denied entry*

** Gate keeper misunderstood*

** misunderstanding about address.*

5) What do you normally use the service for?

☒ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☒ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? Able to get to dr. appts.
and services.

She is very grateful - has had major issues with other
Services.

Permission to use your response in publications - granted.)

yes

Not name

ADDITIONAL COMMENTS:

Shuttle arrived before 8am for a 9:15am appt.
She was not ready.

- Appt. was canceled, unable to cancel with office due to
office technical issue. She was reported to be a
No Call No show. She was penalized with NCMS
that wasn't her fault.

- Very helpful and courteous.

- Services times are only 9-2pm → does make
difficult to schedule for doctors that only visit
locations once/twice week.

- ~~Wish for flexibility for urgent~~
Wish for flexibility for urgent
appts. within 3day time request.

RIDER/BENEFICIARY SURVEY

Staff making call: Tracey Sapp

County: Marion

Date of Call: 2/23/22

Funding Source: _____

1) Did you receive transportation service on _____? ☐ Yes or ☐ No Feb 18

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

8) What does transportation mean to you?

10
A lot. Only way to get
to appts. Use to go grocery shopping. Can't
go now for medical reasons. Will resume using service.

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley
Date of Call: 2/22/2022

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/18/2022? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☒ Yes or ☐ No

If so, how much? \$4

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☐ Life-Sustaining/Other

☐ Nutritional and shopping

6) Did you have a problem with your trip on 2/18/2022?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

- ☐ Drivers - specify
☐ Vehicle condition

- ☐ Reservations - specify length of wait
☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? It means I can get groceries, medication, and go to the doctor. I have no other way to do that. I cannot afford to call a taxi. I really appreciate the service.

Permission to use your response in publications - granted.) _____

ADDITIONAL COMMENTS:

I don't know how they screen the drivers, but they are wonderful. Just perfect people to be doing what they do.

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley
Date of Call: 2/22/2022

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/17/2022 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☒ Yes or ☐ No

If so, how much? \$4

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

and shopping

6) Did you have a problem with your trip on 2/17/2022 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? Without it I could not go shopping or get to the doctor. Neighbors helping only goes so far. I am very happy with the transportation. The drivers are very nice and helpful.

Permission to use your response in publications - granted.) _____

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley

County: Marion

Date of Call: 2/22/2022

Funding Source: _____

1) Did you receive transportation service on 2/21/2022 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 2/21/2022 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving. "solid 10"

8) What does transportation mean to you? Transportation is very valuable,
and important to me. It gets me to dialysis three
times a week and that is very important.

Permission to use your response in publications - granted.) _____

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley

County: Marion

Date of Call: 2/22/2022

Funding Source: _____

1) Did you receive transportation service on 2/03/2022 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☒ Yes or ☐ No

If so, how much? \$4.00

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☒ Other ☐ 1-2 Times/Week ☐ 3-5 Times/Week

2x month

4) Have you ever been denied transportation services?

☒ Yes

☐ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☒ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area

☒ Other I called too late to schedule for a labwork appointment.

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 2/03/2022 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

"15"

8) What does transportation mean to you? It means everything. They
have been perfect for me and get me to the doctor. I
am disabled. The office staff are very helpful.

Permission to use your response in publications - granted.) _____

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley
Date of Call: 02/28/2022

County: Marion
Funding Source: _____

1) Did you receive transportation service on 02/23/2022 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☒ Yes or ☐ No

If so, how much? \$4

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☒ Yes

☐ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area

☒ Other They told me I called too late to schedule, which is ridiculous as they drive around half empty most of the time.

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on 2/23/2022 ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

- ☐ Drivers - specify
☐ Vehicle condition

- ☐ Reservations - specify length of wait
☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

5

8) What does transportation mean to you? It gets me to the doctor and
pharmacy.

Permission to use your response in publications - granted.)

ADDITIONAL COMMENTS:

I have to wait up to 2 hours to be picked up at the
doctor and then am driven all over Marion Co. I do not
feel I should have to pay the \$4 co-pay and know
many do not. When you call transportation, some
are very nice and others quite nasty.

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

County: Marion

Date of Call: 2/28/22

Funding Source: _____

1) Did you receive transportation service on 2/28 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☒ Yes or ☐ No

If so, how much? 4

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☒ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

- ☐ Drivers - specify
☐ Vehicle condition

- ☐ Reservations - specify length of wait
☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? I NEED it I have

No CAR

Permission to use your response in publications - granted.) Yes

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

County: Marion

Date of Call: 2/28/22

Funding Source: _____

1) Did you receive transportation service on 2/28 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☐ No

If so, how much? 4.00 ROUNDTRIP

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☐ Medical ☐ Education/Training/Day Care
☒ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on _____ ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

- ☐ Drivers - specify
- ☐ Vehicle condition

- ☐ Reservations - specify length of wait
- ☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? Helps me get to work
so I am able to pay my bills.

Permission to use your response in publications - granted.)

✓

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

County: Marion

Date of Call: 2/28/22

Funding Source: _____

1) Did you receive transportation service on 2/28? ☐ Yes or ☒ No

2) Were you charged an amount in addition to the co-payment? ☒ Yes or ☐ No

If so, how much?

\$4 Round Trip

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☒ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

- ☐ Drivers - specify
☐ Vehicle condition

- ☐ Reservations - specify length of wait
☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

8) What does transportation mean to you? I DEPEND ON
IT ALL THE TIME

Permission to use your response in publications - granted.)

YES

ADDITIONAL COMMENTS:

I LOVE LUIS OUR DRIVER

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

County: Marion

Date of Call: 2/28/22

Funding Source: _____

1) Did you receive transportation service on 2/28? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☒ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? _____

Permission to use your response in publications - granted.) _____

ADDITIONAL COMMENTS:

It's a blessing. Riding AND having a way to
get to dialysis is a blessing

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

County: Marion

Date of Call: 2/28/

Funding Source: _____

1) Did you receive transportation service on 2-28 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☒ Yes or ☐ No

If so, how much? 4.00 Round Trip

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times
☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available
☐ Lack of funds ☐ Destination outside service area
☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care
☐ Employment ☐ Life-Sustaining/Other
☐ Nutritional

6) Did you have a problem with your trip on _____ ?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice ☐ Cost
☐ Pick up times not convenient ☐ Late pick up-specify time of wait
☐ Assistance ☐ Accessibility
☐ Service Area Limits ☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you? _____

Permission to use your response in publications - granted.) _____

ADDITIONAL COMMENTS:

I love the driver and the riders.
this service is really good.

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin

County: Marion

Date of Call: 2/16/22

Funding Source: _____

1) Did you receive transportation service on 2/16/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☐ 1-2 Times/Week ☒ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☒ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

10

8) What does transportation mean to you?

Means everything

Permission to use your response in publications - granted.)

yes

ADDITIONAL COMMENTS:

Everyone has been very nice + professional. Never
have any problems.

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin

County: Marion

Date of Call: 2/16/22

Funding Source: _____

1) Did you receive transportation service on 2/16/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☒ Other ☐ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving. 10

8) What does transportation mean to you? means a lot

Permission to use your response in publications - granted.) yes

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin

County: Marion

Date of Call: 2/16/22

Funding Source: _____

1) Did you receive transportation service on 2/16/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None ☐ 3-5 Times

☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☒ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving. 10

8) What does transportation mean to you? This is my only option
for transportation.

Permission to use your response in publications - granted.) yes

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin

County: Marion

Date of Call: 2/16/22

Funding Source: _____

1) Did you receive transportation service on 2/16/22 ? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

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B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☒ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving. 10

8) What does transportation mean to you? It takes me to my
important things

Permission to use your response in publications - granted.) yes

ADDITIONAL COMMENTS:

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin

County: Marion

Date of Call: 2/16/22

Funding Source: _____

1) Did you receive transportation service on 2/16/22? ☒ Yes or ☐ No

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much? _____

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☐ Other ☒ 1-2 Times/Week ☐ 3-5 Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

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☐ 1-2 Times ☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible ☐ Space not available

☐ Lack of funds ☐ Destination outside service area

☐ Other _____

5) What do you normally use the service for?

☒ Medical ☐ Education/Training/Day Care

☐ Employment ☒ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on _____?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

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☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving. 10

8) What does transportation mean to you? If I didn't have it, I
would have nothing.

Permission to use your response in publications - granted.) yes

ADDITIONAL COMMENTS:

We have a good time on the phone. Everyone is
pleasant. Do the best they can to get places
promptly. All the drivers are good.

Contractor Survey

Marion County

Florida Center for the Blind, Inc.

Contractor name (optional)

1. Do the riders/beneficiaries call your facility directly to cancel a trip?

☒ Yes ☐ No

2. Do the riders/beneficiaries call your facility directly to issue a complaint?

☒ Yes ☐ No

3. Do you have a toll-free phone number for a rider/beneficiary to issue commendations and/or complaints posted on the interior of all vehicles that are used to transport TD riders?

☒ Yes ☐ No

If yes, is the phone number posted the CTC's?

☐ Yes ☒ No

4. Are the invoices you send to the CTC paid in a timely manner?

☐ Yes ☐ No

5. Does the CTC give your facility adequate time to report statistics?

☒ Yes ☐ No

6. Have you experienced any problems with the CTC?

☐ Yes ☒ No

If yes, what type of problems?

Comments:

Our clients use Marion Transit when they are located within the service area. Those located outside the service area are transported by our staff. Little confused when answering this questionnaire since we do both. I responded as reporting for our agency transportation program, not Marion Transit.

If riding Marion Transit, client calls them directly to cancel trip. Also, we do not invoice the CTC so I left that blank as there is not a "N/A" box to check.

**COORDINATION AGREEMENT
BETWEEN
COMMUNITY TRANSPORTATION COORDINATOR
AND
THE FLORIDA CENTER FOR THE BLIND, INC.**

WHEREAS, Marion Senior Services in its role as the Community Transportation Coordinator (CTC) for Marion County, hereafter known as the CTC, and;

WHEREAS, in this capacity, the CTC has initiated a program to provide community transportation service clients, agencies, and organizations, provided such service complies with Chapter 427, Florida Statutes and Chapters 41-2 and 19-90, Florida Administrative Code, and;

WHEREAS, the Florida Center for the Blind, Inc., (hereafter referred to as AGENCY) is considered to be a bonafide (x private-not-for-profit agency or private-for-profit enterprise) operating in Marion County and is eligible for the services of the CTC. The transportation services described herein are deemed to comply with all applicable with all applicable state laws and regulations, and;

WHEREAS, the AGENCY currently provides services using its own vehicles in the provision of transportation to transportation disadvantaged clients that are unique in nature, and will provide the CTC the opportunity to develop a proposal for any new transportation services needed,

NOW THEREFORE, the CTC and AGENCY, in consideration of the mutual covenants hereinafter set forth, agree as follows:

1. AGENCY shall maintain daily records of ridership and provide such to CTC quarterly.
2. AGENCY shall act as a transportation provider based on the availability of AGENCY vehicles.
3. AGENCY, when acting as provider, shall furnish all vehicles which conform to the laws of the State of Florida as provided in Florida Statutes 427, and shall maintain same in good mechanical and clean condition.
4. AGENCY has developed and implemented a System Safety Program Plan (SSPP) and agrees to abide by said policy.
5. AGENCY shall maintain a minimum liability insurance rate of \$100,000 per person, and \$300,000 per incident in effect at all times.
6. AGENCY shall conduct a criminal background screening for all drivers. Should the AGENCY acquire vehicles that require a CDL license to operate, AGENCY shall conduct pre-employment drug screening and pre-employment physicals for all drivers at said time. However, the AGENCY shall conduct drug and/or alcohol testing when any of the following conditions exist:
 - a. In the event a qualified supervisor/company official has reasonable suspicion to believe that a covered employee has engaged in prohibited drug use and/or alcohol misuse;
 - b. In the event of a fatal accident; or
 - c. In the event of a non-fatal accident if an individual suffers bodily injury and immediately received medical treatment away from the scene of the accident, any vehicle incurs disabling damage as the result of the occurrence and a vehicle is transported away from the scene by a tow truck, or the transit vehicle is removed from operation.

7. AGENCY will provide training to include safety, vehicle operations, and passenger sensitivity in accordance with Florida Statutes 427.
8. AGENCY agrees to submit an Annual Operating Report, Certifications of Compliance, Federal Transit Administration Drug and Alcohol Reports and quality assurance report to the CTC annually.
9. INDEMNIFICATION – The AGENCY shall pay on behalf of or indemnify and hold harmless Marion Senior Services, its employees, officers, agents and volunteers from and against all claims, actions, damages, fees, fines, penalties, defense costs (including attorney fees and court costs, whether such fees and costs are incurred in negotiations, collection of attorneys' fees or at the trial level or on appeal), suits or liabilities which may arise out of any actual alleged negligent act, error, omission, or any default of the AGENCY (or AGENCY's officers, employees, agent, volunteers and subcontractors, if any) performance or failure to perform under terms of this contract. This indemnification and hold harmless agreement shall survive the termination or expiration of this agreement.
10. No changes to this Agreement or the Performance contemplated hereunder shall be made unless the same are in writing and signed by both parties hereto.
11. This Agreement may be terminated by either party by providing five (5) day written notice to the other party. This Agreement shall be for a period beginning 01-01-2022 and expires on 12-31-2022, unless terminated at an earlier date as described above.
12. AGENCY shall not be allowed to assign its rights, duties, and obligations pursuant to the Agreement to any entity (i) with AGENCY is affiliated, (ii) into which AGENCY may be merged or reorganized, or (iii) to which all or a portion of AGENCY's capital, stock, or assets may be sold without the prior written consent of CTC Marion County which shall not be unreasonably withheld. If approval for assignment is obtained, it shall not release the AGENCY from any liability or obligation under this Agreement.
13. Any notices, invoices, reports or any other type of documentation required by this Agreement shall be sufficient if sent by the parties postage paid in the United States mail, postage paid to the addresses listed below.
14. Due to safety concerns and issues presented in the past, the AGENCY and CTC have agreed that all transportation services provided by the CTC for the AGENCY's clients seeking training services at the AGENCY's location will be coordinated between the AGENCY and CTC directly. Clients of the AGENCY will not be allowed to coordinate their own transportation to and from the AGENCY.

AGENCY'S Authorized Representative:

Name: Anissa Pieriboni

Title: President/CEO

Address: _____

1411 NE 22nd Avenue

Ocala, Florida 34470

Telephone: (352)873-4700

Fax: (352)873-4751

Electronic mail address: _____

apieriboni@flblind.org

COUNTY'S Authorized Representative:

Name: Jennifer Martinez

Title: Executive Director

Address: _____

1101 SW 20th Court

Ocala, Florida 34471

Telephone: (352)620-3501

Fax: (352)629-3501

Electronic mail address: _____

JMartinez@marionseniorservices.org

15. The rights and obligations of the parties under this Agreement shall be governed by the laws of the State of Florida and the venue for any legal or judicial proceedings in connection with the enforcement or interpretation of this Agreement shall be in Marion County, Florida.

IN WITNESS THEREOF, the parties have executed the Agreement of the date first above written.

COUNTY/CTC:

Marion Senior Services

(Name of COUNTY/county/CTC)

Jennifer Martinez

(Printed or Typed Name)

Executive Director

(Printed or Typed Title)


(Signature)

12/21/21
(Date)

AGENCY:

Florida Center for the Blind, Inc.

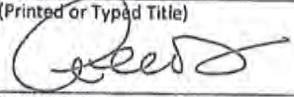
(Name of Agency)

Anissa Pieriboni

(Printed or Typed Name)

President/CEO

(Printed or Typed Title)


(Signature)

12/21/2021
(Date)

Contractor Survey

Marion County

ARC Marion, Inc

Contractor name (optional)

1. Do the riders/beneficiaries call your facility directly to cancel a trip?

☒ Yes ☐ No

2. Do the riders/beneficiaries call your facility directly to issue a complaint?

☒ Yes ☐ No

3. Do you have a toll-free phone number for a rider/beneficiary to issue commendations and/or complaints posted on the interior of all vehicles that are used to transport TD riders?

☐ Yes ☒ No Local # provided

If yes, is the phone number posted the CTC's?

☒ Yes ☐ No

4. Are the invoices you send to the CTC paid in a timely manner?

☐ Yes ☐ No N/A ✓

5. Does the CTC give your facility adequate time to report statistics?

☒ Yes ☐ No

6. Have you experienced any problems with the CTC?

☐ Yes ☒ No

If yes, what type of problems?

Comments:

STATE OF FLORIDA
COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

AGENCY CONTRACT

Effective: January 1, 2022 to December 31, 2022

THIS CONTRACT is entered into between the COMMUNITY TRANSPORTATION COORDINATOR, MARION SENIOR SERVICES, INC. designated pursuant to Chapter 427, F.S., to serve the transportation disadvantaged for the community that includes the entire are of Marion County, and hereinafter referred to as the “Coordinator” and ADVOCACY RESOURCE CENTER MARION, INC. hereinafter referred to as the “Agency”.

WHEREAS, the Coordinator is requitted, under Rule 41-2.011, F.A.C., when cost effective and efficient, to enter into contract with a transportation Agency to provide transportation services; and

WHEREAS, transportation disadvantaged funds include any local government, state or federal funds that are for the transportation of transportation disadvantaged; and

WHEREAS, the Coordinator desires to contract with the Agency for the provision of transportation services for the transportation disadvantaged; and

WHEREAS, the Coordinator believes it to be in the public interest to provide such transportation services through the Agency for the residents of the service area who are clients of the Agency; and

WHEREAS, the Agency will provide the Coordinator the opportunity to develop a proposal for any new transportation services to the Coordinator,

WHEREAS, the Agency, in an effort to coordinate available resources, will make available transportation services to the Coordinator,

WHEREAS, the Contract allows for the provisions of transportation services be provided by the Agency, in accordance with Chapter 427, F.S., Rule 41-2, F.A.C., and the most current Community Transportation Coordinator policies.

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

THE AGENCY SHALL:

- A. Provide services and vehicles according to the conditions specified in Attachment I.
- B. Coordinate available resources and make available transportation services to the Coordinator. Such services shall be provided in accordance with Attachment I.
- C. Annually, submit to the Coordinator a Year to Date Operating Report (from the Annual Operating Report) detailing demographic, operational and financial data regarding coordination activities in the designated service area period covering July 1, through June 30 and due by August 1 every year. The report shall be prepared on forms provided by the Commission for the Transportation Disadvantaged, hereinafter Commission, and according to the instructions for the forms.
- D. Comply with audit and record keeping requirements by:
 1. Utilizing the Commission recognized Chart of Accounts defined in the Transportation Accounting Consortium Model Uniform Accounting System for Rural and Specialized Transportation Providers (uniform accounting system) for all transportation disadvantaged accounting and reporting purposes. Agencies with existing and equivalent systems are not required to adopt the Chart of Accounts in lieu of their existing Chart of Accounts but shall prepare all reports, invoices, and fiscal documents relating to the transportation disadvantaged functions and activities using the chart of accounts and accounting definitions as outlined in the above referenced manual.
 2. Maintaining and filing with the Coordinator such progress, fiscal inventory and other reports as the Coordinator may require during the period of this contract.
 3. By reserving to the Coordinator, the right to conduct finance and compliance audits at any time. Such audits conducted by the Coordinator will be at the expense of the Coordinator.

- E. Retain all financial records, supporting documents, statistical records, and any other documents pertinent to the Agreement for a period of five (5) years after termination of this Agreement. If an audit has been initiated and audit finding have not been resolved at the end of the five (5) years, the records shall be retained until resolution of the audit findings. The Agency shall assure that these records shall be subject to inspection, review, or audit at all reasonable times by persons duly authorized by the Coordinator shall have full access to and the right to examine any of the records and documents during the retention period.
- F. Comply with Safety Requirements by:
 - 1. Complying with Section 341.061, F.S., and Rule 14-90, F.A.C., concerning System Safety or complying with Chapter 234.051 F.S., regarding school bus safety requirements for those services provided through a school board;
 - 2. Assuring compliance with local, state, and federal laws, and Commission policies relating to drug testing, and;
 - 3. Complying with Coordinator's System Safety Program Plan (SSPP) for designated services area.
- G. Comply with Commission insurance requirements by maintaining at least minimum liability insurance coverage in the amount of \$100,000 for any one person and \$200,000 per occurrence at all times during the existence of this Contract along with Workers Comp. Upon the execution of this Contract, the Agency shall add the Coordinator as an additional named insured to all insurance policies covering vehicles transportation disadvantaged. In the event of any cancellation or changes in the limits of liability in the insurance policy, the insurance agent or broker shall notify the Coordinator. The Agency shall furnish the Coordinator written verification of the existence of such insurance coverage prior to the execution of this Contract. School board vehicle insurance coverage shall be in accordance with Section 234.03, F.S. and 234.211, F.S. Insurance coverage in excess of \$1 million per occurrence must be approved by the Coordinator and /or the local Coordinating Board before inclusion in this contract or in the justification of rates and fare structures, s. 41-2.006 (1), FAC.
- H. Safeguard information by not using or disclosing any information concerning a user of services under this Agreement for any purpose not in conformity with the local, state and federal regulations, including but not limited to 45 CFR, Part 205.50, except upon order of a court of competent jurisdiction, written consent of the recipient, or his/her responsible parent or guardian when authorized by law.

I. Protect Civil Rights by:

1. Complying with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, as amended. The Agency gives this assurance in consideration of and for the purpose of obtaining federal grants, loans, contracts (except contracts of insurance or guaranty), property, discounts, or other federal financial assistance to programs or activities receiving or benefiting from federal financial assistance and agreeing to complete a Civil Rights Compliance Questionnaire if so require by the Coordinator. Agency shall also assure compliance with:

- a. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d et seq., which prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving or benefiting from federal financial assistance.
- b. Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on basis of disability in programs and activities receiving or benefiting from federal financial assistance.
- c. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 et seq., which prohibits discrimination on the basis of sex in education programs and activities receiving or benefiting from federal financial assistance.
- d. The Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101 et seq., which prohibits discrimination on the basis of age in programs or activities receiving or benefiting from federal financial assistance.
- e. The Omnibus Budget Reconciliation Act of 1981, P.L. 97-35, which prohibits discrimination on the basis of sex and religion in programs and activities receiving or benefiting from federal financial assistance.
- f. All regulations, guidelines, and standards lawfully adopted under the above statutes.
- g. The Americans with Disabilities Act of 1990, as it may be amended from time to time.

HIPAA: Agency agrees to enter into an agreement with Coordinator to comply with requirements of the federal Health Insurance Portability and Accountability Act of 1996 (HIPPA) and the associated regulations, 45 C.F.R. parts 160-164, as may be finalized and amended (the Privacy Rule) and 45 C.F.R. 142.308 (a) as may be finalized and amended (Chain of Trust requirement) establishing required safeguards to ensure the security and confidentiality of protected client information. See Attachment IV.

2. Agreeing that compliance with this assurance constitutes a condition of continued receipt of or benefit from federal financial assistance, and that it is binding upon the Agency, its successors, subcontractors, transferees, and assignees for the period during which such assistance is provided. Assuring that agency's subcontractors, subgrantees, or others with whom the Coordinator arranges to provide services or benefits to participants or employees in connection with any of its programs and activities are not discriminating against those participants or employees in violation of the above statutes, regulations, guidelines, and standards. In the event of failure to comply, the Agency agrees that the Coordinator may, at its discretion, seek a court order requiring compliance with the terms of this assurance or seek other appropriate judicial or administrative relief, to include assistance being terminated and further assistance being denied.
- J. Agency's obligation to indemnify, defend, and pay for the defense or at the Coordinator's option, to participate and associate with the Coordinator in the defense and trial of any claim and any related settlement negotiations, shall be triggered by the Coordinator's notice of claim for indemnification to the Agency. Agency's inability to evaluate liability or its evaluation of liability shall not excuse the Agency's duty to defend and indemnify within seven days after such notice by the Coordinator is given by registered mail. Only an adjudication or judgement after the highest appeal is exhausted specifically finding the Coordinator solely negligent shall excuse performance of this provision by the Agency. Agency shall pay all costs and fees related to this obligation and its enforcement by the Coordinator's failure to notify Agency of a claim shall not release Agency of the above duty to defend.
- K. Comply with all standards and performance requirements of the:
 1. The Commission for the Transportation Disadvantaged (Attachment II);
 2. The local Coordinating Board approved Transportation Disadvantaged Service Plan and;
 3. Any entities that purchase service.Failure to meet the requirements or obligations set forth in this Contract, and performance requirements established and monitored by the Coordinating Board in the approved Transportation Disadvantaged Service Plan be due cause for non-payment of reimbursement invoices until such deficiencies have been addressed or corrected to the satisfaction of the Coordinator.

- L. Provide Corrective Action. A corrective action notice is a written to the Agency that the Agency is in breach of certain provisions of this Contract and that correction is required. Any corrective action notice will specify a reasonable time for corrective action to be completed. Agency agrees to implement the Corrective Action specified in the notice and provide written documentation to substantiate the implementation of the Corrective Action.
- M. All contracts, subcontracts, coordination contracts will be reviewed annually by the Coordinator and local Coordinating Board for conformance with the requirements of this Contract.
- N. Return to the Coordinator any overpayments due to unread funds or funds disallowed pursuant to the terms of this Contract that were disbursed to the Agency by the Coordinator. The Agency shall return any overpayment within thirty (30) calendar days after either discovery by the Agency, or notification of the Agency by the Coordinator or entity purchasing transportation, whichever is earlier. In the event that the Coordinator first discovers an overpayment has been made, the Coordinator will notify the Agency by letter of such a finding. Should repayment not be made in a timely manner, the Coordinator or purchasing entity will charge interest after thirty (30) calendar days after the date of notification or discovery, or the Coordinator will deduct said amount from future invoices.
- O. In performing this Contract, the Agency shall not discriminate against any employee or applicant for employment because of 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, modified only to show the particular contractual relationship in all its contracts in connection with the development of operation of the Contract, except contracts for the standard commercial supplies or raw materials, and shall require all such contractors to insert a similar provision in subcontracts relating to the performance of this Contract, except subcontracts for standard commercial supplies or raw materials. The Agency shall post, in conspicuous places available to employees and applicants for employment for Project work, notices setting forth the provisions of the nondiscrimination clause.
- P. By execution of this Contract, the Agency represents that it has not paid and, also, agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder. Funds disbursed to the Agency under this Contract shall not be expended for the purpose of lobbying the Legislature, the judicial branch, or a state agency.

THE COORDINATOR SHALL:

- A. Recognize the Agency as described in Chapter 427, F.S., and Rule 41-2, F.A.C.
- B. Insure that entities with transportation disadvantaged funds will purchase transportation disadvantaged services through the coordinated system.
- C. At a minimum, annually monitor the Agency for insurance, safety and reporting requirements, pursuant to Chapter 427, F.S., and Rule 41-2, F.A.C. The information contained in the Annual Operating Report must be collected, at a minimum, quarterly from the Agency.

THE AGENCY AND COORDINATOR FURTHER AGREE:

- A. Nothing in the Contract shall require the Coordinator to observe or enforce compliance with any provision thereof, perform any other act to do any other thing in contravention of any applicable state law. If any provision of the Contract is found by a court of law to violate any applicable state law, the purchasing entity will at once notify the Coordinator in writing in order that appropriate changes and modification may be made by the Coordinator and the Agency to the end that the Agency may proceed as soon as possible with the provision of transportation services.
- B. If any part or provision of this Contract is held invalid, the remainder of this Contract shall be binding on the parties hereto.
- C. Termination Conditions:
 - 1. Termination at Will - This Contract may be terminated by either party upon no less than thirty (30) days' notice, without cause. Said notice shall be delivered by certified mail, return receipt required, or in person with proof of delivery.
 - 2. Termination due to Lack of Designation - In the event that the Coordinator so designated by local Coordinating Board and approved by the Commission, loses its designation, this contract is terminated immediately upon notification to the Agency. Notice shall be delivered by certified mail, return receipt requested, or in person, with proof of delivery. Notice shall be effective upon receipt.
 - 3. Termination due to Disapproval of Memorandum of Agreement – In the event that the Commission does not accept and approve any contracted transportation rates listed within Memorandum of Agreement, this Contract is terminated immediately upon notification to the Agency. Notice shall be delivered by certified mail, return receipt requested, or in person, with proof of delivery. Notice shall be effective upon receipt.

4. Termination due to Lack of Funds – In the event funds to finance this contract become unavailable, the Coordinator may terminate the contract with no less than twenty-four (24) hours written notice to the Agency. Notice shall be delivered by certified mail, return receipt requested, or in person, with proof of delivery. Notice shall be effective upon receipt. The Coordinator shall be the final authority as to the availability of funds.
5. Termination for Breach – Unless the Agency's breach is waived by the Coordinator in writing, the Coordinator may, by written notice to the Agency, terminate this Contract upon no less than twenty-four (24) hours' notice. Notice shall be delivered by certified mail, returned receipt requested, or in person with proof of delivery. Waiver by the Coordinator of breach of any provision of this Contract shall not be deemed to be a waiver of any other breach and shall not act as a waiver or estoppel to enforcement of any provision of this Contract. The provisions herein do not limit the Coordinator's right to remedies at law or to damages.
6. Upon receipt of a notice of termination of this Contract for any reason, the Agency shall cease service and prepare all final reports and documents required by the terms of this Contract. A final invoice shall be sent to the Coordinator within thirty (30) days after the termination of this Contract.
- D. Renegotiations or Modifications of this Contract shall only be valid when they have been reduced to writing, duly approved by the Coordinator, and signed by both parties hereto.
- E. Agency shall assign no portion of this Contract without the prior written consent of the Coordinator.
- F. This Contract is the entire agreement between the parties.
- G. Attachments I and II are an integral part of the Contract and are hereby incorporated by reference into this Contract. All subsequent attachments are of an optional nature.
- H. Notice and Contract:
The name and address of the contract manager for the Coordinator for this Contract is:

Name: FRANK SOFIA Address: 2800 SE MARICAMP Rd Ocala, FL.
Title: CEO Telephone: 352-387-2210

The representative/position of the Agency responsible for administration of the program under this contract is: FRANK SoFia, telephone: 352-387-2210.

In the event that different representatives are designated by either party after execution of this Contract, notice of the name and address of the new representative will be rendered in writing to the other party and said notification attached to originals of this Contract.

This contract and its attachments contain all the terms and conditions agreed upon by the parties hereto.

WITNESS WHEREOF, the parties hereto have caused these presents to be executed

Agency:

Advocacy Resource Center Marion, Inc.

Community Transportation Coordinator

Marion Senior Services



Authorized Signature



Authorized Signature

Frank Sofia CEO

Name & Title of authorized individual

Jennifer Martinez, Exec. Director

Name & Title of authorized individual

1/13/2022

Date:

1/13/2022

Date:

Attachments that are part of this contract:

- I - Service Description
- II - Standards & Performance Requirements
- III - HIPPA Assurance

ATTACHMENT I
SERVICE DESCRIPTION
ADVOCACY RESOURCE CENTER MARION, INC.

1. The agency will be able to provide: (Type of service – ambulatory, non-ambulatory, stretcher, population, purpose)
Transportation for our 14 developmentally disabled adults to doctor & dental appointments, banks, grocery shopping, employment and volunteer jobs, weekly activities, church bowling, all Special Olympics events, outings (picnics, field trips, movies, etc.) All our residents are ambulatory.
2. The agency will be available to provide transportation: (Days & hours of availability). 24 hours a day, 7 days a week for our 14 residents.
Days agency will not be able to provide services: (Holidays & other days not available). We provide services 365 days a year.
3. Vehicles agency will use to transport all passengers: (Vehicle inventory attached)
4. Vehicle/equipment standards, if any: (Identify standards such as functioning air conditions/heating, grab rails, stanchions, first aid kits, fire extinguishers, adequate communication equipment).

® All vehicles must display the Agency's name, phone number and vehicle number unless confidentiality of client is required.

® Vehicles used to fulfill non-emergency medical transportation services needs must comply with provisions of Rule 10C-7-45, FL Administrative Code and be issued a wheelchair permit if vehicle is equipped and used for transportation of wheelchairs.

® Vehicles must be equipped with properly functioning heating and air conditioning units.

® Stanchions and grab rails shall be functionally located throughout appropriate vehicles.

® Vehicles shall be properly maintained within reasonable limits which prevent hazardous conditions from occurring. Vehicles purchased with federal, state or local government funds must be maintained according to grant conditions. Vehicles may be subject to inspection by the FL Dept. of Transportation and/or the Coordinator.

® Vehicles must have a first aid kit and fire extinguisher.

® Vehicles must be equipped with two-way radio or equivalent communication device.

® Toll free number for complaints shall be posted in each vehicle. In Marion County: 352-620-3071. (MSS Transportation)

5. Driver requirements, if any: (Identify requirements of drivers such as current license, vision, dress, specialized training, relationship with riders – provide assistance, physical contact, communication)

Drivers employed by the Agency shall:

- a) Perform their duties in due regard for the safety, comfort, and convenience of users and their property.
 - b) Have a current valid Florida Chauffeurs/Class D License or commercial driver license.
 - c) All drivers must pass a pre-employment and annual DOT physical examination and drug screen for public section bus driver and have vision which is correctable to 20/50.
 - d) Dress appropriately and wear a photo identification.
 - e) Announce him/herself at the scheduled time, the driver must obtain clearance from the dispatcher before leaving the location without picking up the user.
 - f) Open and close vehicle door when user enters and exits vehicle, and provide additional assistance to user if required or requested.
6. Training: (Identify required training of all personnel, including drivers, reservations, etc. Also provide how often this training is required and how it will be provided to agency's employees)

Driver and Agency personnel shall be trained by the Proposer to accommodate the special transportation needs of the elderly, disabled and/or socially disadvantaged users. The program developed should include a minimum of the following:

a. Defensive driving technique
b. Instruction on minor, daily maintenance procedures, such as checking oil, and battery, fan belts, tire pressure, coolant level, etc.
c. Training on the proper manipulation of wheelchair passengers.
d. CPR
e. First Aid
f. Training in required forms and procedures.
g. Sensitivity and awareness toward others.

7. Agency fare structure: (Identify fare structure and what services are eligible and ineligible) n/a

8. Billing/invoicing and reimbursement procedure for agency: (When, how often, what reports if any should be submitted) n/a

Reporting requirements: (Include all Requirements of Commission, Coordinator, Local Coordinating Board and any entities purchasing transportation)

Quarterly – Annual Operating Report cumulative data using approved TD Commission forms (previously distributed).

Other reports as may be required from time to time by CTC or funding entities.

ATTACHMENT II

The Commission for the Transportation Disadvantaged Standards and Performance Requirements

Pursuant to Rule 41-2.006, Florida Administrative Code, the Community Transportation Coordinator and any Transportation Agency from whom service is purchased or arranged by the Community Transportation Coordinator shall adhere to Commission approved standards. These standards shall include:

- (a) Drug and alcohol testing for safety sensitive job positions within the coordinated system regarding pre-employment, randomization, post-accident, and reasonable suspicion as required by the Federal Highway Administration and the Federal Transit Administration;
- (b) An escort of a passenger and dependent children are to be transported as locally negotiated and identified in the local Transportation Disadvantaged Service Plan;
- (c) Child restraint devices shall be determined locally as to their use, responsibility, and cost of such device in the local Transportation Disadvantaged Service Plan;
- (d) Passenger property that can be carried by the passenger and/or driver in one trip and can be safely stowed on the vehicle, shall be allowed to be transported with the passenger at no additional charge. Additional requirements may be negotiated for carrying and loading rider property beyond this amount. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices, or intravenous devices;
- (e) Vehicle transfer points shall provide shelter, security, and safety of passengers;
- (f) A local toll free phone number for complaints or grievances shall be posted inside the vehicle. The local complain process shall be outlined as a section in the local Transportation Disadvantaged Service Plan including, advising the dissatisfied person about the Commission's Ombudsman Program as a step within the process as approved by the local Coordinating Board;
- (g) Out of service area trips shall be provide when determined locally and approved by the local Coordinating Board, except in instances where local ordinances prohibit such trips;
- (h) Interior of all vehicles shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger;

- (i) Billing requirements of the Community Transportation Coordinator to subcontracts shall be determined locally by the local Coordinating Board and provided in the local Transportation Disadvantaged Service Plan. All bills shall be paid within 15 calendar days to subcontractors, after receipt of said payment by the Community Transportation Coordinator, except in instances where the Community Transportation Coordinator is a non-governmental entity;
- (j) Passenger/trip data base must be maintained or accessible by the Community Transportation Coordinator on each rider transported within the system;
- (k) Adequate seating for paratransit services shall be provided to each rider and escort, child, or personal care assistant, and no more passengers than the registered passenger seating capacity shall be scheduled or transported in a vehicle at any time. For transit services provided by transit vehicles, adequate seating or standing space will be provided to each rider and escort, child, or personal care attendant, and no more passengers than the registered passenger seating or standing capacity shall be scheduled or transported in a vehicle at any time;
- (l) Drivers for paratransit services, including coordination contractors, shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with the specific passenger, upon pickup of each rider, group of riders, or representative, guardian, or associate of the rider, except in situations where the driver regularly transports the rider on a recurring basis. Each driver must have photo identification that is in view of the passenger. Name patches, inscriptions or badges that affix to driver clothing are acceptable. For transit services, the driver photo identification shall be in a conspicuous location in the vehicle;
- (m) The paratransit driver shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include opening the vehicle door, fastening the seat belt or utilization of wheel chair securement devices, storage of mobility assistive devices, and closing the vehicle door. In certain paratransit service categories, the driver may also be required to open or close doors to buildings, except in situations in which assistant in opening/closing building doors would not be safe for passengers remaining on the vehicle. Assisted access must be in a dignified manner. Drivers

may not assist wheelchair up or down more than one step, unless it can be performed safely as determined by the passenger, guardian, and driver;

- (n) All vehicles ordered or put into service after adoption of this section of the Rule, and providing service within the coordinated system, shall be equipped with two-way communications in good working order and be audible to the driver at all times to the base. All vehicles that are not equipped with two-way communications shall have two years to be in compliance after the adoption date of this section of the Rule;
- (o) All vehicles ordered or put into service after the adoption of this section of the Rule, and providing service within the coordinated system, shall have working air conditioners and heaters in each vehicle. Vehicles that do not have a working air conditioner or heaters will be scheduled for repair or replacement as soon as possible. All vehicles that are not equipped with an air conditioner and/or heater shall have two years to be in compliance after the adoption date of this section of the Rule;
- (p) First Aid shall be determined locally and provided in the local Transportation Disadvantaged Service Plan; and
- (q) Cardiopulmonary Resuscitation shall be determined locally and provided in the local Transportation Disadvantaged Service Plan.

Attachment IV
HIPAA CONFIDENTIALITY AGREEMENT between
Advocacy Resource Center Marion, Inc. (Vendor)
and
Marion Senior Services, Inc.

PURPOSE:

This agreement is made and entered into in order to ensure that clients' Protected Health Information (PHI) is appropriately safeguarded and that exchange of information as a Vendor of MSS be made with integrity and confidentiality.

The Vendor agrees to maintain the confidentiality of any information provided to them by MSS in accordance with the Health Portability and Accountability Act of 1996 (HIPAA) and associated regulations as set forth in Title 45 Code of Federal Regulation, Part 160 and 164, as may be amended (the Privacy Rule) and 45 Code of Federal Regulations 142.308 (a)(2) as may be finalized and amended (Chain of Trust requirement)

Vendor may use and/or disclose PHI only as permitted or required by this agreement or as otherwise required by law. Vendor may disclose PHI to, and permit the use of PHI by its employees only to the extent directly related to the necessary for the performance of the services and will be no more than the minimum PHI necessary to perform the services. Vendor will not use or disclose PHI in a manner inconsistent with obligations under the Privacy Rule, or that would violate the Privacy Rule if disclosed or used in such a manner.

Security measures maintained by Vendor shall include administrative safeguards, physical safeguards, technical security services and technical security mechanisms as necessary to protect such PHI. Upon request MSS, Vendor shall provide a written description of such safeguards.

The Vendor agrees to amend this agreement from time to time, as necessary, for MSS to comply with requirements of the Privacy Rule.

Vendor agrees that it will immediately report to MSS any use or disclosure of PHI received from MSS that is not authorized by or otherwise constitutes a violation of this agreement.

Vendor agrees that upon termination of this agreement, it shall contact MSS with regard to any information currently in its possession that was received from or created on behalf of MSS, to determine whether MSS wishes to have said information returned to them or from Vendor to provide certification that information was destroyed.

Authorized Signature: _____

A handwritten signature in dark ink, appearing to be "J. H. [unclear]", written over a horizontal line.

Title: CEO

Date: 1/13/2022

PURCHASING AGENCY SURVEY

Staff making call: _____ N/A _____

Purchasing Agency name: _____

Representative of Purchasing Agency: _____

1) Do you purchase transportation from the coordinated system?

☐ YES

☐ NO If no, why?

2) Which transportation operator provides services to your clients?

3) What is the primary purpose of purchasing transportation for your clients?

☐ Medical

☐ Employment

☐ Education/Training/Day Care

☐ Nutritional

☐ Life Sustaining/Other

4) On average, how often do your clients use the transportation system?

☐ 7 Days/Week

☐ 1-3 Times/Month

☐ 1-2 Times/Week

☐ Less than 1 Time/Month

☐ 3-5 Times/Week

5) Have you had any unresolved problems with the coordinated transportation system?

☐ Yes

☐ No If no, skip to question 7

6) What type of problems have you had with the coordinated system?

☐ Advance notice requirement [specify operator (s)]

☐ Cost [specify operator (s)]

☐ Service area limits [specify operator (s)]

☐ Pick up times not convenient [specify operator (s)]

☐ Vehicle condition [specify operator (s)]

☐ Lack of passenger assistance [specify operator (s)]

☐ Accessibility concerns [specify operator (s)]

☐ Complaints about drivers [specify operator (s)]

☐ Complaints about timeliness [specify operator (s)]

☐ Length of wait for reservations [specify operator (s)]

☐ Other [specify operator (s)] _____

7) Overall, are you satisfied with the transportation you have purchased for your clients?

☐ Yes

☐ No If no, why? _____

Level of Cost Worksheet 1

Insert Cost page from the AOR.

Inserted as follows



CTC Expense Sources

County: Marion

CTC Status: Submitted

CTC Organization: Marion Senior Services, Inc.

Fiscal Year: 07/01/2020 - 06/30/2021

CTD Status: Under Review

	Selected Reporting Period			Previous Reporting Period		
	CTC & Transportation Operators	Coordination Contractors	Total	CTC & Transportation Operators	Coordination Contractors	Total
Expense Sources						
Labor	\$ 1,538,313	\$ 147,128	\$ 1,685,441	\$ 1,532,431	\$ 205,352	\$ 1,737,783
Fringe Benefits	\$ 492,476	\$ 30,577	\$ 523,053	\$ 443,602	\$ 37,198	\$ 480,800
Services	\$ 9,645	\$ 0	\$ 9,645	\$ 257,859	\$ 0	\$ 257,859
Materials & Supplies Consumed	\$ 508,720	\$ 23,240	\$ 531,960	\$ 378,170	\$ 78,666	\$ 456,836
Utilities	\$ 14,699	\$ 8,753	\$ 23,452	\$ 32,428	\$ 12,477	\$ 44,905
Casualty & Liability	\$ 6,578	\$ 34,674	\$ 41,252	\$ 144,655	\$ 33,471	\$ 178,126
Taxes	\$ 388,201	\$ 0	\$ 388,201	\$ 854	\$ 0	\$ 854
Miscellaneous	\$ 827	\$ 0	\$ 827	\$ 17,186	\$ 0	\$ 17,186
Interest	\$ 0	\$ 0	\$ 0	\$ 994	\$ 0	\$ 994
Leases & Rentals	\$ 236	\$ 0	\$ 236	\$ 10,621	\$ 0	\$ 10,621
Capital Purchases	\$ 0	\$ 65,516	\$ 65,516	\$ 389,179	\$ 58,930	\$ 448,109
Contributed Services	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Allocated Indirect Expenses	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Purchased Transportation Services						
Bus Pass	\$ 0	N/A	\$ 0	\$ 0	N/A	\$ 0
School Board (School Bus)	\$ 0	N/A	\$ 0	\$ 0	N/A	\$ 0
Transportation Network Companies (TNC)	\$ 0	N/A	\$ 0	\$ 0	N/A	\$ 0
Taxi	\$ 0	N/A	\$ 0	\$ 0	N/A	\$ 0
Contracted Operator	\$ 0	N/A	\$ 0	\$ 0	N/A	\$ 0
Total - Expense Sources	\$ 2,959,695	\$ 309,888	\$ 3,269,583	\$ 3,207,979	\$ 426,094	\$ 3,634,073

Level of Competition Worksheet 2

1. Inventory of Transportation Operators in the Service Area

	Column A Operators Available	Column B Operators Contracted in the System.	Column C Include Trips	Column D % of all Trips
Private Non-Profit				
Private For-Profit				
Government				
Public Transit Agency	5			
Total	5			

2. How many of the operators are coordination contractors? 0

3. Of the operators included in the local coordinated system, how many have the capability of expanding capacity? N/A

Does the CTC have the ability to expand? Yes

4. Indicate the date the latest transportation operator was brought into the system. N/A

5. Does the CTC have a competitive procurement process? Yes

6. In the past five (5) years, how many times have the following methods been used in selection of the transportation operators?

	Low bid		Requests for proposals
	Requests for qualifications		Requests for interested parties
	Negotiation only	X	None

Which of the methods listed on the previous page was used to select the current operators?

N/A

7. Which of the following items are incorporated in the review and selection of transportation operators for inclusion in the coordinated system?

<input type="checkbox"/>	Capabilities of operator	<input type="checkbox"/>	Scope of Work
<input type="checkbox"/>	Age of company	<input type="checkbox"/>	Safety Program
<input type="checkbox"/>	Previous experience	<input type="checkbox"/>	Capacity
<input type="checkbox"/>	Management	<input type="checkbox"/>	Training Program
<input type="checkbox"/>	Qualifications of staff	<input type="checkbox"/>	Insurance
<input type="checkbox"/>	Resources	<input type="checkbox"/>	Accident History
<input type="checkbox"/>	Economies of Scale	<input type="checkbox"/>	Quality
<input type="checkbox"/>	Contract Monitoring	<input type="checkbox"/>	Community Knowledge
<input type="checkbox"/>	Reporting Capabilities	<input type="checkbox"/>	Cost of the Contracting Process
<input type="checkbox"/>	Financial Strength	<input type="checkbox"/>	Price
<input type="checkbox"/>	Performance Bond	<input type="checkbox"/>	Distribution of Costs
<input type="checkbox"/>	Responsiveness to Solicitation	<input checked="" type="checkbox"/>	Other: (list) <u>None</u>

8. If a competitive bid or request for proposals has been used to select the transportation operators, to how many potential operators was the request distributed in the most recently completed process? N/A

How many responded? _____

The request for bids/proposals was distributed:

N/A Locally N/A Statewide N/A Nationally

9. Has the CTC reviewed the possibilities of competitively contracting any services other than transportation provision (such as fuel, maintenance, etc...)? Yes

Vehicles maintenance, Tires and Batteries

Level of Availability (Coordination)

Worksheet 3

Planning – What are the coordinated plans for transporting the TD population?

Plans are coordinated between Marion Transit Services and the LCB.

Public Information – How is public information distributed about transportation services in the community?

Marion Senior Services has an outreach division that distributes brochures, and ads. The website, web links and bus wraps with decals that provide MT's name and phone number are utilized.

Certification – How are individual certifications and registrations coordinated for local TD transportation services?

Certification is given to Seniors over 60, persons with disabilities, low income, children at risk, disadvantaged residents with priority given to those who do not own or drive a vehicle and do not have family or friends to assist them and live within designated TD funding area.

Eligibility Records – What system is used to coordinate which individuals are eligible for special transportation services in the community?

The criteria is based on where the rider resides, there is also a vetting process that considers physical ability, age, medical conditions, and income level.

Call Intake – To what extent is transportation coordinated to ensure that a user can reach a Reservationist on the first call?

There is an automated system that answers and places them in a waiting pattern until one of the reservationists is available. There are three (3) reservationists taking calls at any given time.

Reservations – What is the reservation process? How is the duplication of a reservation prevented?

Reservationist utilizes a system (RouteMatch) that confirms the customer is an existing rider, schedules the trip in the system and triggers an alert should there be a duplication. If it is a new customer it is determined what funding will be utilized and proper scheduling procedure is followed.

Trip Allocation – How is the allocation of trip requests to providers coordinated?

N/A

Scheduling – How is the trip assignment to vehicles coordinated?

A trip scheduler assigns by geographic location utilizing RouteMatch.

Transport – How are the actual transportation services and modes of transportation coordinated?

The RouteMatch system allocates trips according to trip type and time of day.

Dispatching – How is the real time communication and direction of drivers coordinated?

Drivers are given a manifest with a list of scheduled riders in the morning. They maintain communication and results throughout the day with the RouteMatch system on tablets and two-way communication as needed.

General Service Monitoring – How is the overseeing of transportation operators coordinated?

The CTC oversees the managers and the managers oversee the operators.

Daily Service Monitoring – How are real-time resolutions to trip problems coordinated?

Dispatchers utilize RouteMatch system to identify nearby drivers available to lend assistance. Drivers have two-way communication systems on the buses and dispatch is in contact with them at any time.

Trip Reconciliation – How is the confirmation of official trips coordinated?

A trip manager confirms all trips daily and verifies that the information on the manifest is accurate.

Billing – How is the process for requesting and processing fares, payments, and reimbursements coordinated?

All payment methods are coordinated by the trips manager. The trips manager coordinates with the rider to ensure they are aware of their financial obligation pertaining to their upcoming trip.

Reporting – How is operating information reported, compiled, and examined?

The RouteMatch system maintains all data required. Data is compiled according to CTD guidelines and submitted based on deadlines.

Cost Resources – How are costs shared between the coordinator and the operators (s) in order to reduce the overall costs of the coordinated program?

N/A Operators are not utilized.

Information Resources – How is information shared with other organizations to ensure smooth service provision and increased service provision?

The outreach program, website, brochures distributed to local merchants, neighborhoods and through the mail, in-person presentations. There is continuous communication and coordination with SunTran for client vetting and route optimization.

Overall – What type of formal agreement does the CTC have with organizations, which provide transportation in the community?

N/A

February 5, 2022

Florida Department of Transportation, District Five
Attn: Ms. Diane Poitras, Transit Programs Administrator
420 W. Landstreet RD
Orlando, FL 32824

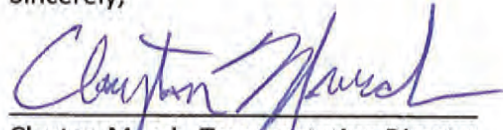
RE: AGENCY CONTACT INFORMATION

To: District Five

This letter provides certification of the current agency contacts:

- Ms. Jennifer Martinez, Executive Director – jmartinez@marionseniorservices.org
- Mr. Clayton Murch, Transportation Director – cmurch@marionseniorservices.org
- Ms. Patricia Yoder, Finance Director – pyoder@marionseniorservices.org
- Mr. Herman Schulz, Transit Manager – hschulz@marionseniorservices.org
- Ms. Karen Williams, Trips Manager – kwilliams@marionseniorservices.org
- Mr. Ken McKelvy, Transit Manager – kmckelvy@marionseniorservices.org

Sincerely,



Clayton Murch, Transportation Director

**MARION TRANSIT
CLIENT INTAKE FORM**

MARION TRANSIT SERVICE IS PROVIDED ACCORDING TO THE FOLLOWING NEEDS AS SPACE IS AVAILABLE:
MEDICAL • LIFE SUSTAINING ACTIVITIES • EDUCATION • WORK • BUSINESS • RECREATIONAL

SECTION I - DETERMINATION OF ELIGIBILITY

LAST NAME: Kelbert FIRST NAME: Barbara MI: _____
ADDRESS: 3211 SW 42nd St Apt 210 CITY: Ocala STATE: FL ZIP: 34471
COUNTY: Marion TELEPHONE #: (352) 620-8107 CELL #: () _____
DOB: 4 / 22 / 1928 SS#: 392 - 24 - 9251
OTHER HOUSEHOLD MEMBERS (LIST EACH MEMBER)

NAME: Lorraine Marquard RELATIONSHIP: Sister AGE: _____ PHONE: 352-620-8117
EMERGENCY CONTACT: Barbara Meacham RELATIONSHIP: Daughter AGE: _____ PHONE: 920-865-4260

Transportation Disadvantaged (eligibility criteria) – Attach any documentation for eligibility claimed:

☒ Mental or Physical Disability _____ Poor* 93 Age** 96

(*Poor = Income level at or below 150% of the Federal Poverty Guideline / Age** = 60+ or <16 years old.)

SECTION II - AVAILABILITY OF TRANSPORTATION

YES / NO

1. No DO YOU OWN A CAR?
2. Yes DO YOU HAVE A VALID DRIVER'S LICENSE?
3. No COULD YOU DRIVE YOUR CAR TO MEDICAL APPTS? IF NOT, WHY? Don't Drive anymore.
4. No DOES ANYONE IN YOUR HOUSEHOLD HAVE A CAR?
5. No COULD THEY DRIVE YOU TO YOUR APPOINTMENTS? IF NOT, WHY? No one in Area.
6. No DO YOU HAVE FAMILY MEMBERS WHO CAN TRANSPORT YOU TO APPOINTMENTS?
7. No DO YOU HAVE FRIENDS WHO CAN TRANSPORT YOU TO YOUR APPOINTMENTS?

LIST ALL HOSPITALS, DOCTORS, AND MEDICAL FACILITIES THAT YOU VISIT ON A REGULAR BASIS:

NAME OF HOSPITAL/DOCTOR/FACILITIES:	TYPE OF TREATMENT?	# MONTHLY VISITS?
<u>Dr. Balch</u>	<u>Primary Doctor</u>	<u>3-4 times 4 year</u>
<u>Dr. Londen</u>	<u>Cardiologist</u>	<u>1-2 times 4 year</u>

SECTION III -

YES / NO

1. Yes DO YOU LIVE ON A **SUNTRAN** ROUTE? WHAT IS THE DISTANCE TO THE NEAREST BUS STOP? _____
2. Yes DO YOU HAVE ANY LIMITATIONS THAT WOULD PREVENT YOU FROM RIDING THE BUS?
PLEASE DESCRIBE: Can't get to bus stop
3. No ARE YOU ENROLLED IN ANY OTHER PROGRAM(S) THAT WILL PAY FOR OR PROVIDE TRANSPORTATION?
PLEASE LIST: _____

SECTION IV -

PLEASE CHECK OR LIST ANY SPECIAL NEEDS, SERVICES OR MODES OF TRANSPORTATION YOU REQUIRE DURING TRANSPORTATION:

WHEELCHAIR _____, POWER WHEELCHAIR _____, CANE _____, WALKER ~~X~~, SERVICE ANIMAL _____, OXYGEN _____
PERSONAL CARE ATTENDANT _____, LIFT TO LOAD ~~X~~, SCOOTER _____

OTHER: _____

SECTION V -

I ATTEST ALL INFORMATION IS CORRECT TO MY KNOWLEDGE AND ANY CHANGES WILL BE REPORTED TO MARION TRANSIT IMMEDIATELY:

SIGNATURE OF APPLICANT: _____ DATE: _____ / _____ / _____

SIGNATURE OF PREPARER: Mickey Christensen DATE: 8 / 30 / 21
(IF OTHER THAN APPLICANT)

PREPARER - PRINT NAME: Mickey Christensen RELATIONSHIP OR MARION TRANSIT: (Circled)

=====

OFFICE USE ONLY

LAST NAME: _____ FIRST NAME: _____

SECTION VI -

AUTHORIZATION

APPROVAL DATE: 8 / 30 / 21 updated 9/21

DENIED DATE: _____ / _____ / _____ REASON: _____

MANAGER REVIEW - IF DENIED

BY: _____ TITLE: _____ DATE: _____ / _____ / _____

COMMENTS: _____

+++ END +++

**MARION TRANSIT
CLIENT INTAKE FORM**

*Update
some info*

MARION TRANSIT SERVICE IS PROVIDED ACCORDING TO THE FOLLOWING NEEDS AS SPACE IS AVAILABLE:
MEDICAL • LIFE SUSTAINING ACTIVITIES • EDUCATION • WORK • BUSINESS • RECREATIONAL

SECTION I - DETERMINATION OF ELIGIBILITY

LAST NAME: Lapson FIRST NAME: Alegrine MI: _____
ADDRESS: 21399 Highway 44 N CITY: Micanopy STATE: FL ZIP: 32667
COUNTY: Marion TELEPHONE #: (____) _____ CELL #: (352) 545-7003
DOB: 02 / 27 / 1938 SS#: 265 - 56 - 8945
OTHER HOUSEHOLD MEMBERS (LIST EACH MEMBER)

NAME: Ron Stewart RELATIONSHIP: great grandson AGE: 16 PHONE: 352 792-2923
EMERGENCY CONTACT: Shedra Hughes RELATIONSHIP: niece AGE: 64 PHONE: 518-697-9696
697-9696

Transportation Disadvantaged (eligibility criteria) – Attach any documentation for eligibility claimed:

_____ Mental or Physical Disability _____ Poor* ✓ 84 Age**
(*Poor = Income level at or below 150% of the Federal Poverty Guideline / Age** = 60+ or <16 years old.)

SECTION II - AVAILABILITY OF TRANSPORTATION

YES / NO

1. N DO YOU OWN A CAR? IF NOT, WHY? No Car.
2. N DO YOU HAVE A VALID DRIVER'S LICENSE? ID.
3. N COULD YOU DRIVE YOUR CAR TO MEDICAL APPTS?
4. N DOES ANYONE IN YOUR HOUSEHOLD HAVE A CAR? IF NOT, WHY? great.
5. N COULD THEY DRIVE YOU TO YOUR APPOINTMENTS? IF NOT, WHY? just Ron + grandson
6. N DO YOU HAVE FAMILY MEMBERS WHO CAN TRANSPORT YOU TO APPOINTMENTS?
7. N DO YOU HAVE FRIENDS WHO CAN TRANSPORT YOU TO YOUR APPOINTMENTS?

LIST ALL HOSPITALS, DOCTORS, AND MEDICAL FACILITIES THAT YOU VISIT ON A REGULAR BASIS:

NAME OF HOSPITAL/DOCTOR/FACILITIES:	TYPE OF TREATMENT?	# MONTHLY VISITS?
<u>Monicor</u>	<u>PCP</u>	<u>just Dr. Mark Black.</u>

SECTION III -

YES / NO

1. N DO YOU LIVE ON A **SUNTRAN** ROUTE? WHAT IS THE DISTANCE TO THE NEAREST BUS STOP? _____
2. N DO YOU HAVE ANY LIMITATIONS THAT WOULD PREVENT YOU FROM RIDING THE BUS?
PLEASE DESCRIBE: _____
3. N ARE YOU ENROLLED IN ANY OTHER PROGRAM(S) THAT WILL PAY FOR OR PROVIDE TRANSPORTATION?
PLEASE LIST: Medicaid / Humana.

SECTION IV -

PLEASE CHECK OR LIST ANY SPECIAL NEEDS, SERVICES OR MODES OF TRANSPORTATION YOU REQUIRE DURING TRANSPORTATION:

WHEELCHAIR _____, POWER WHEELCHAIR _____, CANE _____, WALKER _____, SERVICE ANIMAL _____, OXYGEN _____
PERSONAL CARE ATTENDANT _____, LIFT TO LOAD _____, SCOOTER _____

OTHER: _____

SECTION V -

I ATTEST ALL INFORMATION IS CORRECT TO MY KNOWLEDGE AND ANY CHANGES WILL BE REPORTED TO MARION TRANSIT IMMEDIATELY:

SIGNATURE OF APPLICANT: _____ DATE: _____ / _____ / _____

SIGNATURE OF PREPARER: Yvonne Rosario DATE: 3 / 2 / 2022
(IF OTHER THAN APPLICANT)

PREPARER - PRINT NAME: YVONNE ROSARIO RELATIONSHIP OR MARION TRANSIT: _____

=====

OFFICE USE ONLY

LAST NAME: Latson FIRST NAME: Algerine

SECTION VI -

AUTHORIZATION

APPROVAL DATE: 3 / 2 / 2022

DENIED DATE: _____ / _____ / _____ REASON: _____

MANAGER REVIEW - IF DENIED

BY: _____ TITLE: _____ DATE: _____ / _____ / _____

COMMENTS: _____

+++ END +++

**MARION TRANSIT
CLIENT INTAKE FORM**

MARION TRANSIT SERVICE IS PROVIDED ACCORDING TO THE FOLLOWING NEEDS AS SPACE IS AVAILABLE:
MEDICAL • LIFE SUSTAINING ACTIVITIES • EDUCATION • WORK • BUSINESS • RECREATIONAL

SECTION I - DETERMINATION OF ELIGIBILITY

LAST NAME: Kennedy FIRST NAME: Donna MI: _____
ADDRESS: 13698 SE 91st Ave CITY: Summerfield STATE: FL ZIP: 34491
COUNTY: Marion TELEPHONE #: (352) 307-2380 CELL #: () - -
DOB: 02 / 21 / 1948 SS#: 081 - 40 - 8143
OTHER HOUSEHOLD MEMBERS (LIST EACH MEMBER)
NAME: James Kennedy RELATIONSHIP: Husband AGE: _____ PHONE: 352-307-2380
EMERGENCY CONTACT: " RELATIONSHIP: " AGE: _____ PHONE: "

Transportation Disadvantaged (eligibility criteria) – Attach any documentation for eligibility claimed:

_____ Mental or Physical Disability _____ Poor* X Age**
(*Poor = Income level at or below 150% of the Federal Poverty Guideline / Age** = 60+ or <16 years old.)

SECTION II - AVAILABILITY OF TRANSPORTATION

- YES / NO
1. N DO YOU OWN A CAR?
 2. N DO YOU HAVE A VALID DRIVER'S LICENSE?
 3. N COULD YOU DRIVE YOUR CAR TO MEDICAL APPTS? IF NOT, WHY? _____
 4. Y DOES ANYONE IN YOUR HOUSEHOLD HAVE A CAR?
 5. N COULD THEY DRIVE YOU TO YOUR APPOINTMENTS? IF NOT, WHY? husband has had surgery
 6. N DO YOU HAVE FAMILY MEMBERS WHO CAN TRANSPORT YOU TO APPOINTMENTS?
 7. N DO YOU HAVE FRIENDS WHO CAN TRANSPORT YOU TO YOUR APPOINTMENTS?

LIST ALL HOSPITALS, DOCTORS, AND MEDICAL FACILITIES THAT YOU VISIT ON A REGULAR BASIS:

NAME OF HOSPITAL/DOCTOR/FACILITIES:	TYPE OF TREATMENT?	# MONTHLY VISITS?
<u>Shopping</u>	_____	_____
_____	_____	_____

SECTION III -

- YES / NO
1. N DO YOU LIVE ON A **SUNTRAN** ROUTE? WHAT IS THE DISTANCE TO THE NEAREST BUS STOP? _____
 2. N DO YOU HAVE ANY LIMITATIONS THAT WOULD PREVENT YOU FROM RIDING THE BUS?
PLEASE DESCRIBE: _____
 3. N ARE YOU ENROLLED IN ANY OTHER PROGRAM(S) THAT WILL PAY FOR OR PROVIDE TRANSPORTATION?
PLEASE LIST: _____

SECTION IV -

PLEASE CHECK OR LIST ANY SPECIAL NEEDS, SERVICES OR MODES OF TRANSPORTATION YOU REQUIRE DURING TRANSPORTATION:

WHEELCHAIR _____, POWER WHEELCHAIR _____, CANE _____, WALKER _____, SERVICE ANIMAL _____, OXYGEN _____
PERSONAL CARE ATTENDANT _____, LIFT TO LOAD _____, SCOOTER _____

OTHER: _____

SECTION V -

I ATTEST ALL INFORMATION IS CORRECT TO MY KNOWLEDGE AND ANY CHANGES WILL BE REPORTED TO MARION TRANSIT IMMEDIATELY:

SIGNATURE OF APPLICANT: _____ DATE: _____ / _____ / _____

SIGNATURE OF PREPARER: Brenda Shewburt DATE: 8 / 6 / 21
(IF OTHER THAN APPLICANT)

PREPARER - PRINT NAME: Brenda Shewburt RELATIONSHIP OR MARION TRANSIT: _____

=====

OFFICE USE ONLY

LAST NAME: _____ FIRST NAME: _____

SECTION VI -

AUTHORIZATION

APPROVAL DATE: 8 / 06 / 27

DENIED DATE: _____ / _____ / _____ REASON: _____

MANAGER REVIEW - IF DENIED

BY: _____ TITLE: _____ DATE: _____ / _____ / _____

COMMENTS: _____

+++ END +++



Florida Department of Transportation

RON DESANTIS
GOVERNOR

420 W. Landstreet
Orlando, Florida 32824

KEVIN J. THIBAUT, P.E.
SECRETARY

May 14, 2021

Tom Wilder
Transportation Director
Marion Senior Services
1101 Southwest 20th Court
Ocala, Florida 34471

Re: Marion Senior Services System Safety Program Plan Letter of Concurrence (2021)

Dear Mr. Wilder:

The Department has completed a review of the System Safety Program Plan (SSPP) during Marion Senior Services' 2021 Triennial Review. We find the SSPP to comply with the 2019 FDOT State Management Plan, FDOT Procedural Topic No. 725-030-009-j, and Florida Administrative Code (F.A.C.) Rule Chapter 14-90. Therefore, the Department is in concurrence with the Marion Senior Services SSPP.

We appreciate the opportunity to review the document and ensure compliance with state requirements. Please include a copy of this letter as an appendix to your agency's SSPP. The Department also recommends proper documentation of the receipt of concurrence letter in the plan's activity log.

If you have any questions, please contact me at (321) 319-8174 or e-mail diane.poitras@dot.state.fl.us.

Sincerely,

DocuSigned by:

1053F40140014E0
Diane Poitras

Transit Programs Administrator
District Five

DP/bg

MARIONTRANSIT

Substance Abuse Policy

Zero Tolerance

In accordance with USDOT and FTA Regulations

MARIONTRANSIT is dedicated to providing safe, dependable, and economical transportation service to its patrons. **MARIONTRANSIT** employees are a valuable resource and it is our agency's goal to provide a safe, healthy and satisfying working environment, free of the potential dangers posed by a safety-sensitive employee's use of prohibited drugs or misuse of alcohol.

This policy is established to comply with the Federal Transit Administration regulations codified as 49 CFR Part 655, as amended and USDOT regulations codified as 49 CFR Part 40, as amended. ***Policy provisions authorized by MARIONTRANSIT are italicized and bolded throughout this policy.*** All other policy provisions are implemented under the authority of the United States Department of Transportation (USDOT) and the Federal Transit Administration (FTA).

This policy is approved by: Jennifer Martinez

Title of approving official: Executive Director – Marion Senior Services, Inc.

Signature of approving official:



Date signed:

January 24, 2018

Policy effective date: January 24, 2018

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1. Testing Program Background

The Omnibus Transportation Employee Testing Act of 1991 (OTETA) directed the United States Department of Transportation (USDOT) to promulgate regulations outlining the procedures for transportation workplace drug and alcohol testing. The USDOT regulations titled, "Procedures for Transportation Workplace Drug and Alcohol Testing" are codified as 49 CFR Part 40. The regulations ensure uniform practices for specimen collections, laboratory analysis, medical review, result reporting and the Return-to-Duty process for violating employees. The regulations are applicable to safety-sensitive employees in transportation workplaces throughout the nation (transit, railroad, aviation, commercial drivers, etc.).

The OTETA also directed each transportation administration to craft industry-specific regulations that define which employees are subject to testing, the testing circumstances, policy statement requirements and training requirements, relevant to that industry. *MARIONTRANSIT* is required to comply with both the USDOT regulations described above, as well as the Federal Transit Administration regulations "Prevention of Prohibited Drug Use and Alcohol Misuse in Transit Operations" which are codified as 49 CFR Part 655.

2. Employee Applicability

This policy and the USDOT/FTA testing program apply to all safety-sensitive *MARIONTRANSIT* employees. The policy also applies to volunteers who are required to hold a Commercial Drivers License (CDL) and volunteers that receive remuneration in excess of actual expenses accrued while carrying out assigned duties. Adherence to this policy and the USDOT/FTA testing program is a condition of employment in a safety-sensitive position with *MARIONTRANSIT*. All employees of *MARIONTRANSIT* who perform, or could be called upon to perform, any of the following duties are defined as safety-sensitive employees:

1. Operate a public transportation vehicle, while in or out of service
2. Control the movement of a public transportation vehicle

The *MARIONTRANSIT* positions classified as safety-sensitive include:

- Transportation Director
- Transit Manager
- Transportation Trip Manager
- Transit Assistant
- Transportation Office Assistant
- Transportation Accounting Clerk
- Transportation Dispatchers
- Transportation Reservation Clerks
- Transportation Scheduler
- Transit Drivers

MARIONTRANSIT

3. USDOT/FTA Prohibited Drug Classes

- Amphetamines
- Cocaine
- Marijuana
- Opioids
- Phencyclidine (PCP)

4. Pre-employment Drug and Alcohol Background Checks

In accordance with 49 CFR Part 40.25, **MARIONTRANSIT** must make and document good faith efforts to perform drug and alcohol background checks for all applicants applying for a safety-sensitive position and all current employees applying for transfer into a safety-sensitive position. Testing information will be requested from each of the applicant's previous DOT covered employers during the two years prior to the date of application. **MARIONTRANSIT** must obtain the applicant's written consent for the release of their drug and alcohol testing information from their previous DOT covered employers to **MARIONTRANSIT**. Applicants refusing to provide written consent are prohibited from performing safety-sensitive functions for **MARIONTRANSIT**.

Safety-sensitive applicants who have previously violated the USDOT testing program must provide documentation that they have successfully completed the USDOT's Return-to-Duty process with a DOT-qualified Substance Abuse Professional (SAP). Failure to provide satisfactory documentation will exclude the applicant from being hired or transferred into a safety-sensitive position with **MARIONTRANSIT**.

5. Pre-Employment Testing

All applicants for safety-sensitive positions shall undergo a pre-employment urine drug test. **MARIONTRANSIT** must receive an MRO-verified negative drug test result prior to the applicant's first performance of any safety sensitive function, including behind-the-wheel training.

*If an applicant's pre-employment urine drug test result is verified as positive, the applicant will be excluded from consideration for employment in a safety-sensitive position with **MARIONTRANSIT**. The applicant will be provided a list of USDOT-qualified Substance Abuse Professionals.*

An employee returning from an extended leave period of 90 consecutive days or more, and whose name was also removed from the random testing pool for 90 days or more, must submit to a pre-employment urine drug test. **MARIONTRANSIT** must be in receipt of a negative drug test result prior to the employee resuming any safety-sensitive function.

6. Random Testing

Safety-sensitive employees will be subject to random, unannounced testing. **MARIONTRANSIT** will perform random testing in a manner that meets or exceeds the FTA minimum annual testing requirements, as amended. The selection of employees for random testing will be made using a scientifically valid method. All safety-sensitive employees will have an equal chance of being selected each time a random draw is performed. Random alcohol tests will be conducted just

MARIONTRANSIT

before, during or just after the employee's performance of a safety-sensitive function. Random drug tests may be conducted anytime an employee is on duty, on call for duty or on standby for duty.

Once an employee is notified that they have been selected for a random test, they must proceed immediately to the testing location. Failure to proceed immediately may be deemed a refusal to test.

7. Reasonable Suspicion Testing

All safety-sensitive employees must submit to reasonable suspicion drug and/or alcohol testing when a supervisor or company official trained in detecting signs and symptoms of drug use and alcohol misuse has made specific, contemporaneous, articulable observations concerning an employee's appearance, speech, behavior and/or body odor. Reasonable suspicion testing for alcohol misuse will occur when observations are made just before, during, or just after the employee's performance of a safety-sensitive function. Reasonable suspicion testing for prohibited drugs may be conducted anytime an employee is on duty or on standby for duty and a trained supervisor has made the observations.

8. Post-Accident Testing

Fatal Accidents: Safety-sensitive employees must submit to post-accident drug and alcohol testing following an accident involving a public transportation vehicle that results in the loss of human life. In addition to a surviving operator of the vehicle, any other surviving, safety-sensitive employee whose performance could have contributed to the accident must also be tested.

Non-Fatal Accidents: All safety-sensitive employees whose actions cannot be completely discounted as a contributing factor must submit to post-accident drug and alcohol testing when a non-fatal accident meets one or more of the following thresholds:

1. An individual suffers bodily injury and immediately receives medical treatment away from the scene
2. One or more vehicles incurs disabling damage that requires the vehicle(s) to be towed away from the accident scene
3. If the public transportation vehicle is a rail car, trolley car, trolley bus or vessel and has been removed from service.

MARIONTRANSIT officials will use the best information available at the scene, to determine if a safety-sensitive employee's performance can be completely discounted as a contributing factor to the accident.

Post-accident drug and alcohol tests will be conducted as soon as practicable following the accident. Any safety-sensitive employee involved in an accident must refrain from alcohol use for eight (8) hours following the accident or until the employee undergoes a post-accident alcohol test. Any safety-sensitive employee who leaves the scene of the accident without a justifiable reason or explanation prior to submitting to drug and alcohol testing will be deemed

MARIONTRANSIT

to have refused the test. However, employees are not prohibited from leaving the scene of an accident to obtain assistance in responding to the accident or to obtain necessary emergency medical care.

9. **Urine Specimen Collections**

Urine specimen collections will be conducted in accordance with USDOT rule, 49 CFR Part 40, as amended. Collectors will be appropriately trained and qualified to perform urine specimen collections for USDOT covered employers. Urine specimen collectors will use the split-specimen collection method and will afford the donor (employee) the greatest degree of privacy permitted per 49 CFR Part 40, as amended. When an observed collection is required, the observer will be of the same gender as the donor (employee).

10. **Refusal to Submit to Urine Drug Testing**

The following actions constitute a "refusal to test" in accordance with 49 CFR Part 40, as amended:

- (1) Failure to appear for any test within a reasonable time, as determined by the employer, consistent with applicable DOT agency regulations, after being directed to do so by the employer (pre-employment testing not applicable).
- (2) Failure to remain at the testing site until the testing process is completed (after the process has been started)
- (3) Failure to provide a urine specimen for any drug test required by this part or DOT agency regulations
- (4) In the case of a directly observed or monitored collection in a drug test, fail to permit the observation or monitoring of your provision of a specimen
- (5) Failure to provide a sufficient amount of urine when directed, and it has been determined, through a required medical evaluation, that there was no adequate medical explanation for the failure
- (6) Failure or decline to take an additional drug test the employer or collector has directed you to take
- (7) Failure to undergo a medical examination or evaluation, as directed by the MRO as part of the verification process, or as directed by **MARIONTRANSIT**
- (8) Failure to cooperate with any part of the testing process (e.g., refuse to empty pockets when directed by the collector, behave in a confrontational way that disrupts the collection process, fail to wash hands after being directed to do so by the collector).
- (9) For an observed collection, failure to follow the observer's instructions to raise your clothing above the waist, lower clothing and underpants, and to turn around to permit the observer to determine if you have any type of prosthetic or other device that could be used to interfere with the collection process.
- (10) Possessing or wearing a prosthetic or other device that could be used to interfere with the collection process.
- (11) Admitting to the collector or MRO that you adulterated or substituted the specimen.
- (12) When the MRO verifies your drug test result as adulterated or substituted.

Refusing to submit to a USDOT/FTA required test is a violation of the USDOT/FTA testing

MARIONTRANSIT

program. Employees are required to be immediately removed from safety-sensitive duty and provided a list of USDOT-qualified Substance Abuse Professionals. ***Per MARIONTRANSIT authority, violation of the USDOT/FTA testing program will result in termination of employment.***

11. Urine Specimen Analysis

All specimens will be transported or shipped to a laboratory certified by the Department of Health and Human Services (DHHS). All specimens will be analyzed at the laboratory in accordance with 49 CFR Part 40, as amended. The procedures that will be used to test for the presence of prohibited drugs will protect the employee and the integrity of the drug testing process, safeguard the validity of the test results and ensure that the test results are attributed to the correct employee. Laboratory confirmed drug test results will be released only to a certified Medical Review Officer (MRO) for review and verification.

Negative-Dilute Specimens

Upon receipt of an MRO verified negative-dilute drug test result with creatinine levels greater than 5 mg/dl and less than 20 mg/dl, **MARIONTRANSIT** will require applicants and employees to submit to a second urine collection per 49 CFR Part 40.197. The collection of the second specimen will not be conducted using direct observation procedures. The MRO verified result of the second urine drug test will be accepted by **MARIONTRANSIT** as the final result and the test of record. ***MARIONTRANSIT will apply this policy provision uniformly for all pre-employment and random urine drug tests reported by the Medical Review Officer to have creatinine levels greater than 5mg/dl but less than 20mg/dl (negative-dilute results).*** Once notified that a second collection is required, employees must proceed immediately for testing. An employee's failure to report immediately may be deemed as a refusal to submit to testing, which is a violation of the USDOT/FTA testing program. ***Per MARIONTRANSIT authority, violation of the USDOT/FTA testing program will result in termination of employment.***

12. Role of the Medical Review Officer (MRO)

The role of the Medical Review Officer is to review and verify laboratory confirmed test results obtained through a DOT-covered employer's testing program. When a non-negative drug test result is received, the MRO will communicate with the donor (employee) to determine if a legitimate medical explanation exists. When a legally prescribed medication has produced a non-negative result, the MRO will verify the prescription and report the result as "negative" to **MARIONTRANSIT**. Medical conditions and other information obtained by the MRO during the interview with the donor will be maintained in a confidential manner. However, if the MRO believes that a medication prescribed to the donor may pose a significant safety risk, the MRO will require the donor to contact his/her prescribing physician and request that the physician contact the MRO within 5 business days. The MRO and prescribing physician will consult to determine if the employee's medication use presents a significant safety risk. **MARIONTRANSIT** will be notified by the MRO when the outcome of the consultation results in a determination that the donor's medication use presents a significant safety risk. If the employee's prescribing physician fails to respond, the safety concern will be reported to **MARIONTRANSIT** without consultation. Based on the MRO recommendation, **MARIONTRANSIT** may deem the employee medically disqualified from performing safety-sensitive functions. The MRO assigned to review

MARIONTRANSIT

and verify laboratory drug test results for **MARIONTRANSIT** is:

Dr. Randy Barnett D.D.
First Source Solutions
100 HIGHPOINT DR., STE. 102
CHALFONT, PA 18914
215-396-5500 FAX 215-396-5610

13. **Consequence for MRO Verified Positive Drug Test**

When **MARIONTRANSIT** is notified of an MRO verified positive drug test, or a test refusal due to adulteration or substitution; the violating employee will be immediately removed from safety-sensitive duty and provided a list of DOT-qualified Substance Abuse Professionals. Applicants will be excluded from hire and provided a list of DOT-qualified Substance Abuse Professionals. ***Per MARIONTRANSIT authority, violation of the USDOT/FTA testing program will result in termination of employment.***

14. **Split Specimen Testing**

As an important employee protection, split specimen collection procedures will be used for all USDOT/FTA urine collections. When an employee challenges an MRO verified result, he/she may request that the split specimen (bottle B) be tested at a different DHHS certified laboratory that conducted the test of the primary specimen (bottle A). Instructions for requesting the split specimen test will be provided by the Medical Review Officer during his/her interview with the donor (employee). In accordance with USDOT rule, **MARIONTRANSIT** will ensure that the fee to process the split specimen test is covered, in order for a timely analysis of the split specimen. ***MARIONTRANSIT may seek reimbursement for the cost of the split specimen test.***

15. **Alcohol Prohibition**

Safety-sensitive employees are prohibited from consuming alcohol while performing safety-sensitive functions, within (4) four hours prior to performing a safety sensitive function, or during the hours that they are on call or standby for duty. No safety-sensitive employee shall report for duty or remain on duty while having an alcohol concentration of 0.02 or greater. Safety-sensitive employees must not consume alcohol within eight (8) hours following an accident or until the employee submits to post-accident testing, whichever occurs first.

16. **Alcohol Testing**

All alcohol screening tests and confirmation tests will be performed in accordance with USDOT rule, 49 CFR Part 40. The procedures that will be used to test for alcohol misuse will protect the employee and the integrity of the testing process, safeguard the validity of the test results, and ensure the test results are attributed to the correct employee.

When an alcohol-screening test indicates a blood alcohol concentration (BAC) of 0.02 or greater, a confirmation test will be performed using an evidential breath-testing device listed on the USDOT/ODAPC webpage as an "Approved Evidential Breath Measurement Device". The confirmed blood alcohol concentration (BAC) result will be transmitted by the technician to **MARIONTRANSIT** in a confidential manner. A safety-sensitive employee who has a confirmed

MARIONTRANSIT

blood alcohol concentration (BAC) of 0.02 or greater but less than 0.04 will be removed from safety-sensitive duties for a period of at least (8) eight hours or until test results fall below 0.02.

17. Consequence for a USDOT/FTA Confirmed Alcohol Violation

A safety-sensitive employee who has a confirmed blood alcohol concentration (BAC) of 0.04 or greater has violated the USDOT/FTA testing program and will be removed from safety-sensitive duty and provided a list of DOT-qualified Substance Abuse Professionals. ***Per MARIONTRANSIT authority, violation of the USDOT/FTA testing program will result in termination of employment.***

18. Refusal to Submit to Alcohol Testing

The following actions constitute a refusal to submit to an alcohol test:

- (1) Fail to appear for any test within a reasonable time, as determined by the employer, consistent with applicable DOT agency regulations, after being directed to do so by the employer.
- (2) Fail to remain at the testing site until the testing process is complete
- (3) Fail to provide an adequate amount of saliva or breath for any USDOT required alcohol test
- (4) Fail to provide a sufficient breath specimen, and the physician has determined, through a required medical evaluation, that there was no adequate medical explanation for the failure
- (5) Fail to undergo a medical examination or evaluation, as directed by the [Agency]
- (6) Fail to sign the certification at Step 2 of the ATF
- (7) Fail to cooperate with any part of the testing process.

Refusing to submit to a USDOT/FTA required test is a violation of USDOT/FTA testing program. Employees must be immediately removed from safety-sensitive duty and provided a list of USDOT-qualified Substance Abuse Professionals. ***Per MARIONTRANSIT authority, violation of the USDOT/FTA testing program will result in termination of employment.***

19. MARIONTRANSIT Testing Program Contacts

Designated Employer Representative (Drug & Alcohol Program Manager)

Tom Wilder, Transportation Director
1101 SW 20th Court, Ocala, FL 34471
352-620-3519
twilder@marionseniorservices.org

Alternate (back-up) Program Manager

Donna Tackett, Human Resources Director
1101 SW 20th Court, Ocala, FL 34471
352-620-3501
dtackett@marionseniorservices.org

MARIONTRANSIT

The referenced USDOT and FTA regulations, as well informational material related to this testing program are available for review and/or download from the Florida Department of Transportation's Substance Abuse Management Website: <http://sam.cutr.usf.edu>. Further information may be obtained from the USDOT's Office of Drug and Alcohol Policy and Compliance website: <https://www.transportation.gov/odapc> and the Federal Transit Administration's (FTA) website: <https://transit-safety.fta.dot.gov/DrugAndAlcohol/Default.aspx>

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CERTIFICATE OF COMPLIANCE

725-030-10
TRANSIT
12/01

for a
SECTION 5311 SUBRECIPIENT
(Certifying compliance with 49 CFR Parts 40, 655)
To
Florida Department of Transportation

DATE 2/5/2022

Section 5311 Subrecipient Information:

AGENCY NAME: Marion Senior Service, Inc.
ADDRESS: 1101 SW 20th Court Ocala, FL 34471
PHONE: 352-620-3071

FDOT District Office Information:

NAME: FDOT District 5, Modal Development Office
ADDRESS: 420 W. Landstreet, Orlando, FL 32824
PHONE: (321) 319-8174

I, Clayton Murch, Transportation Director
(Name) (Title)

hereby certify that Marion Senior Services, Inc. d/b/a Marion Transit and its applicable
(Name of Subrecipient)

contractor(s) (listing attached hereto) for N/A
(Name of Subrecipient)

has (have) established and implemented an anti-drug and alcohol misuse prevention program in accordance with the provisions of 49 CFR Parts 40 and 655 as amended. I further certify that the employee training conducted under this part meets the requirements of 49 CFR Parts 40 and 655 as amended.

Clayton Murch
Signature

Attachment: (Applicable Contractor(s) - Name, Address, Phone #, Contact Person)

I. Employer:Company Name: Marion Senior Services, Inc.Doing Business As (DBA) Name (if applicable): Marion TransitAddress: 1101 SW 20th Court Ocala Florida 34471E-mail: hschulz@marionseniorservices.orgName of Certifying Official: Herman SchulzSignature: Herman SchulzTelephone: (352) 620-3519Date Certified: 03-04-2022

Prepared by (if different): _____

Telephone: ()C/TPA Name and Telephone (if applicable): FirstLab (215) 396-5500**Check the DOT agency for which you are reporting MIS data; and complete the information on that same line as appropriate:**

- ☐ FMCSA - Motor Carrier: DOT #: _____ Owner-operator: (circle one) YES or NO Exempt: (circle one) YES or NO
☐ FAA - Aviation: Certificate # (if applicable): _____ Plan/Registration # (if applicable): _____
☐ PHMSA - Pipeline: (Check) Gas Gathering ☐ Gas Transmission ☐ Gas Distribution ☐ Transport Hazardous Liquids ☐ Transport Carbon Dioxide
☐ FRA - Railroad: Total Number of observed/documentated Part 219 "Rule G" Observations for covered employees: _____
☐ USCG - Maritime: Vessel ID # (USCG- or State-Issued): _____ (if more than one vessel, list separately.)
☒ FTA - Transit

II. Covered Employees: (A) Enter Total Number Safety-Sensitive Employees In All Employee Categories: 41(B) Enter Total Number of Employee Categories: 2

Employee Category	Total Number of Employees in this Category
Revenue Vehicle Operation	33

If you have multiple employee categories, complete Sections I and II (A) & (B). Take that filled-in form and make one copy for each employee category and complete Sections II (C), III, and IV for each separate employee category.

III. Drug Testing Data:

	1	2	3	4	5	6	7	8	9	10	11	12	13
Type of Test	Total Number Of Test Results [Should equal the sum of Columns 2, 3, 9, 10, 11, and 12]	Verified Negative Results	Verified Positive Results ~ For One Or More Drugs	Positive For Marijuana	Positive For Cocaine	Positive For PCP	Positive For Opioids	Positive For Amphetamines	Refusal Results				Cancelled Results
Pre-Employment	31	31	0	0	0	0	0	0	Adulterated	Substituted	"Shy Bladder" ~ With No Medical Explanation	Other Refusals To Submit To Testing	1
Random	20	20	0	0	0	0	0	0	0	0	0	0	0
Post-Accident	2	2	0	0	0	0	0	0	0	0	0	0	0
Reasonable Susp./Cause	0	0	0	0	0	0	0	0	0	0	0	0	0
Return-to-Duty	0	0	0	0	0	0	0	0	0	0	0	0	0
Follow-Up	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	53	53	0	0	0	0	0	0	0	0	0	0	1

IV. Alcohol Testing Data:

	1	2	3	4	5	6	7	8	9
Type of Test	Total Number Of Screening Test Results [Should equal the sum of Columns 2, 3, 7, and 8]	Screening Tests With Results Below 0.02	Screening Tests With Results 0.02 Or Greater	Number Of Confirmation Tests Results	Confirmation Tests With Results 0.02 Through 0.039	Confirmation Tests With Results 0.04 Or Greater	Refusal Results		Cancelled Results
Pre-Employment	0	0	0	0	0	0	"Shy Lung" ~ With No Medical Explanation	Other Refusals To Submit To Testing	0
Random	6	6	0	0	0	0	0	0	0
Post-Accident	2	2	0	0	0	0	0	0	0
Reasonable Susp./Cause	0	0	0	0	0	0	0	0	0
Return-to-Duty	0	0	0	0	0	0	0	0	0
Follow-Up	0	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	0	0	0

I. Employer:

Company Name: Marion Senior Services, Inc.

Doing Business As (DBA) Name (if applicable): Marion Transit

Address: 1101 SW 20th Court Ocala Florida 34471

E-mail: hschulz@marionsejorservices.org

Name of Certifying Official: Herman Schulz

Signature: _____

Telephone: (352) 620-3519

Date Certified:

03-04-2022

Prepared by (if different):

Telephone:

C/TPA Name and Telephone (if applicable): FirstLab

(215) 396-5500

Check the DOT agency for which you are reporting MIS data; and complete the information on that same line as appropriate:

— FMCSA - Motor Carrier: DOT #: _____ Owner-operator: (circle one) YES or NO Exempt: (circle one) YES or NO

FAA - Aviation: Certificate # (if applicable): _____ Plan/Registration # (if applicable): _____

PHMSA - PipeLine: (Check) Gas Gathering ☐ Gas Transmission ☐ Gas Distribution ☐ Transport Hazardous Liquids ☐ Transport Carbon Dioxide ☐

— FRA - Railroad: Total Number of observed/documentated Part 219 "Rule G" Observations for covered employees:

USCG - Maritime: Vessel ID # (USCG- or State-Issued): _____ (if more than one vessel, list separately.)

X FTA - Transit

II. Covered Employees: (A) Enter Total Number Safety-Sensitive Employees In All Employee Categories:

41

(B) Enter Total Number of Employee Categories:

2

(C)

Employee Category	Total Number of Employees in this Category
Revenue Vehicle & Equipment Maint.	0

If you have multiple employee categories, complete Sections I and II (A) & (B). Take that filled-in form and make one copy for each employee category and complete Sections II (C), III, and IV for each separate employee category.

III. Drug Testing Data:

[illegible]

IV. Alcohol Testing Data:

[illegible]

I. Employer:Company Name: Marion Senior Services, Inc.Doing Business As (DBA) Name (if applicable): Marion TransitAddress: 1101 SW 20th Court Ocala Florida 34471E-mail: hschulz@marionseniorservices.orgName of Certifying Official: Herman SchulzSignature: Herman SchulzTelephone: (352) 620-3519Date Certified: 03-04-2022

Prepared by (if different): _____

Telephone: ()C/TPA Name and Telephone (if applicable): FirstLab(215) 396-5500**Check the DOT agency for which you are reporting MIS data; and complete the information on that same line as appropriate:**☐ FMCSA - Motor Carrier: DOT #: _____ Owner-operator: (circle one) YES or NO Exempt: (circle one) YES or NO☐ FAA - Aviation: Certificate # (if applicable): _____ Plan/Registration # (if applicable): _____☐ PHMSA - Pipeline: (Check) Gas Gathering ☐ Gas Transmission ☐ Gas Distribution ☐ Transport Hazardous Liquids ☐ Transport Carbon Dioxide☐ FRA - Railroad: Total Number of observed/documentated Part 219 "Rule G" Observations for covered employees: _____☐ USCG - Maritime: Vessel ID # (USCG- or State-Issued): _____ (if more than one vessel, list separately.)☒ FTA - Transit**II. Covered Employees:** (A) Enter Total Number Safety-Sensitive Employees In All Employee Categories:41

(B) Enter Total Number of Employee Categories:

2

(C)

Employee Category	Total Number of Employees in this Category
Revenue Vehicle Control/Dispatch	8

If you have multiple employee categories, complete Sections I and II (A) & (B). Take that filled-in form and make one copy for each employee category and complete Sections II (C), III, and IV for each separate employee category.

III. Drug Testing Data:

	1	2	3	4	5	6	7	8	9	10	11	12	13
Type of Test	Total Number Of Test Results [Should equal the sum of Columns 2, 3, 9, 10, 11, and 12]	Verified Negative Results	Verified Positive Results ~ For One Or More Drugs	Positive For Marijuana	Positive For Cocaine	Positive For PCP	Positive For Opioids	Positive For Amphetamines	Refusal Results				Cancelled Results
									Adulterated	Substituted	"Shy Bladder" ~ With No Medical Explanation	Other Refusals To Submit To Testing	
Pre-Employment	1	1	0	0	0	0	0	0	0	0	0	0	0
Random	4	4	0	0	0	0	0	0	0	0	0	0	0
Post-Accident	0	0	0	0	0	0	0	0	0	0	0	0	0
Reasonable Susp./Cause	0	0	0	0	0	0	0	0	0	0	0	0	0
Return-to-Duty	0	0	0	0	0	0	0	0	0	0	0	0	0
Follow-Up	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	5	5	0	0	0	0	0	0	0	0	0	0	0

IV. Alcohol Testing Data:

	1	2	3	4	5	6	7	8	9
Type of Test	Total Number Of Screening Test Results [Should equal the sum of Columns 2, 3, 7, and 8]	Screening Tests With Results Below 0.02	Screening Tests With Results 0.02 Or Greater	Number Of Confirmation Tests Results	Confirmation Tests With Results 0.02 Through 0.039	Confirmation Tests With Results 0.04 Or Greater	Refusal Results		Cancelled Results
							"Shy Lung" ~ With No Medical Explanation	Other Refusals To Submit To Testing	
Pre-Employment	0	0	0	0	0	0	0	0	0
Random	1	1	0	0	0	0	0	0	0
Post-Accident	0	0	0	0	0	0	0	0	0
Reasonable Susp./Cause	0	0	0	0	0	0	0	0	0
Return-to-Duty	0	0	0	0	0	0	0	0	0
Follow-Up	0	0	0	0	0	0	0	0	0
TOTAL	1	1	0	0	0	0	0	0	0

[illegible]

COMPLAINT & COMPLIMENTS PROCEDURE

1.0 Purpose

1.1 This document spells out the proper procedure for handling Complaints or Compliments for Marion Transit. Because we provide a community service, the agency is subject to receiving complaints and/or compliments regarding our service, employees or both.

Marion Transit strives to provide excellent service to our clients/customers.

Customers have the right to:

- File complaints without fear of retaliation;
- Prompt investigations and effective resolutions; and
- Current and complete program information.

Customers are responsible for:

- Filing complaints in a timely manner (state local time frame), and
- Providing CTC with pertinent information.

Determination of complaint:

- Title VI: Discrimination based on race, color, religion, sex, or national origin.
- ADA: Discrimination of qualified disabled individual, solely by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination in programs, services or activities sponsored by a public entity.

Time Frame for complaints:

- Title VI: No later than 180 days from the date of the alleged discrimination.
- ADA: No later than 60 days from the date of the alleged discrimination.
- Record retention of complaints filed is 5 years.

Note: Title VI / ADA Complaint form is available on Marion Transit webpage.

2.0 Roles Responsibilities

2.1 Supervisors/Managers – responsible for ensuring that complaints are fully investigated in a timely manner. Proposed actions for improvement are documented and if warranted disciplinary action is taken. Compliments are also documented and discussed with the employee.

2.2 Drivers/Employees – responsible for providing a service to our customers that meet or exceed expectations. Notify their respective supervisor as soon as practical of any potential

Page 2 COMPLAINT & COMPLIMENTS PROCEDURE CONTINUED

situation(s) that may cause someone to initiate a complaint against the agency and/or employee.

3.0 Procedures

Any Marion Transit employee can receive a compliment or complaint from a citizen. When a compliment or complaint is being made the employee receiving the information is required to document with as much information including; who, what, when, where, how, and why. Forms are available to document both types of incidents and may be accessed by contacting the Transit Office Assistant.

Once the incident is documented, it should be forwarded to the respective supervisor/manager for further investigation. The supervisor/manager will make the Transportation Director aware of the complaint or compliment and forward the report(s) once the investigation is completed.

In the case of a complaint, the supervisor/manager will propose actions to remedy the situation. Both the supervisor/manager and Transportation Director will determine outcomes.

Once a complaint or compliment is completed, copies of the report will be placed in the respective Marion Transit employee folder and/or Master Index Folder. The person making the complaint should be notified of the outcome if warranted.

Complaints that may warrant severe disciplinary action will be brought to the attention of the Executive Director and Human Resources.

All complaints and/or compliments should be kept in a common index file for easy access by Month/Year.

Note: Copies of forms are attached.

+++ END +++



Complaint Report

MARION TRANSIT

Date:

Bus # & Driver:

Written By:

Complaint made by:

Address / Phone:

Complaint Details: (Who, What, When, Where, How, Why)

Proposed Action Purposes

Supervisor Name & Signature: _____

Director Comments:

Signature & Date: _____



ROUTING #

21-06-88

Complaint Report

MARION TRANSIT

Date: 6/4/2021 Called @ 2:50 PM Happened on 6/2/2021 PU @ 12:02 DO @ 1:18PM

Bus # & Driver: #1403 / Marceliano Calero

Written By: Cyndi

Complaint made by: Jacqueline Tidwell (87 years old).

Address / Phone: 352-430-6156

Complaint Details:

She said that the driver told her that he got lost. She said that her trip home was a trip from hell, don't know how to drive. She said that he stopped away from her house and said that we have to walk, she said that he was walking with her and then he was concerned about the bus and went back to the bus and just left her standing in the road and she had to walk the rest of the way home by herself. She said that she wasn't suppose to walk by herself that far. She said that she doesn't know exactly how long it took her to get home but she had to stop and sit along the way. She said that she thinks that he was scared to drive on the dirt roads.

Supervisor Comments: Discussed with Marcello, we are door to door and clients should never have to walk on a dirt road to their house at any time. If he does not think it is safe to drive down any road, he should contact dispatch or a manager to assist. We have assigned this client to another driver, until we can show Marcello how he can safely drive down this road without getting stuck in sugar sand. Followed up call 9/6/2021 to Son (Herschel), Ms. Tidwell is satisfied with our services to date.

Supervisor Name & Signature:

Director Comments:

Director Signature & Date:


 9-8-21

ROUTING #

21-06-71

Complaint Report

MARION TRANSIT

Date: 6/3/2021 @ 1:29 PM

Bus # & Driver: #1805 / Albert Joseph

Written By: Cyndi

Complaint made by: Michael Beck

Address / Phone: 352-875-0440

Complaint Details:

Your bus driver, Albert, picked me up with enough time to make my EMERGENCY appointment with the VA that is about 45 minutes away. Albert then proceeded to pick up another appointment that was on the way. The problem is that Albert drove the bus back to within the area I live to drop off that patient which gave me a 20 minute window to make a 45 minute transport for my EMERGENCY appointment. I called and advised the VA of my status and the VA said my EMERGENCY appointment was canceled! I have no transportation and am fully disabled so I rely on Marion Transport and now I have no way to be seen until at least next month. I request that Albert be given a time-management course and hopefully not have him be the deliverer to future transports please.

Supervisor Comments: I called and apologized to Mr. Beck for us causing him to be late for his VA doctor appointment. I reminded Albert that it's very important to deliver all Pick 1 clients on time, and that Pick 2s can wait a little more if needed. I also coached Albert to call and notify Dispatch whenever he thinks he's going to be late delivering a client to an appointment so that Dispatch can try to help.

Supervisor Name & Signature: Ken McKelvey

Director Comments:

Concurs.

Director Signature & Date: Carla Allen 6/3/21

ROUTING #	#
Incident	21-03-24

Complaint Report

MARION TRANSIT

Date: 03/04/2021

Bus # & Driver: Jackson Dorvilus

Written By: Herman

Complaint made by: Rosemary Brenneman

Address / Phone: 904-248-0800

Complaint Details: Ms. Brenneman called 03/04/2021 to let us know Driver Jackson is playing overseas news reports on his bus which are very loud. Ms. Brenneman said it is not the first time, and she has asked him to turn it down. She is asking not to ride with Driver Jackson.

Supervisor Comments: I spoke with Ms. Brenneman and advised her we could not guarantee on any given day who her driver would be, but we would review the bus video and discuss with Jackson.

Supervisor Name & Signature: Herman Scholz

Director Comments:

Concern.

Director Signature & Date: Don Widen 3/10/21

ROUTING #

21 - 12 - 147

Complaint Report

MARION TRANSIT

Date: 12/13/2021 @ 10:25 AM happened 11/15/2021 for her ride home

Bus # & Driver: Fred LaSalle

Written By: Cyndi

Complaint made by: Jewel Dixon

Address / Phone: 352-421-0034

Complaint Details:

She said that when Fred picked her up from the doctor office last month, that he waved her over to the bus, he didn't get out of his seat to help her, she said that she about fell on the steps but she was able to catch herself so she didn't fall. She said that he should help.

Supervisor Comments: *I reminded Fred to Always Assist clients on and off the bus.*

Supervisor Name & Signature:

KEN McKelvy / Ken McKelvy

Director Comments:

Director Signature & Date:

**OCALA MARION
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD
GRIEVANCE PROCEDURES**

Article 1: Preamble

The following will set forth the grievance procedures which shall serve to guide the Ocala Marion TPO Transportation Disadvantaged Local Coordinating Board (TDLCB). The Community Transportation Coordinator (CTC) will receive and attempt to satisfy any concerns by any person(s). If for any reason the complainant is not satisfied with the resolution determined by the CTC then the procedures herein will assist in acquiring a satisfactory resolution. This will provide procedures and policies for fulfilling the requirements of chapter 427, Florida Statutes, Rule 41-2 of the Florida Administrative Code (FAC), and subsequent laws setting forth requirements for the establishment of grievance procedures.

Article II: Name and Purpose

Name: The Grievance Committee is a Subcommittee of the Transportation Disadvantaged Local Coordinating Board, but will hereinafter be referred to as the Grievance Subcommittee.

Purpose: The primary purpose of the Grievance Subcommittee is to process, investigate and make recommendations to any and all unresolved grievances and/or complaints. To provide a formal grievance process by the Local Coordinating Board (LCB) to address concerns by any person or agency including but not limited to, users, potential users, agencies, and other interested parties. The Grievance Subcommittee will provide a mechanism for issues to be brought before the committee which shall meet as often as necessary to address unresolved complaints in a timely manner.

Article III: Definitions

1. Community Transportation Coordinator (CTC): An entity and or person appointed to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area.
2. A Grievance is defined as any ongoing service problem that interferes with accessing a major life activity, such as work, healthcare, employment, education, shopping, social activities, or other life sustaining activities.
3. Service Complaint- any routine incidents and/or dissatisfaction that occur, are reported to the driver, dispatcher, or other individuals involved with the daily operations, and are resolved within the course of a reasonable time period suitable to the complainant. Service complaints may include but are not limited to:

- a. Late trips (late pickup, late drop off, and/or late returns)
 - b. No-show by Transportation Operator
 - c. No-show by client
 - d. Client Behavior
 - e. Driver Behavior
 - f. Passenger discomfort
 - g. Refusal of service to client for any reason
4. Formal Grievances- a written complaint to document any concerns or an unresolved service complaint regarding the operation or administration of TD services by the Transportation Operator, Community Transportation Coordinator, agencies, or Local Coordinating Board. Formal Grievances may include, but are not limited to:
- a. Chronic or unresolved service complaints
 - b. Violation of specific laws governing the provision of Transportation Disadvantaged Services (i.e., Chapter 427 of Florida Statutes, Chapter 41-2 of Florida Administrative Code and accompanying documents, Sunshine Law and/or ADA violations)
 - c. Contract disputes (Agencies/Operators)
 - d. Bidding disputes
 - e. Agency compliance
 - f. Conflicts of interest
 - g. Supplanting of funds
 - h. Billing and/or accounting procedure violation
 - i. Denials of applications for paratransit services

Article IV: Membership

1. Members of the Grievance Subcommittee shall serve on a voluntary basis and shall consist of at least five (5) voting members.
2. Each member of the Grievance Subcommittee shall serve at the discretion of the TDLCB.
3. The CTC shall not serve on the Grievance Subcommittee.
4. Grievance Subcommittee members will meet if a grievance is brought before the committee.
5. When a meeting of the Grievance Subcommittee is necessary, staff to the TPO shall schedule the meeting. Meetings shall be held at the time and place as the Grievance Subcommittee may determine.

6. The Members shall serve a term of one year, with allowances for multiple terms.
7. The Grievance Subcommittee shall elect a Chairperson and Vice-Chairperson.
8. A simple majority shall be present in any official action.
9. No voting member will have a vote on an issue that is deemed a conflict of interest.

Article V: Filing Complaints and Grievances – STEP 1

10. All formal grievances must contain the following:
 - a. Must submit in writing
 - b. Name and address of complainant
 - c. A clear and concise statement of the grounds for the grievance and supplemented by supporting documentation
 - Exact date and time of incident
 - Exact location of incident
 - Any witnesses to incident (including name and address)
 - Vehicle unit number, license number, color and type
 - Any other information affiliated with the complaint
 - d. An explanation by the complainant of the improvements needed to address the complaint

All written complaints can be sent to:

Marion Senior Services
1101 SW 20th Court
Ocala, Florida 34471

A complaint form has been created (see page 7) indicating all of the above mentioned items.

11. The CTC must post the contact person and telephone number for access to information regarding reporting service complaints or filing a formal grievance in each of their vehicles in plain view of riders.
12. The CTC will have ten (10) working days from the date of notification of the complaint to address or investigate the problem.

13. The CTC will investigate the problem and respond in writing, within ten (10) working days of notification to the complainant as to what action was taken. Such action will contain an explanation of the facts that lead to the CTC's decision and provide a method or ways to bring about a resolution.
14. The Grievance Subcommittee and TDLCB Board will receive a copy of all grievances and responses.

Article VI: Appeal Process – STEP 2

1. If the complainant is dissatisfied with the CTC's response and/or recommendation they may file an appeal with the Grievance Subcommittee.
2. The complainant may only file after they have sought satisfaction directly from the CTC and received a response. Complainant must demonstrate that they have unsuccessfully attempted to resolve the issue with the CTC. Every effort will be made by the CTC to resolve service problems. However, if unable to resolve the problem and/or the complainant wishes to take further action, then the CTC will provide the complainant with assistance in following the Grievance Procedures.
3. The appeal must be filed within ten (10) days from the date of notification of final decision from the CTC.

The appeal must be in writing and addressed to:

Ocala Marion Transportation Planning Organization
 ATTN: TDLCB Grievance Subcommittee
 2710 E. Silver Springs Blvd.
 Ocala, Florida 34470

4. Once an appeal has been received, the Grievance Subcommittee shall meet and render its recommendation within thirty (30) working days of the date the appeal was filed.
5. The complainant shall be notified in writing of the mutually agreed upon date, time and place where the appeal shall be heard. This written notice shall be mailed at least ten (10) working days in advance of the meeting.
6. A written recommendation will be rendered to all parties involved within ten (10) working days from the date of the recommendation and will include the following, in writing:

- a. Statement that a meeting was held and the involved parties were given an opportunity to present their position(s).
 - b. The issues discussed and clearly defined
 - c. Reason(s) for the recommendation based on the information provided
- 7. Grievance Subcommittee must report all grievances and recommendations to the full Transportation Disadvantaged Local Coordinating Board.

Article VII: Appeal to the Transportation Disadvantaged Local Coordinating Board – STEP 3

- 1. If the complainant is dissatisfied with the recommendation of the Grievance Subcommittee he/she may continue the appeal process with the TDLCB as follows.
- 2. The appeal must be in writing and filed within ten (10) working days from the date of final recommendation from the Grievance Subcommittee.
- 3. Appeal to the TDLCB can only be filed after the complainant has sought satisfaction directly from the Grievance Subcommittee.
- 4. The appeal should demonstrate a clear violation of a specific law, regulation, contractual agreement, or circumstance.

Address all appeals to:

Ocala Marion Transportation Planning Organization
 ATTN: TDLCB
 2710 E. Silver Springs Blvd.
 Ocala, Florida 34470

- 5. Once an appeal has been received, the TDLCB shall meet and render its recommendation within sixty (60) working days of the date the appeal was filed.
- 6. The complainant shall be notified in writing of the mutually agreed upon date, time and place where the appeal shall be heard. This written notice shall be mailed at least ten (10) working days in advance of the meeting.
- 7. A written recommendation will be rendered to all parties involved within ten (10) working days from the date of the recommendation and will include the following, in writing:
 - a. Statement that a meeting was held and the involved parties were given an opportunity to present their position(s).

- b. The issues discussed and clearly defined
- c. Reason(s) for the recommendation based on the information provided

Article VIII: Appeal to the Commission for the Transportation Disadvantaged – STEP 4

If the complainant is dissatisfied with the recommendation of the TDLCB, he/she may continue the process with the TD Ombudsman Program by calling the following number(s): 1-800-983-2435. For hearing and speech impaired customers call, 711 (Florida Only) Florida Relay System or (850) 410-5708 for TTY via written correspondence to:

Florida Commission for the Transportation Disadvantaged
Attn: Ombudsman Program
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450

Article IX: General

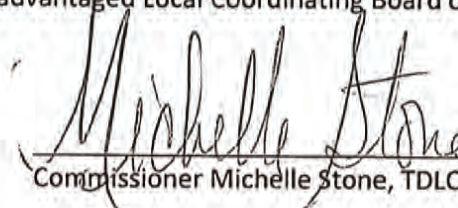
The Transportation Disadvantaged Local Coordinating Board Grievance Procedures may be amended by a two-thirds (2/3) vote of members present, if a quorum exists, and all Members have been notified of proposed changes at least seven (7) working days in advance of the meeting.

The implementation of these rules and procedures will ensure quality control and the ability to provide an impartial body to hear complaints and submit recommendations regarding the grievance as indicated.

Apart from this grievance/appeal process, aggrieved parties with proper standing may also have recourse through Chapter 120, Florida Statutes Administrative Hearing Process, or the judicial court system.

CERTIFICATION

The undersigned hereby certifies that he/she is the Chairperson of the Ocala Marion TPO Transportation Disadvantaged Local Coordinating Board and that the foregoing is a full, true and correct copy of the Grievance Procedures of this Local Coordinating Board as adopted by the Ocala Marion TPO Transportation Disadvantaged Local Coordinating Board on the 20th day of February 2020.


Commissioner Michelle Stone, TDLCB Chairperson

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**OCALA MARION
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD
COMPLAINT FORM**

Complainant(s) Name:		Complainant(s) Address:	
Complainant(s) Phone Number:		Complainant(s) Email:	
Complainant(s) Representative's Name, Address, Phone Number and Relationship (e.g. friend, attorney, parent, etc.):			
Names of the Individual(s) Whom You Allege a Complaint Against (If Known):			
Name and Address of Agency, Institution, or Department Whom You Allege a Complaint Against:			

Date of incident:	Vehicle Unit/License No.-Color-Type	Time of Incident:
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Please list the name(s) and phone number(s) of any person, if known, that can be contacted for additional information to support or clarify your allegation(s):
Please explain as clearly as possible HOW, WHY, WHEN and WHERE is your alleged complaint. Include as much information as possible. Additional pages may be attached if needed.
Please indicate what would be an acceptable resolution:

Complainant(s) or Complainant(s) Representatives Signature:	Date of Signature:
---	--------------------

Please submit to: Address in the step process

☐ Additional Pages are attached.

Ocala Marion TPO Grievance Procedures
Adopted 2/20/2020

TDLCB COMPLAINT TRACKING FORM

Name of Complainant: _____

COMPLAINT TO THE CTC –STEP 1

File Number _____

Date of 1st. Complaint: _____ Date of 1st. Resolution: _____

Action Taken (including date of letter): _____

APPEAL = COMPLAINT TO THE TDLCB GRIEVANCE SUBCOMMITTEE – STEP 2

Date of 2nd Complaint: _____ Date of 2nd Resolution: _____

Date of Subcommittee Hearing: _____

Action Taken (including date of letter): _____

APPEAL = COMPLAINT TO THE TDLCB – STEP 3

Date of 3rd Complaint: _____ Date of 3rd Resolution: _____

Date of TDLCB Hearing: _____

Action Taken (including date of letter): _____

APPEAL = TO THE COMMISSION FOR THE TRANSPORTATION DISADVANTAGED – STEP 4

Date sent: _____

MARIONTRANSIT

American with Disabilities Act Transportation-Related ADA Policies and Procedures

Marion Transit is committed to complying with all applicable provisions of the Americans with Disabilities Act, as amended (ADA), and applicable state and local laws and maintains liability coverage for required services to individuals with disabilities. It is Marion Transit's policy not to discriminate against any participant or employee regarding any terms or conditions of their participation with programs at Marion Senior Services, Inc. and access to services provided within, including transportation, on the basis of such individual's disability.

Consistent with this policy of non-discrimination, Marion Transit, will provide reasonable accommodations to an individual with a disability, as defined in the ADA or applicable law, who has made Marion Transit aware of his or her disability at intake, unless doing so would cause an undue hardship to the agency.

The agency also wishes to participate in a timely, good faith, interactive process with a disabled participant to determine effective reasonable accommodations, if any, which can be made in response to a request for accommodations. Requests should be made to the Transportation Director. By working together in good faith, the Agency hopes to implement any reasonable accommodations that are appropriate and consistent with its legal obligations.

Any participant who has questions regarding this policy or believes that he or she has been discriminated against based on a disability should notify the Transportation Director or Human Services Director. All such inquiries or complaints will be treated as confidential to the greatest extent possible and will only be disclosed on a need-to-know basis.

MARIONTRANSIT

Terms Used in This Policy

As used in this ADA policy, the following terms have the indicated meaning:

- **Disability:** A physical or mental impairment that substantially limits one or more major life activities of the individual, a record of such an impairment, or being regarded as having such an impairment.
- **Major life activities:** Term includes caring for oneself, performing manual tasks, seeing, hearing, eating, sleeping, walking, standing, lifting, bending, speaking, breathing, learning, reading, concentrating, thinking, communicating and working.
- **Substantially limiting:** In accordance with the ADA final regulations, the determination of whether an impairment substantially limits a major life activity requires an individualized assessment, and an impairment that is episodic or in remission may also meet the definition of disability if it would substantially limit a major life activity when active. Some examples of these types of impairments may include epilepsy, hypertension, asthma, diabetes, major depressive disorder, bipolar disorder and schizophrenia. An impairment, such as cancer that is in remission but that may possibly return in a substantially limiting form, is also considered a disability under EEOC final ADA regulations.
- **Reasonable accommodation:** Includes any changes or adjustments to the human services transportation program and may include making existing transportation services readily accessible to and usable by individuals with disabilities.
- **Undue hardship:** An action requiring significant difficulty or expense by Marion Transit in determining whether an accommodation would impose an undue hardship on Marion Transit factors to be considered include:
 - The nature and cost of the accommodation.
 - The overall financial resources of the facility or facilities involved in the provision of the reasonable accommodation, the number of persons affected, the effect on expenses and resources, or the impact of such accommodation on the operation of the facility.
 - The type of operations of the agency, including its composition, structure and functions.

Right to Use Marion Transit Transportation Services

Transportation services will not be denied to any participant with a disability, if the individual is capable of using the service and abides by Marion Transit rider rules (see below).

Marion Transit further does not require an individual with a disability to use designated priority seats, if the individual does not choose to use these seats.

Marion Transit does not require that an individual with a disability be accompanied by an attendant.

MARIONTRANSIT

Rules for Rider Conduct

Marion Transit may refuse service to any individual who engages in violent, seriously disruptive, or illegal conduct, or represents a direct threat to the health or safety of others.

The definition of "direct threat" is intended to be interpreted consistently with the parallel definition in the Department of Justice regulations. That is, CFR, Title 49, Part 37 does not require a public entity to permit an individual to participate in or benefit from the services, programs, or activities of that public entity when that individual poses a direct threat to the health or safety of others. In determining whether an individual poses a direct threat to the health or safety of others, a public entity must make an individualized assessment, based on reasonable judgment that relies on current medical knowledge or on the best available objective evidence, to ascertain: the nature, duration, and severity of the risk, the probability that the potential injury will actually occur, and whether reasonable modifications of policies, practices, or procedures or the provision of auxiliary aids or services will mitigate the risk.

Marion Transit strictly prohibits the use of alcohol and/or drugs, and/or the possession of a firearm/weapon by any participant while on board a vehicle. The use of drugs and/or alcohol or the possession of a firearm/weapon will result in immediate discharge.

Marion Transit Drivers will make reasonable attempts resolve issues with riders. If service is denied, the Driver will document the incident or incidents leading to the service denial on the incident Report (see Exhibit A), substantiating how such an incident rises to the level of seriously disruptive behavior or a direct threat.

Boarding and Securement: Policies and Procedures for Wheelchair-Bound Participants

It is the policy of Marion Transit to comply with all the legal requirements of Federal and State laws and regulations as they pertain to individuals with disabilities. Marion Transit transit program provides quality transportation services without discrimination to all persons, including individuals with disabilities. Service is provided in a manner that meets the following goals:

1. Provide safe, accessible and dignified services to all persons.
2. Expedite the safe and efficient boarding, securing, transporting and alighting of all passengers, regardless of mobility status.
3. Accommodate the wide range of mobility aids within the confines of available vehicles and standard equipment.
4. Minimize potential damage to mobility aids and transit system equipment in the process.

MARIONTRANSIT

Marion Transit's transit program has the capacity to carry a wheelchair and occupant. A wheelchair is defined as a mobility aid belonging to any class of three or four-wheeled devices used by individuals with mobility impairments, whether operated manually or powered. A "common wheelchair" does not exceed 30 inches in width and 48 inches in length measured two inches above the ground and does not weight more than 800 or 1000 pounds when occupied based on the capacity of the bus lift.

Marion Transit does not allow Segway personal transportation devices onto transportation vehicles, nor does the agency allow such devices in its offices.

Boarding: Drivers and scheduling practices will provide adequate time for a passenger with a disability to board and/or disembark the vehicle. It is the responsibility of the driver to determine the safest location for passenger boarding based on conditions and individual needs upon arrival at the pick-up site. The passenger will maneuver the mobility aid to the vehicle. Only a properly trained transit employee can operate the lift, secure the wheelchair on the lift and in the securement station.

A person with a disability who is not using a wheelchair or other seated mobility aid may use the lift to board or alight the vehicle upon request.

Drivers will make themselves available for assistance to persons with disabilities and will assist upon request of the passenger. Drivers will leave their seat to assist a passenger with using the vehicle ramp, lift and/or securement systems. Drivers will use the accessibility-related equipment and features on their vehicles.

Securement: Securement of the "common wheelchair" class of mobility device is the responsibility of the driver and drivers will be trained in the proper operation of all securement equipment based on manufacturer specifications. Marion Transit utilizes universal tie-downs to secure mobility devices.

Marion Transit shall respond to requests for reasonable modification to policies and practices consistent with its transportation program, unless the request would fundamentally alter the nature of Marion Transit's services, programs or activities. All requests for modification are to be in writing (any format) with the name of the individual requesting modification and other relevant contact information and shall be delivered to the Transportation Director. Forms are also available on the www.marionseniorservices.org website.

ADA Complaint Procedures

Marion Transit's Transportation Director and leadership staff are responsible for ADA grievances. The ADA Coordinator is Tom Wilder, Transportation Director as the ADA Coordinator's alternate is Donna Tackett, Human Resources Director to address the agency's compliance with ADA regulations as it relates to the transportation program and ADA transportation related concerns and grievances.

Transportation related ADA concerns, grievances or complaints are required to be submitted to Transportation Director at 1101 SW 20th Court, Ocala, Florida 34471 on the agency's Complaint Form (see Exhibit B for complete instructions on the process). This form is also available on the

MARIONTRANSIT

agency website www.marionseniorservices.org

Equipment for Accessible Service

Marion Transit shall ensure that vehicle operators and other personnel are thoroughly trained on the operation and make use of accessibility-related equipment or features required by Part 38 of this title and shall maintain in operative condition those features of facilities and vehicles that are required to make the vehicles and facilities readily accessible to and usable by individuals with disabilities. These features include lifts and other means of access to vehicles, securement devices, signage and systems to facilitate communications with persons with impaired vision or hearing.

Marion Transit shall establish a system of regular and frequent maintenance checks of lifts sufficient to determine if they are operative (this is part of the Daily Pre/Post Trip Inspection conducted on every vehicle). Drivers are required to immediately report to the Transit Manager any failure of a lift or other accessibility feature. Accessibility features shall be repaired promptly if they are damaged or out of order. When an accessibility feature is out of order, Marion Transit shall take reasonable steps to accommodate individuals with disabilities who would otherwise use the feature.

Vehicle accessibility features include:

- Lifts and ramps
- Mobility aid securement areas and systems
- Lighting
- Seatbelts and/or shoulder harnesses (required to be used by all passengers)
- Signage

Facility features include:

- Signage
- Accessible paths to and within facilities
- Ramps

Wheelchairs and Other Mobility Devices

Marion Transit's transit program has the capacity to carry a wheelchair and occupant. Marion Transit does not allow Segway personal transportation devices onto transportation vehicles, nor does the agency allow such devices in its Centers.

Service Animals

Marion Transit allows passengers to bring a service animal. When booking a trip, riders should advise reservations they will have a service animal riding with them.

Effective Communications

Marion Transit will make every accommodation to communicate with persons who have disabilities affecting hearing, speaking, reading, writing or comprehension, as long as the accommodation does not place an undue burden upon the organization.

MARIONTRANSIT

ADA Training for Employees

Marion Transit has designed a training program that provides complete information on accessibility-related equipment and accommodations required by the ADA training is thoroughly define in the agency's Transportation Operating Policies and Procedures (Exhibit C). Employees further acknowledge that they have received and read the agency's transportation-related ADA Policy as documented with Exhibit D and is include in driver training files.

ADA training ensures that employees understand the importance of keeping equipment and accommodations in good working order and that employee provide excellent customer service to people with disabilities. The training program:

- Covers all aspects of service delivery;
- Includes regular updates as necessary on new technologies and refresher in-service training on serving people with disabilities;
- Addresses both technical tasks (operating all accessibility equipment and features) and human relations (providing assistance to individuals with disabilities in boarding, alighting and securement, sensitivity & etiquette in serving persons with disabilities, communicating with individuals with different types of disabilities); and,
- Vehicle mechanics (maintaining all accessibility equipment and keeping maintenance and repair records).

Marion Transit's Transportation Director, reporting to the Marion Senior Services, Inc. Executive Director, is responsible for the oversight of the transportation program, including its policies and procedures, and supervising employees to ensure they provide proper and consistent levels of service to individuals with disabilities.

Description of Services and Scheduling Rides

Transportation services are offered Monday – Friday from 5:00 a.m. to *7:00 p.m. transportation service requests are to be made up to 2 weeks but not less than *72 hours in advance of your appointment time. Transportation requests must be made by calling Reservations at 352-620-3072 Monday through Friday 8:00 a.m. to 5:00 p.m.

(*ADA & Dialysis riders may make special request with Reservations)

Reasonable Modifications Requests

Marion Transit shall respond to requests for reasonable modification to policies and practices consistent with its transportation program, unless the request would fundamentally alter the nature of Marion Transit's services, programs or activities. All requests for modification are to be in writing (any format) with the name of the individual requesting modification and other relevant contact information and shall be delivered to the Transportation Director. Forms are also available on the agency website www.marionseniorservices.org

Use of Cell Phones

Each Driver has read and signed acknowledging the use of cell phone policy which forbids use of cell phones while driving.

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Ridership by Unaccompanied Minors

Marion Transit provides transportation to unaccompanied minors as long as the minor is accompanied by an adult. Unaccompanied minors (ages 15 and above) are provided transportation services to/from school activities and/or doctor's appointments with prior approval/permission granted by the minor's parent/guardian.

Travel Attendants

Marion Transit allows for participants to be accompanied by travel attendants in the event that it is necessary, and the vehicle is not to capacity. Prior knowledge of ridership by a participant traveling with an attendant is necessary to make sure the vehicle is not to capacity.

Food and/or Beverage Consumption

There is no consumption of food and/or beverages on Marion Transit vehicles.

Bicycles and Strollers

Marion Transit makes all reasonable accommodations for bicycles and strollers as appropriate.

Oxygen and Other Health Aids

Marion Transit does not prohibit an individual with a disability from traveling with a respirator or portable oxygen supply, as long as the health aid is classified as a portable oxygen concentrator as defined in 49 CFR, 177.870(e).

END

MARIONTRANSIT
A DIVISION OF
Marion Senior Services, Inc.

Title VI Complaint Form
Or
ADA Complaint Form
(Circle One)

Consistent with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990 (ADA), the Agency has designated an individual as the Title VI/ADA Coordinator. The Coordinator is responsible for accepting complaints of discrimination on the basis of race, color, national origin, sex, age, disability, religion and family status in the provision of services, activities, programs, or benefits provided by the Agency.

A Complaint shall be submitted in writing within the following time frames:

- **Title VI: No later than 180 days from the date** of the alleged discrimination based on race, color, religion, sex or national origin.
- **ADA: No later than 60 days from the date** of the alleged discrimination of a qualified disabled individual shall, solely by reason of such disability, be excluded from the participation in, be denied the benefits of or be subjected to discrimination in programs, services or activities sponsored by Marion Senior Services.

Complaints shall include the name, address, and phone number of the complainant, along with the location, date and description of the problem. Complaints shall be processed in accordance with the applicable law.

Note: Marion Senior Services, Inc. does not discriminate based on race, color, national origin, sex, age, disability, religion or family status in any program or service. Persons with questions about nondiscrimination or those needing special accommodations under the ADA or language services should contact the **Transportation Director (352) 620-3071**.

Please submit this form in person at the address below, or mail this form to:

Marion Transit Services a Division of Marion Senior Services, Inc.
ATTN: Transportation Director
1101 SW 20th Court
Ocala, FL 34471

MARIONTRANSIT
A DIVISION OF
Marion Senior Services, Inc.

Submit a Civil Rights Title VI/ADA Complaint:

Section I

Name: _____

Address: _____

Telephone (Home): _____ Work: _____

Electronic Mail Address: _____

Accessible Format Requirements (Circle):

Large Print

Audio Tape

TDD

Other

Section II

Are you filling this complaint on your own behalf? ☐ Yes* ☐ No

*If you answered "yes" to this question, go to Section III

If not, please supply the name and relationship of the person for whom you are complaining for:

Name _____ Relationship _____

Please explain why you have filed for a third party:

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party. ☐ Yes ☐ No

Section III

I believe the discrimination I experienced was based on (check all that applies):

☐ Race ☐ Color ☐ National Origin ☐ Gender ☐ Religion ☐ Disability ☐ Age
☐ Family Status

Date of Alleged Discrimination (Month, Day, Year)

Explain as clearly as possible what happened and why you believe you discriminated against. Describe all persons who were involved. Include the name and contact information of the person (s) who discriminated against you (if known) as well as names and contact information of any witnesses. Please include any other information that would assist us in our investigation of the allegations. Please also provide any other documentation that is relevant to this complaint.

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Section IV

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

☐ Yes ☐ No

If yes, check all that apply:

☐ Federal Agency ☐ State Agency
☐ Federal Court ☐ Local Agency
☐ State Court

Please provide information about a contact person at the agency/court where the complaint was filed.

Name: _____

Title: _____

Agency: _____

Address: _____

Telephone: _____

Section V

Name of the agency complaint is against:

Contact Person: _____

Title: _____

Telephone Number: _____

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below.

Signature _____ **Date** _____



February 5, 2022

Florida Department of Transportation, District Five
Attn: Ms. Diane Poitras, Transit Programs Administrator
420 W. Landstreet RD
Orlando, FL 32824

RE: VEHICLE MAINTENANCE PLAN

To: District Five

This letter provides certification that Marion Senior Services, Inc. d/b/a Marion Transit has not made any changes to the Vehicle Maintenance Plan implemented **November 2017** to comply and incorporate FDOT Preventative Maintenance Standards Manual Edition 4.1.

The Preventative Maintenance Plan is attached for reference if necessary.

Sincerely,


Clayton Murch, Transportation Director



MARIONTRANSIT

PREVENTIVE MAINTENANCE MANUAL

for

MARIONTRANSIT

Revised – November, 2017

Complies with and incorporates

FDOT Preventative Maintenance Standards Manual

Edition 4.1

Maintenance Plan Outsource

It is the goal of Marion Transit to maintain an effective preventative maintenance program by utilizing proper management of parts, equipment and fleet. Marion Transit strives to operate a proactive maintenance program as opposed to reactive. Some ways they hope to accomplish this are by ensuring efficient cost-effective repairs and improving quality assurance measures. Scheduling work allows time, materials, tools, equipment, and labor to be managed easier than having unpredictable maintenance costs, workloads, and vehicle downtime. A maintenance plan has been adopted to make these goals attainable.

The maintenance plan is a “living document” including schedules and reports which will be updated periodically to reflect changes in maintenance policies, equipment, and program improvements.

Vehicle Maintenance

The current Marion Transit vehicle fleet is attached.

Marion Transit maintains the vehicles by performing the following regularly scheduled preventative maintenance inspections:

Pre-Trip Inspections

Vehicles receive a daily or pre-operational inspection that includes the following items:

- Lighting Devices
- Windshield wipers
- Interior Gauges and Warning System
- Climate Control
- Mirrors
- All Lights, Mirrors, Wipers and Warning Devices
- Parking Brakes
- Service Brakes
- Steering
- Horn
- Fire extinguisher
- Emergency Exit Windows and Door
- Passenger Doors
- Tires and Wheels
- Exhaust System
- Interlock System, if equipped
- Wheelchair Lifts and Ramp.
- Belts and Securement Devices.
- First Aid Kit & Bloodborne Spill Kit.
- Reflective Triangles.
- Fire Suppression System, if equipped.

These inspections are performed by driver's by completing a pre-trip inspection form. See attached. Forms are documented with the operator's signature and a check in each box to ensure whether items are "OK" or a defect is found. Details of the defect are noted in the comments section. Completed pre-trip inspection forms are submitted to the dispatcher and reviewed before the vehicle begins service. If a safety defect is found during the pre-trip inspection, the vehicle is repaired before returning to service. Once a defect is repaired it will be acknowledged in one of the following ways:

- The repair is noted on the pre-trip inspection form, along with a signature and date of repair; or
- A completed work order form describing the repair is attached to the pre-trip inspection form.

Pre-trip inspection forms are filed in the Transit Manager's Office and kept on file for a minimum of 14 days.

During scheduled trips and at the conclusion of transportation service the operator will note any defects on a post-trip inspection checklist to be turned in to dispatch at the end of the day. Defects that are consistent with the safety sensitive items listed on the pre-trip inspection are repaired before the vehicle returns to service. Defects that are not safety related are scheduled for repair at a later date.

Preventative Maintenance Inspections

Vehicles receive scheduled preventative maintenance inspections every 6000 miles. Vehicle mileages are tracked using both manual & electronic methods to schedule upcoming preventative maintenance inspections. When a vehicle is due for inspection, it is taken out of service until the inspection and all necessary repairs are completed. A preventative maintenance inspection checklist is used to inspect components in a progressive method. See attached. The inspections are performed in an A,B,A,C sequence every 6000 miles to ensure vehicle safety.

Marion Transit uses the following outsource maintenance facilities to conduct the preventative maintenance inspections and repairs:

- Construction Tire & Maintenance – 3021 NW 21 Street, Ocala – 352-629-3506
- AAMCO – 661 SW 17th Loop, Ocala – 352-369-9928
- Thermo King of Ocala – 6015 NW 44 Ave., Ocala – 352-867-7700
- ACE Auto Air – 2120 S. Pine Ave., Ocala – 352-732-2511
- Don's Garage – 218 SW 10th Street, Ocala – 352-732-7153

Marion Transit has provided the maintenance facilities performing the preventative maintenance inspections with the Preventative Maintenance Standards Manual to use as guidelines for performing these inspections. See attached. In addition, the Marion Transit has maintained a signed Preventative Maintenance Agreement with the outsourced facility outlining the roles and responsibilities of each party regarding preventative maintenance vehicle inspections.

Upon completion of the preventative maintenance inspection, the maintenance facility provides Marion Transit with a completed preventative maintenance inspection checklist form and a receipt for purchased services. This information is filed in the vehicle history files located in room 132.

All repairs that are considered to be safety related are made before the vehicle returns to service. Cosmetic repairs and repairs that are not safety related are scheduled for repair at a later date.

Maintenance Policies and Procedures

Vehicle History Files

Vehicle history files are maintained for each vehicle for the life of that vehicle. Each file includes the following:

- Identification of the vehicle, including make, model, license number or other means of positive identification and ownership;
- Date, mileage and description of each inspection, maintenance, repair or lubrication performed;
- If not owned by the transit Marion Transit, the name of the person or company furnishing service with this vehicle;
- The name and address of any business firm performing an inspection, maintenance, repair or lubrication.

Lift Maintenance

As part of the preventative maintenance on wheelchair lifts, a complete cycle of the lift is performed during the operators' pre-trip inspection. The operators report, by the most immediate means available, any lift failures.

The lifts are serviced on preventative maintenance inspections according to the manufacturer's specifications. Instructions for normal and emergency operation of the lift or ramp are carried or displayed in every accessible vehicle.

Accidents

All accidents are tracked by the frequency, type, and which party was at fault through incident reports that are completed within 12 hours of the time of the incident. See attached (incident report form)

Accident Investigation Reports are completed with the following information:

- Events are investigated and documented in a final report
- Description of investigation activities
- Identified causal factors
- Corrective actions
- Schedule of implementation of corrective actions

In the event of an accident the primary responsibility of all staff is to ensure the safety of the passengers. Marion Transit accident procedure is attached.

Road Calls

Road calls are defined as any in-service interruptions caused by failure of some functionally necessary element of the vehicle. When failures occur they are called in to the Marion Transit. The Transportation Coordinator makes towing arrangements to bring the vehicle to an outsource maintenance facility if necessary. Road call repairs are completed in the most expeditious manner to reduce the vehicle's down time. All related repair and towing expenses are filed in the vehicle's history file. Road calls are documented and monitored by the Transportation Coordinator and are analyzed to identify maintenance trends.

Cleaning

It is the duty of the assigned driver to perform a daily walkthrough on the vehicle and ensure there is no debris on the flooring or step wells that could result any falls or slips. Unsafe conditions are corrected before any scheduled trips. Drivers are also responsible for daily cleaning of their assigned bus.

Information Management

Maintenance activities are regularly monitored and analyzed by the Transit Manager and Transit Assistant. This information is used to adjust the preventative maintenance program as needed.

Warranty

A warranty recovery system, or warranty records of claims submitted and received, are maintained by Marion Transit. All warranty paperwork is filed in the bus folders.

Warranty repairs are identified by maintaining a list of items from the manufacturer that are under warranty and when the warranty expires. When a component fails it is checked against the list for time and/or mileage to determine if it is still under warranty. Documentation of warranty repairs, claims, and a recovery program are kept on file to guarantee the cost of the defects under warranty is paid by the equipment manufacturer and not the Marion Transit. All warranty claims are pursued until the claim is settled.

PRE-TRIP & POST-TRIP INSPECTIONS

Before utilizing vehicles for transportation service, FDOT requires drivers to conduct pre-trip inspections. The pre-trip inspection is significant in the detection of vehicle deficiencies that can impact passenger safety.

All agencies, whether their maintenance is performed in-house or outsourced, must complete a pre-trip inspection form. The pre-trip inspection form ensures that vital vehicle components are inspected before a vehicle departs for service. Table 1 identifies the minimum pre-trip inspection components and approved procedures. These components are also identified under *Chapter 14-90 of the Florida Administrative Code* and the *FDOT State Management Plan*.

Table 1: Pre-Trip Inspection Components & Procedures

Component	Procedure
Service Brakes	<ul style="list-style-type: none"> From the driver's seat, pump the brake pedal three or four times, and then hold constant downward pressure on the pedal for at least five seconds. The brake pedal should hold firm and not drift down. If equipped with a hydraulic brake reserve system, with the key off, depress the brake pedal and listen for the sound of the reserve system electric motor. If equipped with hydro boost system or vacuum assist system, with the key off, pump the brake at least five times and depress the brake pedal. It should feel firm. Remain holding the pedal and start the engine. The pedal should move slightly to the floor and then rise. Check that the warning buzzer or brake light is off.
Parking Brakes	<ul style="list-style-type: none"> Apply the parking brake and shift vehicle into low gear slightly pulling against the brakes. Vehicle should not move.

Table 1: Pre-Trip Inspection Components & Procedures (cont.)

Component	Procedure
Tires & Wheels	<ul style="list-style-type: none"> The minimum tire tread depth on steering axle (front tires) is 4/32 inch in every major groove. No re-caps are allowed on the steering axle. The minimum tire tread depth on all other tires is 2/32 inch in every major groove. Check all tires for uneven tread wear and cuts or damage to tread and sidewalls. Check for tire inflation by hitting the tires with a mallet or similar device to check for flats. To check for exact tire inflation a tire air gauge must be used. Check rims for bends, damage, or welds. Rims must not have any welding repairs. Check valve stems for damage and for missing valve caps. Check that the wheels and hubs are free of oil or grease. Oil or grease present could indicate a leaking hub or axle seal. Check that all lug nuts are present. Check for signs of rust streaks or shiny threads that could indicate loose lug nuts.
Steering	<ul style="list-style-type: none"> With the engine running, turn the wheel back and forth. Steering play should not exceed 2 inches (on a 20-inch wheel) until the front wheels barely move.
Horn	<ul style="list-style-type: none"> Check that the horn works properly.
Lighting Devices	<ul style="list-style-type: none"> Turn on exterior lights. Turn on 4-way flashers. Perform a complete walk around of the exterior of the vehicle and check all lights for proper operation and lens for cleanliness. Turn off 4-way flashers and turn on left turn signal and check left signal lights for operation. Turn on right turn signal and check right signal lights for operation. Turn on hi-beam head lights and check for operation. Checking brake lights and back-up lights may require assistance. With someone in the driver's seat, instruct them to step on the brake pedal while observing the operation of the brake lights. At this time have the assistant place the vehicle in reverse. Check back-up light operation and back-up alarm if equipped. Turn on all interior lights and check for operation.
Windshield Wipers	<ul style="list-style-type: none"> Starting from the exterior of the vehicle, check the condition of the wiper blades and that the arms and blades are secure. From the interior of the vehicle, check that the windshield washer works correctly and that the wipers operate smoothly Windshield should be clean with no obstructions or damage to glass.
Mirrors	<ul style="list-style-type: none"> Rear view mirrors and side view mirrors should be secure with no mirror bracket damage. Check for proper adjustment. Check mirror glass for cleanliness or fading.
Climate Control	<ul style="list-style-type: none"> Operate and check heater and air conditioning controls through all selector ranges and check varying fan speed for proper function. Check rear unit as applicable.
Emergency Exit Windows and Doors	<ul style="list-style-type: none"> Inspect side and rear windows for cracks, scratches and proper function of opening mechanisms. Check emergency exits to ensure all exits function properly and stay shut after opening.
Passenger Doors	<ul style="list-style-type: none"> Check doors for damage and that they operate smoothly. Hinges should be secure with seals intact. Check door entry area for debris and any loose or extensively worn flooring.

Table 1: Pre-Trip Inspection Components & Procedures (cont.)

Component	Procedure
Interior Gauges and Warning	<ul style="list-style-type: none"> • Activate ignition switch and check all warning indicator lights (oil, battery, check engine, ABS, etc.) for proper operation. If the vehicle is equipped with gauges, check proper readings after the engine has been started.
Exhaust System	<ul style="list-style-type: none"> • Check tailpipe for placement and secure mounting. • Start engine and listen for exhaust leaks and check for exhaust fumes in areas other than the tailpipe end.
Wheelchair Lift and Ramp	<ul style="list-style-type: none"> • Check wheelchair lift doors for operation and damage. • Cycle lift from stow position to floor level and check outboard roll stop barrier for proper latching. • Cycle lift to ground level and check for any leaking, damaged, missing parts, and for smooth operation. Raise lift from ground level. With platform slightly off ground, make sure outboard roll stop barrier raises and it is latched securely. This must be performed by visually inspecting and latching mechanism to ensure it is in the correct locked position and by physically attempting to pull/push barrier down with an adequate amount of force to make certain the barrier is securely latched. • Continue to raise lift to floor level and check for any unusual noises or abnormal operation. Check all warning lights and audible signals for proper operation. Due to varying lift configurations, refer to your lift's Owner's Manual for a list of warning lights and audible alarms to ensure all of these safety warning devices are working properly. • Stow lift. • With lift door in the open position, check shift interlock by trying to shift vehicle into gear. Bus should not shift out of park. • Inspect retractors for damaged webbing and proper locking. • Inspect shoulder belts. • Inspect foldaway seats for operation. • Inspect floor anchors.
Belts and Securement Devices	<ul style="list-style-type: none"> • Check for proper number and condition of belts, tie downs and any other securement devices
Interlock Systems	<ul style="list-style-type: none"> • If equipped, check to ensure interlock system is working properly. Vehicle should not shift out of park with either the front door or lift door open. • If the rear emergency exit door is open or closed, and locked, the vehicle should not start. • Check for audible alarm and warning light if rear door is open with vehicle running.
Safety, Security, & Emergency Equipment	<ul style="list-style-type: none"> • Check for properly charged and rated fire extinguisher. • Check for safety triangles and flares, if equipped. • Check for first aid kit, if equipped.
Fire Suppression	<ul style="list-style-type: none"> • Check the fire suppression gauge and ensure that the gauge indicates the fire suppression system is properly functioning. The arrow should be pointing in the green area of the gauge.
Additional Items	<ul style="list-style-type: none"> • Your agency may require additional items to be checked during the pre-trip/post-trip inspection, such as fluid checks, engine, hoses and belts under the hood. Check these additional items as necessary using procedures set forth by your agency.

ABC Progressive Inspections

Preventative maintenance inspections for Marion Transit are scheduled in a progressive method by using a predetermined target mileage (6000 miles). Intervals, however, should not exceed 6,000 miles.

Note: Older, "spare" vehicles that do not meet the target mileage within a year will be scheduled for a "C" Annual Inspection/Maintenance annually.

The ABC progressive inspection method is comprised of three progressive levels: "A" level inspections, "B" level inspections and "C" level inspections. Inspections should be performed in the following sequence: A, B, A, C. For example, Marion Transit inspections using a 6,000 mile interval, the inspections would follow this sequence:

6000 MILE Preventive Maintenance Schedule

A	6,000 MILES	A	54,000 MILES	A	102,000 MILES	A	150,000 MILES
B	12,000 MILES	B	60,000 MILES	B	108,000 MILES	B	156,000 MILES
A	18,000 MILES	A	66,000 MILES	A	114,000 MILES	A	162,000 MILES
C	24,000 MILES	C	72,000 MILES	C	120,000 MILES	C	168,000 MILES
A	30,000 MILES	A	78,000 MILES	A	126,000 MILES	A	174,000 MILES
B	36,000 MILES	B	84,000 MILES	B	132,000 MILES	B	180,000 MILES
A	42,000 MILES	A	90,000 MILES	A	138,000 MILES	A	186,000 MILES
C	48,000 MILES	C	96,000 MILES	C	144,000 MILES	C	192,000 MILES

Note: Maintenance shall not exceed 10% of scheduled maintenance mileage.

Conducting Preventative Maintenance Inspections

The following tables provide a step-by-step guide for conducting preventative maintenance inspections using the ABC progressive inspection method. Table 3 identifies the minimum components/items that must be inspected during an "A" level inspection. Table 4 identifies the components/items that must be inspected during a "B" level inspection, and Table 5 identifies "C" level inspection items.

ABAC inspections are cumulative. This means that "B" level inspections must also include "A" level inspections, and "C" level inspections must include both "A" and "B" level inspections.

FDOT has determined that the following vehicle components require a vehicle lift to be properly inspected. The "Item #" in parentheses corresponds to numbers on the FDOT-approved "Preventative Maintenance Inspection Report" Checklist. This form is included in the Preventative Maintenance Standards Manual.:

- Torque rods (Item #60)
- Ball joints (Item #61)
- Steering Gear/Linkage & Arms (Item #62)
- Lube Chassis (Item #64)
- Drive shaft & U-joints (Item #65)
- Differential Oil Level/Clean Breather/Axle seals (Item #66)
- Drain and refill differential fluid (Item #67)

- *Replace transmission fluid and filter (Item #68)*
- *Front Wheel Bearings (Item #69)*
- *Air Tank Mounting/Lines & Valves (Item #71)*
- *Exhaust System for Mounting/Leaks/Restrictions (Item #72)*
- *Underbody/Mounts & Frames (Item #73)*
- *Fuel Tank Mounting & Fuel Leaks (Item #74)*
- *Brake Foundation/Lines/Rotors/Drums (Item #82)*
- *L/Front Brakes % Worn (Item #83)*
- *R/Front Brakes % Worn (Item #84)*
- *L/Rear Brakes % Worn (Item #85)*
- *R/Rear Brakes % Worn (Item #86)*

Additionally, it is beneficial for the following vehicle components to be suspended on a lift to ensure accuracy:

- *Engine Oil & Filter (Item #53)*
- *Shocks/Springs/MOR/ryde (Item #59)*

Table 3: "A" Level Inspection Components

The "Item #" in these tables correspond to numbers on the FDOT-approved "Preventative Maintenance Inspection Report" Checklist. This form is included in the Preventative Maintenance Standards Manual.

Item #	Component
Interior	
1	<u>Passenger Door/ Check Operation of All Interlocks and/or Starter Interrupt</u> Check to ensure interlock system is working properly when parking brake is applied. Vehicle should not come out of park with either the front door or wheelchair lift door open. If equipped, check passenger door sensitive edge operation.
2	<u>Standee Line & Warning</u> On vehicles designed to allow standees, check the condition of the standee line and sign. The line must be of contrasting color at least two inches wide and the sign, prohibiting anyone from occupying a space forward of the line, must be posted at or near the front of the vehicle.
3	<u>Flooring/ Steps/ All Interior Panels</u> Inspect floor covering for tears, rips, or gouges. Inspect headliner for damage, sag, or dirt. Inspect the condition of side panels. Check steps for yellow edge or nosing to pronounce presence of steps.
4	<u>Wheelchair Belts/ Floor Anchors</u> Check wheelchair seat belt lap extensions and wheelchair shoulder harnesses for proper function. Inspect wheelchair securement devices for damaged webbing and proper operation of locking mechanism. Inspect floor tie down anchors. Ensure the vehicle is equipped with the proper amount of securement devices for the number of wheelchair positions.
5	<u>Passenger Seat Condition/ Foldaway Seat Operation</u> Seat covering for the driver and passenger seats should be inspected for rips, tears, gouges, exposed springs, and security of floor mounting. Arm rest(s) should be inspected for proper attachment to seat(s). Check folding seats for proper operation of adjustment controls. Check the driver's seat for proper fore and aft movement and tracks should be lubricated as necessary.
6	<u>Passenger Seat Belts</u> Seat belts should be inspected for proper retraction mechanisms and damaged webbing.
7	<u>Stanchions & Hand Rails</u> Inspect condition of the grab rails and stanchions for the standee passengers. Tighten grab rails as necessary. Note if extensive repairs are necessary.
8	<u>Roof Hatches/ Operation</u> Check roof hatches to ensure proper function and that they shut and open properly.
9	<u>Emergency Door and Window Operation</u> Check emergency door operation to ensure proper function. Check window exits to ensure all exits function properly. Ensure that all emergency exit signage is clear and legible.

Table 3: "A" Level Inspection Components (cont.)

Item #	Component
10	<p><u>Fire Extinguisher/ First Aid Kit/ Emergency Triangles/ Spill Kit</u></p> <p>Inspect the above mentioned safety equipment to ensure it is in proper working order, securely mounted, and easily accessible. Fire extinguisher must be fully charged with a dry chemical or carbon dioxide, having at least a 1A:BC rating and bearing the label Underwriters Laboratory Inc.</p> <p>Check maintenance tag for expiration date and condition of all components for damage or conditions that may prevent operation. Nozzle outlets must be unobstructed and properly aimed.</p>
11	<p><u>Fire Suppression System</u></p> <p>If equipped with fire suppression system check "System OK" LED is illuminated. Check that system is properly charged and that all instruction labels are intact, clean, and legible. Ensure inspection tag for expiration date. Check the condition of all components for damage or conditions that may prevent operation. Nozzle outlets must be unobstructed, properly aimed, and must have their protective covers.</p> <p>Follow the fire suppression system manufacturer's guidelines for servicing the system.</p>
12	<p><u>Interior Lights</u></p> <p>Inspect the interior lights. Check step well lights if applicable for proper function by opening door. Check dome light switch/rheostat. Check turn signal and the hi-lo beam switches as well as the indicators on dash for proper function.</p> <p>Check all emergency exit lights at emergency windows and rear exit door.</p>
13	<p><u>Vehicle Registration/ Plates</u></p> <p>Check condition and currency of license plate and registration and appropriate manuals. Ensure accident report forms and other appropriate documents are up to date and available in the vehicle. Check for wheelchair lift operating manual, if applicable.</p>
Drivers Compartment	
14	<p><u>Brake & Accelerator Pedals</u></p> <p>Check pedals for sticking, binding, or failure to return to normal position. Check pedals for excessive pad wear.</p>
15	<p><u>Driver's Seat & Belt</u></p> <p>Check the driver's seat for proper fore and aft movement, and tracks should be lubricated as necessary. Check the driver's seat belt for proper retraction mechanisms and damaged webbing.</p>
16	<p><u>Horn Operation</u></p> <p>Check horn. The horn must be capable of emitting a sound audible under normal conditions from a distance of not less than 200 feet.</p>
17	<p><u>Service Brake Operation</u></p> <p>From the driver's seat, pump the brake pedal three or four times and then hold constant downward pressure on pedal for at least five seconds. The brake pedal should hold firm and not drift down. If equipped with a hydraulic brake reserve system, with the key off, depress the brake pedal and listen for the sound of the reserve system electric motor. If equipped with hydro boost system or vacuum assist system, with the key off, pump the brake at least five times and depress the brake pedal. It should feel firm. Remain holding the pedal and start the engine. The pedal should move slightly to the floor and then rise. Check that the warning buzzer or light is off.</p>

Table 3: "A" Level Inspection Components (cont.)

Item #	Component
18	<p><u>Ignition System (Start Engine)</u> When starting the engine, listen for starter drag or grind, belt squeal, and any other unusual noises. As engine warms, monitor all gauges. Check shift selector for smooth operation and can be shifted into all ranges.</p>
19	<p><u>Check All Gauges/ Switches</u> Activate ignition switch and check all warning indicator lights (oil, battery, engine, etc.) for proper operation. If the vehicle is equipped with gauges, check proper readings after the engine has been started. Check all switches, levers, and knobs for proper function.</p>
20	<p><u>Check Fast Idle</u> Check fast idle system for proper operation.</p>
21	<p><u>Check Air System Pressures/ Perform Leak Down Test</u> Drain all air tanks and check operation of system drier. Build air system to maximum air pressure and observe governor cut out (100- 125 psi). Shut off engine and chock wheels if necessary. Release emergency brake and make a full brake application and hold for one minute. Check air gauge to see if pressure drops more than three pounds in one minute. Next, rapidly pump the foot brake. Buzzer should activate before air pressure drops below 60 psi. Continue to pump brakes until emergency brake pops up. This should occur at approximately 40 psi. The amount of time it takes to build the air pressure is important. Air pressure should go from 85psi to 100psi in 40 seconds.</p>
22	<p><u>Shift Lever Operation</u> Move the shift lever into each gear and ensure the detents are operating correctly.</p>
23	<p><u>Parking Brake Operation</u> While the vehicle is on an incline, apply the parking brake and shift vehicle into low gear slightly pulling against the brakes. Vehicle should not move. If the vehicle cannot be checked on an incline, lightly accelerate the vehicle while the parking brake is applied. Again, the vehicle should not move. Parking brake should be adjusted to hold the vehicle in all terrains.</p>
24	<p><u>Back-Up Alarm</u> While depressing the brakes shift the vehicle into reverse and check the audible back-up alarm.</p>
25	<p><u>Driver's & Panel Lamps</u> Inspect the interior lights. Check step well lights if applicable for proper function by opening door. Check dome light switch/rheostat. Check turn signal and the hi-lo beam switches as well as the indicators on dash for proper function. Check all emergency exit lights at emergency windows and rear exit door. Check all dash and gauge lights for proper operation.</p>
26	<p><u>Interior Mirrors/ Sun Visor</u> Check inside rear view mirror(s) for proper mounting, adjustment, and condition of the glass. Also check the right and left exterior mirrors for adequate field of vision. Check sun visor.</p>

Table 3: "A" Level Inspection Components (cont.)

Item #	Component
27	<u>Windshield Wipers & Washers</u> Inspect windshield for cracks, scratches, and any visible damage. Operate windshield wipers through all ranges on wet glass. Check washer fluid level.
28	<u>Climate Control System/ Fans</u> Operate and check heater and air conditioning controls through all selector ranges and check varying fan speed for proper function. Check rear unit output as applicable.
29	<u>Fare Collection System</u> If equipped, ensure fare collection equipment is securely mounted and operating properly.
30	<u>Cleanliness</u> Check the general cleanliness of the vehicle interior.
Exterior Inspection	
31	<u>Check for Damage/ Corrosion/ Bumpers & Mounts/ Decals</u> Inspect exterior of vehicle for signs of body damage, missing trim, decals, paint condition, and any signs of developing rust. Check front and rear bumpers. Inspect for loose, damaged or missing hardware. Note and repair any significant damage. Inspect the outside of all windows for cracks, blemishes, or other damage. Inspect mirror brackets for secure mounting or rusting. Check mirrors for broken/fading glass.
32	<u>Condition of All Glass</u> Inspect the outside of all windows for cracks, blemishes, or other damage.
33	<u>Wiper Blades & Arms</u> Inspect condition of windshield wiper blades and arms. Replace if needed.
34	<u>Exterior Mirrors</u> Inspect mirror brackets for secure mounting or rusting. Check mirrors for broken/fading glass.
35	<u>Check Light Lenses & Reflectors</u> Check the condition of the exterior light lenses and reflectors.
36	<u>Check Operation of All Lights</u> Outside assistance may be required when making this check. Check parking, low and hi beam headlights, turn signal operation front and rear, and hazard flashers. Turn on all outside clearance lights and check operation. At this time also check license plate lights, back-up lights, brake lights, decal lights. All lighting must comply with the minimum requirements set for the in Florida Statutes 316.220, 316.221, 316.224, 316.225, 316.226, 316.234, and 316.235.

Table 3: "A" Level Inspection Components (cont.)

Item #	Component
37	<p><u>Condensor Fan Operation</u></p> <p>Visually inspect fan blades for cracks, bends and proper clearance from shroud or screen. Check for debris. Turn on the air conditioning system and check fan operation. Listen for any unusual noises.</p>
38	<p><u>All Access Doors/ Engine Cover & Latch Operation</u></p> <p>Inspect exterior access doors and lubricate hinges or spring latches as necessary. Check hood latch and lubricate. Check hood retainer bar.</p>
39	<p><u>Tire Damage & Wear</u></p> <p>Inspect all tires for signs of uneven wear due to imbalance or improper front end alignment, check for exposed cord or steel belts, inspect valve cores, and check sidewalls for scrubbing or damage. Determine tread depth using tread depth gauge. Tread group pattern depth shall not be any less than 4/32 (1/8) inch, measured at any point on a major tread groove for tires on the steering axle and no less than 2/32 (1/16) inch measured at any point on a major tread groove for all other tires. Check air pressure in all tires including spare using tire air gauge. Check condition of spare tire and mounting.</p> <p>Check tires for cuts, nails, or other embedded foreign objects. Check all wheels, including spare, for any damage, welds, or improper bead seating of tire. Check for missing balance weights. Check hubcaps for secure mounting.</p>
40	<p><u>Check Wheels/ Lug Nuts/ Valve Stems</u></p> <p>Check wheel lugs for proper torque. Inspect rims for any signs of damage or cracks. Check for any missing lug nuts.</p>
41	<p><u>Fuel Cap and Door</u></p> <p>Check fuel cap for proper fit and any signs of damage to fuel servicing piping/ hoses.</p>
42	<p><u>Leveling</u></p> <p>Check vehicle for proper leveling.</p>
Engine Compartment	
43	<p><u>Clean Batteries and Terminal Ends/ Check Electrolyte Level</u></p> <p>Check battery mounting tray condition for corrosion and wear. Check battery case for cracking or damage. Check post and fasteners for corrosion – clean and cover with protectant. If applicable check and service water levels. If equipped with a maintenance free battery, check "green" indicator.</p>
44	<p><u>Check Battery Hold Downs/ Cables/ Ground Straps</u></p> <p>Check battery hold downs. Check cables for fraying or signs of deterioration. Check battery slide out tray for proper function.</p>
45	<p><u>Record Voltage Output</u></p> <p>Record battery output voltage.</p>
46	<p><u>Check Belts/ Tensioners & Hoses/ Air Compressor Mounting</u></p> <p>Inspect all belts for signs of wear, fraying, cracks, glazing, and proper tension. Inspect heater hoses and connections. Check air compressor mounting for alignment, missing / loose bolts and bracket fractures and/or breaks.</p>

Table 3: "A" Level Inspection Components (cont.)

Item #	Component
47	<p><u>Check All Fluids</u> Check transmission fluid level with the fluid warm and the engine running. Check color of fluid for any signs of overheating. Also check the fluid levels for engine oil, engine coolant, power steering fluid, brake fluid and windshield washer fluid.</p>
48	<p><u>Inspect for Leaks</u> Inspect all lines, hoses and reservoirs for signs of leakage. Check engine, transmission, differential and all engine accessories for signs of leaks around gaskets, seals, drain plugs, etc. Repair as necessary.</p>
50	<p><u>Check Radiator Core/ Mounts</u> Inspect radiator cap for signs of leaks or pressure loss. Before removing the cap allow the engine to cool down. Relieve any built-up pressure in the system. Remove and inspect the radiator cap. At this time, the radiator cores and the interior of the radiator housing may be visually inspected for corrosion or clogging. Also, if circulation problems are suspected, operation of the water pump and circulation of the coolant may be verified with the engine running.</p>
51	<p><u>Check Wiring for Routing/ Chafing & Loose Connections</u> Inspect wiring for signs of chafing, corrosion, loss of insulation and crimping. Ensure wiring does not come in contact with moving parts or heated surfaces.</p>
52	<p><u>Check Engine Mounts</u> Check for any signs of loose hardware or deterioration.</p>
53	<p><u>Replace Engine Oil & Filter</u> Change oil according to manufacturer's specifications either under the normal or severe duty operating conditions. The information listed below defines which schedule you need to follow for each vehicle.</p> <ul style="list-style-type: none"> • If operating under every day driving conditions, use the recommendations for normal operating conditions. • If operating under the following conditions listed below, use the recommendations for severe operating conditions: <ul style="list-style-type: none"> ○ Making frequent short trips (less than five miles) ○ Driving in hot weather stop-and-go traffic ○ Driving at sustained high speeds during hot weather ○ Driving in areas with heavy dust (gravel roads, construction zones, etc.) ○ Making frequent short trips (less than 10 miles) when temperatures are below freezing ○ Extensive idling and/or low speed driving for long periods of time (taxi, police, door-to-door delivery, etc.) ○ Towing a trailer
54	<p><u>Check Air Filter</u> Remove air filter and inspect. Inspect air intake hoses and clamps. Visually inspect all vacuum hoses and connections. Replace air filter as needed.</p>

Table 3: "A" Level Inspection Components (cont.)

Item #	Component
55	<p><u>Check Fuel Filter</u></p> <p>Check and/or replace fuel filter. Inspect fuel lines for leaks or damage.</p>
56	<p><u>Check/ Clean A/C Filters & Cores/ Lines for Routing/ Chafing</u></p> <p>Remove filters and clean or replace, if equipped. Inspect lines for any signs of leaks or chafing. Clean condenser and evaporator fins of any debris.</p>
57	<p><u>A/C Compressor Mounting/ Clutch</u></p> <p>Inspect compressor for any loose or missing hardware. Check pulley alignment and correct if needed. Ensure all wiring is securely routed.</p>
Chassis/Drive Line	
61	<p><u>Check Ball Joints</u></p> <p>Inspect all ball joints according to manufacturer's recommendations. Lubricate after inspection. Check king pins if applicable.</p> <p>Due to varying road conditions, vehicle type, age of vehicle, and type of joint, it is recommended that you check the ball joints on every "A" inspection or if any of the following symptoms are observed:</p> <ul style="list-style-type: none"> • Front wheel shimmy at low speed • Steering wander • Clunking noises from the front suspension • Camber wear on the tires <p><i>Note: Most original equipment ball joints today are designed to provide many miles of durability. Many never make it that far for a variety of reasons. One is wear. The constant friction created by turning and driving creates friction between the ball stud and bearing. The rougher the roads and the heavier the vehicle, the faster the rate of wear will occur. Wear can be further accelerated by contamination and/or lack of lubrication. With a greaseable joint, lubing the chassis periodically is necessary to maintain a layer of grease within the joint. Lubing the joint also helps flush out the old grease and contaminants, which extends the service life of the joint. Most OEM ball joints today as well as some aftermarket replacement joints are "sealed for life" and have no grease fittings. Load carrying ball joints do tend to wear at a faster rate than their unloaded counterparts because of the weight they carry. That's why the lower ball joints on an SLA (short long arm) suspension typically wear out before the upper joints.</i></p>
62	<p><u>Steering Gear/ Linkage & Arms</u></p> <p>Check steering column for any absence or looseness of U-bolts or positioning parts; worn, faulty, or any welded universal joints. Check steering wheel broken spokes or cracks and for securement.</p> <p>Check steering box for any mounting bolts loose or missing, any cracks in gear box or mounting brackets. Check for any looseness of the pitman arm on the steering gear output shaft. Check for leaks.</p>

Table 3: "A" Level Inspection Components (cont.)

Item #	Component
63	<p><u>Steering Shaft & Free Play</u> Check for any motion, other than rotational, between any linkage member and its attachment point. Check for loose clamps or clamp bolt on tie rod or drag link. Check for linkage components that are not secured with proper pins or devices. Check for any looseness in any threaded joint.</p>
64	<p><u>Lube Chassis</u> Lubricate all steering and suspension zirk fittings.</p>
66	<p><u>Check Differential Oil Level/ Clean Breather/ Check Axle Seals</u> Check for proper level. Ensure breather is clean. Check seals for any signs of leakage. Ensure all hardware is secure.</p>
72	<p><u>Check Exhaust System for Mounting/ Leaks/ Restriction</u> Check the exhaust system for mounting, routing, leaks and restrictions.</p>
Wheelchair Lift Inspection	
75	<p><u>Lift Manufacturer Tag/ Month & Year Manufactured/ State of FL Certificate</u> Check that each wheelchair lift or ramp are legibly and permanently marked by the manufacturer or installer with the following information:</p> <ul style="list-style-type: none"> • The manufacturer's name and address • The month and year of manufacture <p>A certificate that the wheelchair lift or ramp securement devices, and their installation, conform to State of Florida requirements applicable to accessible buses.</p>
76	<p><u>Check Lift Wiring for Routing/ Chafing & Loose Connections</u> Inspect all lift wiring for proper routing. Inspect pendant cord for any damage.</p>
77	<p><u>Check Lift for Damage/ Inspect Lift Anchor Bolts</u> Inspect lift towers for proper alignment. Ensure lift mounting hardware is secure.</p>
78	<p><u>Cycle Lift – Check all Safety Systems Including Barriers</u> Cycle lift from stow position to floor level and check outboard roll stop barrier for proper latching. Continue to lower lift to ground level and check for any leaking, damaged, missing parts, and for smooth operation. Raise lift from ground level. With platform slightly off ground make certain the outboard roll stop barrier raises and it is latched securely. This must be performed by visually inspecting the latching mechanism to ensure it is in the correct locked position and by physically attempting to pull/push barrier down with an adequate amount of force to make certain the barrier is secured. Continue to raise lift to floor level and check for any unusual noises or abnormal operation. Stand on lift platform or place at least 50 pounds of weight on platform and attempt to stow lift. Lift should not fold in. Remove weight and stow lift. Due to varying lift configurations refer to your lifts Owner's Manual for a list of warning lights and audible alarms to ensure all of these safety warning devices are working properly.</p>
79	<p><u>Record Lift Cycle Count</u> Document the lift cycle count on your preventative maintenance inspection form.</p>
80	<p><u>Check for Hydraulic Leaks/ Level</u> Inspect cylinders, hoses, pump and reservoir for any signs of leaks. Check for proper fluid level.</p>
81	<p><u>Clean, Lubricate & Adjust Lift As Needed</u> Check lift padding and labels. Check lift manual operation and instruction label. Lubricate appropriate lube points. (see illustrations at the end of this section) Refer to original owner's manual for lift adjustments if necessary.</p>

Table 3: "A" Level Inspection Components (cont.)

Item #	Component
Tire Tread Depth/Inflation	
87	<u>L/ Front</u> Record the tread depth for the left front tire.
88	<u>R/ Front</u> Record the tread depth for the right front tire.
89	<u>R/R Inside</u> Record the tread depth for the right rear inside tire, if applicable.
90	<u>R/R Outside</u> Record the tread depth for the right rear outside tire.
91	<u>L/R Inside</u> Record the tread depth for the left rear inside tire, if applicable.
92	<u>L/R Outside</u> Record the tread depth for the left rear outside tire.
93	<u>L/Front</u> Record the air pressure for the left front tire.
94	<u>R/ Front</u> Record the air pressure for the right front tire.
95	<u>R/R Inside</u> Record the air pressure for the right rear inside tire, if applicable.
96	<u>R/R Outside</u> Record the air pressure for the right rear outside tire.
97	<u>L/R Inside</u> Record the air pressure for the left rear inside tire, if applicable.
98	<u>L/R Outside</u> Record the air pressure for the left rear outside tire, if applicable.

Table 4: "B" Level Inspection Components

Remember, during a "B" level inspection, all "A" level components must also be checked.

Item #	Component
Chassis/Drive Line	
59	<u>Shocks/ Springs/ MOR/ryde</u> Inspect shock absorber cylinders for signs of leakage. Check bushings for signs of wear and the mounting brackets for secure mounting. Inspect coil and/or leaf springs for signs of damage or wear. Check MOR/ryde shear springs if equipped. If equipped with air springs check for leaks, cracks and dry rotting.
60	<u>Torque Rods</u> Inspect for any damaged or missing bushings. Ensure all hardware is intact and secure.
65	<u>Check Drive Shaft & U-Joints</u> Check the driveshaft chock wheels if needed and place transmission in neutral. Grasp either side of the u-joint and rotate it back and forth while watching and feeling for any play between the cross and the yoke. If the cross moves inside the yoke, replacement of the u-joint is warranted. Check slip joint for play. On vehicles with two piece drive shafts, check center support bearing for excessive compression of the rubber insulator. Inspect the center support bearing by rotating the inner race while holding the outer race. Replace if there is evidence of roughness or wear. Lubricate driveline u-joints and slip yoke.
70	<u>Check Brakes (Pull Wheels)</u> Remove wheels and inspect all brake pads/linings for wear.
71	<u>Air Tank Mounting/ Lines and Valves</u> Check air tank(s), lines and valves for secure mounting. Look for any loose or missing hardware. Check for leaks.
73	<u>Underbody/ Mounts & Frames</u> Inspect underbody mounts and frame for proper securement. Look for any loose or missing hardware, bushing deterioration, cracks, etc.
74	<u>Fuel Tank Mounting & Fuel Leaks</u> Check fuel tank for secure attachment to vehicle by inspecting for loose, broken or missing mounting bolts or brackets (some fuel tanks use springs or rubber bushings to permit movement). Check fuel system for any visible leak at any point.
Brake Inspection	
82	<u>Brake Foundation/ Lines/ Rotors/ Drums</u> Check rotors/drums for wear, scoring, and warping. Check calipers/cylinders and brake lines for signs of wear, chafing or leaks. Check for any dirt or grease accumulation on the brake system.
83	<u>L/ Front % Worn</u> Record the wear observed on the left front brake.
84	<u>R/ Front % Worn</u> Record the wear observed on the right front brake.
85	<u>L/ Rear % Worn</u> Record the wear observed on the left rear brake.
86	<u>R/ Rear % Worn</u> Record the wear observed on the right rear brake.

Table 4: “B” Level Inspection Components (cont.)

Item #	Component
Test Drive	
99	<u>Check Engine Performance</u> Start engine and check for any unusual noises. Check exhaust stream for any unusual color, odor or sound. Check for any active or inactive fault codes and if the engine has any outstanding Technical Service Bulletins from manufacturer. During operational test drive, check for smoothness of acceleration.
100	<u>Check Shift Points</u> During operational test drive, check operation and position of shift lever and indicator. Check operation in each gear. Check shift points through all gear ranges in drive position.
101	<u>Steering</u> During operational test drive, check the centering of the steering wheel and the smoothness of turns. Also check for looseness in steering wheel.
102	<u>Suspension</u> During operational test drive, check for proper tracking of the vehicle, balance of tires, and front end alignment.
103	<u>Brakes</u> Check for smooth pedal operation during braking. Check for any pulling, vibrating or shaking while braking. Check for any unusual noises such as grinding or squealing coming from wheels.
104	<u>Speedometer</u> During operational test drive, check operation of speedometer.

“C” Level Inspection –

Annual Inspections will be noted during “C” Level Inspections by circling the “Annual” Inspection type on the Preventive Maintenance Inspection Report. These annual inspections are required annually for each bus.

Table 5: "C" Level Inspection Components

Remember, during a "C" level inspection, all "A" and "B" level components must also be checked.

Item #	Component
Engine Compartment	
49	<p><u>Test Anti-Freeze Protection</u> Test antifreeze for proper protection level using the correct testing equipment. The protection should be at least -34 degrees which represents a 50/50 mixture of water and antifreeze. More protection may be desired depending on your specific climate region. Coolant should appear clean and translucent. Add, change or flush coolant as necessary to provide adequate protection.</p>
58	<p><u>A/C Pressure Check</u> Each spring, prior to the season for constant air conditioning use, the air conditioning system should be scheduled for a thorough operational check. The system should be checked with the appropriate air conditioning service equipment and gauges. Check the entire system for leaks. Note: The Freon level should be checked and serviced as necessary. If the system is to be serviced with the opening of a closed system, the complete system should be evacuated; the receiver dryer replaced and the system must be completely recharged, including refrigerant oil. <i>Note: All air conditioning work involving opening the system for repair and recharging must be performed by a licensed certified technician.</i></p>
Chassis/Drive Line	
69	<p><u>Check Front Wheel Bearings</u> Remove and inspect front wheel bearings, clean and lubricate or replace if necessary.</p>
OEM Recommended Intervals	
67	<p><u>Drain & Refill Differential</u> Drain and refill differential fluid according to the vehicle's OEM recommended interval. Invoices or work orders documenting this must be placed in the vehicle's history file.</p>
68	<p><u>Replace Transmission Fluid/ Filter</u> Remove transmission pan and drain fluid according to the vehicle's OEM recommended interval. If the transmission torque converter is equipped with a drain plug, drain fluid from it as well. Inspect debris in the bottom of pan for signs of internal transmission damage. Check the color of fluid for signs of overheating. Remove and replace filter screen. Note any abnormalities on the check off sheet. Invoices or work orders documenting this must be placed in the vehicle's history file.</p>

105. *Video System – if equipped

Ensure system is in working order. This inspection is performed by the Transit Manager or Transit Assistant and noted as part of the Annual Inspection.

OEM Recommendations

All vehicles contain an OEM (Original Equipment Manufacturer) manual where specific vehicle components are recommended for inspection or maintenance service. These OEM recommendations must be performed within the designated mileage intervals provided in the OEM manual in order for the vehicle to remain under active warranty status.

The *Preventative Maintenance Inspection Report* form identifies these vehicle component items that are typically inspected or serviced using OEM recommended intervals. Agencies must list in their maintenance plan each OEM recommended vehicle component and target mileage interval that will be used.

The inspection or service of these items must be clearly documented on a work order or invoice and filed in the vehicle's maintenance history file. The work order or invoice must state the date and vehicle mileage (odometer reading) at the time of the inspection or service to ensure it was conducted within the recommended mileage interval stated in the OEM manual.

The remaining vehicle components listed in the *FDOT Preventative Maintenance Standards Manual* that do not have OEM manufacturer recommended target mileage intervals must continue to be inspected using the intervals and methods described in the *FDOT Preventative Maintenance Standards Manual*.

Oil Changes

Agencies should choose a target mileage for conducting oil changes that meets or exceeds OEM manufacturer recommendations. Agencies are encouraged to perform oil changes during the vehicle's preventative maintenance inspection as this is the most efficient way of reducing vehicle downtime.

Many people are taught that vehicles must receive oil changes every 3,000 miles or 3 months, as this has become a normal practice for maintaining personal vehicles. However, in most cases where the vehicles do not have high mileages and are not operating under severe conditions, the target oil change interval can easily exceed 3,000 miles. However, the target oil change interval cannot exceed 6,000 miles unless it meets an OEM recommended mileage interval or unless the agency has supporting documentation from an oil analysis program. In these cases, the target mileage interval must be provided in the agency's maintenance plan along with any related documentation, such as oil analysis program data or a copy of the OEM manual recommendation.

If an agency intends to exceed the 6,000 mile oil change interval, the agency must use a systematic approach. At a minimum, the agency must use an oil analysis program to examine wear metals, silica, coolant contamination, and fuel contamination. Wear metals consist of zinc, copper, chromium, tin, and aluminum. Prior to extending the oil change intervals, the agency must pull a minimum of six oil samples for each vehicle using the preventative maintenance inspection interval described in the agency's maintenance plan to establish a baseline on wear metals and silica.

The baseline serves as an average on wear metals and silica – as long as neither are showing unusually high. During the oil sample analysis, at least 75% of the fleet must fall into the same parameters of not showing contamination. Fuel or coolant contamination indicates a problem

that must be addressed immediately. After establishing a baseline on wear metals and silica and provided that oil samples do not show contamination, the agency should extend oil change intervals in 500 mile increments until the agency sees a rise in either silica or wear metals in the oil sample analysis.

If the agency detects a rise in either silica or wear metals, the agency should use the previous interval as the established extended oil change interval. There must be documentation of this process kept on file. The agency must also continue to monitor the oil samples through a regular fluid analysis program since conditions could change that might affect oil contamination, potentially changing the extended oil change intervals. Agencies should seek approval from FDOT before implementing extended oil change intervals.

Documenting Preventative Maintenance Inspections

The *FDOT Preventative Maintenance Standards Manual* provides a recommended preventative maintenance inspection form titled *Preventive Maintenance Inspection Report* that uses the ABC progressive inspection method and complies with FDOT's minimum maintenance requirements. A sample of this form is provided as Figure 3 on the following page. Agencies may alternately choose to create their own preventative maintenance inspection forms to use. However, the form must include, at a minimum, all items listed on the FDOT-approved form.

Preventative maintenance inspection forms must be thoroughly completed and include basic information about the inspection such as the date and mileage at the time of the inspection. It must also properly identify whether each vehicle component item inspected was found to be ok or deficient. If a safety sensitive item is found to be defective, the vehicle cannot be utilized for service again until the appropriate repairs have been made.

Any repair work conducted as a result of defects identified during the preventative maintenance inspection should be attached to the inspection form. Completed preventative maintenance inspection forms and corresponding work orders should then be filed in the vehicle's history file for the life of the vehicle.

necessary repair should be filed in the vehicle history file along with the corresponding preventative maintenance inspection form that showed the defect.

Repairing Defects

When defects are found during preventative maintenance inspections, they must be documented on the preventative maintenance inspection form as being defective. All safety defects found during the preventative maintenance inspections must be repaired before the vehicle resumes transportation service. Again, FDOT has determined that the following vehicle components are considered to be safety sensitive items:

- Steering System
- Service and Parking Brakes
- Suspension and Undercarriage
- Tires, Wheels and Wheel End Components
- Fuel and Exhaust Systems
- All Lights, Mirrors, Wipers and Warning Devices
- Interlock Systems
- Interior Controls, Gauges, and Safety Equipment
- Wheelchair Lifts
- Air System
- Emergency Exits (doors, windows, etc.)
- Fire Suppression Systems

All non-safety related defects can be repaired at a later date in cases where agencies need to wait for parts to be ordered or vehicles are needed for transportation service. In these cases, the preventative maintenance inspection that showed the defect should be noted that a repair has been scheduled for repair at a later date. A work order or invoice documenting the necessary repair should be filed in the vehicle history file along with the corresponding preventative maintenance inspection form that showed the defect.

"Outsourced" Maintenance Plan Requirements

For agencies who outsource all of their maintenance activities, all maintenance program procedures and practices related to the following elements must be included in your maintenance plan:

1. Vehicle history file policies
2. Vehicle fleet roster information
3. Preventative maintenance inspection practices
4. Identification of outsource maintenance providers used and their respective specialties
5. Wheelchair lift maintenance activities
6. Scheduled maintenance activities
7. Pre-trip/post-trip inspection practices
8. Accident reporting and resulting maintenance practices
9. Road call procedures and practices
10. Warranty procedures
11. Vehicle cleaning practices
12. Information management procedures and practices

END

MARION TRANSIT TRAINING POLICY AND PROCEDURES

1.0 Purpose

1.1. This document discusses the Marion Transit policy for providing initial and on-going training. Marion Transit personnel received periodic in-service training conducive to their respective position. Drivers are required to complete quarterly scheduled in-service training as assigned. Driver's initial training consists of 80 hours of Field Training Operators Course that covers all the required training specific to rule 14-90.

A Training Manual for on-going and refresher training and testing of employees is kept by the Transit Assistant. The manual will contain training course content, curriculum, lesson plans, testing requirements, etc. On-going/refresher training and testing sessions will be conducted as necessary to remain compliant with Rule 14-90. The drivers are required to attend training and testing in all areas specified by Rule 14-90 at least once every three years.

2.0 Rule 14-90 Specific Driver Training

1. Bus transit system safety and operational policies and procedures.
2. Operational bus and equipment inspections.
3. Bus equipment familiarization.
4. Basic operations and maneuvering.
5. Boarding and alighting passengers.
6. Operation of wheelchair lifts and other special equipment.
7. Defensive driving.
8. Passenger assistance and securement.
9. Handling of emergencies and security threats.
10. Security and threat awareness.
11. Driving conditions.

In addition, drivers will receive training, bulletins, and/or flyers that cover the following topics throughout the year or as necessary:

1. Communication and handling of unsafe conditions, security threats, and emergencies.
2. Familiarization and operation of safety and emergency equipment, wheelchair lift equipment, and restraining devices.
3. Application and compliance with all applicable federal and state laws, rules, and regulations.
4. ADA & Title VI overview and handling of complaints.

February 5, 2022

Florida Department of Transportation, District Five
Attn: Ms. Diane Poitras, Transit Programs Administrator
420 W. Landstreet RD
Orlando, FL 32824

Re: ANNUAL CERTIFICATION – 2021
49 U.S.C. 5310 – VEHICLES

To: District Five:

This letter provides certification that Marion Senior Services, Inc. d/b/a Marion Transit is in compliance with the following criteria:

1. The Section 5310 vehicles(s) continue to be used for the purpose for which the grant was approved.
2. The vehicle(s) and equipment do not exceed that which is needed for operations.
3. The vehicle(s) have not been sold, damaged or otherwise taken out of service.
4. There has not been a reduction in local contributions made to the project.



Clayton Murch, Transportation Director

Attachments



Florida Department of Transportation

RON DESANTIS
GOVERNOR

420 W. Landstreet Rd.
Orlando, FL 32824

KEVIN J. THIBAUT, P.E.
SECRETARY

May 3, 2021

Tom Wilder
Transportation Director
Marion Senior Services
1101 Southwest 20th Court
Ocala, Florida 34471

Re: Marion Senior Services – 2021 Florida Department of Transportation (FDOT) Triennial Review Compliance Notice

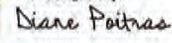
Dear Mr. Wilder:

This letter is to confirm that the 2021 Marion Senior Services' FDOT Triennial Review conducted on January 26 and 27, 2021, is now closed. Following the Triennial Review Report originally transmitted on March 17, 2021, the Department has found Marion Senior Services in compliance with the FDOT regulations for providing public transportation services and for receiving federal funding programs 49 U.S.C. §5310, §5311, and §5339. A summary of review findings is provided in Attachment A of this notice. Thank you for cooperating with the FDOT review team to work towards compliance in various areas of Marion Senior Services' public transportation program.

Your cooperation during the process was greatly appreciated. The Department looks forward to continuing its valued partnership with Marion Senior Services to provide safe and efficient public transportation for the residents of Marion County.

Should you have any questions or require additional information, please do not hesitate to contact me directly at (321) 319-8174 or e-mail diane.poitras@dot.state.fl.us.

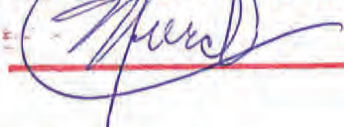
Sincerely,

DocuSigned by:

1053F4D140014E0...
Diane Poitras
Transit Programs Administrator
FDOT District Five

C:
Carlos Colon, Transit Project Coordinator - FDOT, District Five
Sophia Villavicencio-Ortiz, In-House Consultant – VHB
Jennifer Martinez, Executive Director – Marion Senior Services
Herman Schulz, Transit Manager – Marion Senior Services
Ken McKelvy, Transit Manager – Marion Senior Services

Attachment A – Findings Summary

CERTIFIED TO BE A TRUE &
EXACT COPY OF ORIGINAL

A blue ink signature, likely of Kevin J. Thibault, is written over a red horizontal line. To the right of the signature, there is a small red mark that looks like a stylized "3" or a similar symbol.

MARION TRANSIT SERVICES

A Division of Marion Senior Services

1101 S.W. 20th Court, Ocala, FL. 34471

Telephone (352) 620-3071 Fax (352) 620-3504



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
02/10/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Brown & Brown of Florida, Inc. 1720 SE 16th Avenue, Suite 301 Ocala FL 34471		CONTACT NAME: Sandra Perryman PHONE (A/C, No, Ext): (352) 732-5010 FAX (A/C, No): (352) 732-5344 E-MAIL ADDRESS: Sandra.perryman@bbocala.com																					
INSURED Marion Senior Services Inc 1101 SW 20th Court Ocala FL 34471		<table border="1"><thead><tr><th colspan="2">INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr></thead><tbody><tr><td>INSURER A:</td><td>Philadelphia Indemnity Insurance Company</td><td>18058</td></tr><tr><td>INSURER B:</td><td>Bridgefield Employers Insurance Company</td><td></td></tr><tr><td>INSURER C:</td><td></td><td></td></tr><tr><td>INSURER D:</td><td></td><td></td></tr><tr><td>INSURER E:</td><td></td><td></td></tr><tr><td>INSURER F:</td><td></td><td></td></tr></tbody></table>	INSURER(S) AFFORDING COVERAGE		NAIC #	INSURER A:	Philadelphia Indemnity Insurance Company	18058	INSURER B:	Bridgefield Employers Insurance Company		INSURER C:			INSURER D:			INSURER E:			INSURER F:		
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INSURER C:																							
INSURER D:																							
INSURER E:																							
INSURER F:																							

COVERAGES

CERTIFICATE NUMBER: 21-22/22-23

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

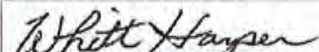
INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:			PHPK2362871	01/01/2022	01/01/2023	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMPI/OP AGG \$ 2,000,000 Employee Benefits- \$ 1,000,000
	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY			PHPK2362871	01/01/2022	01/01/2023	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ Uninsured motorist \$ 1,000,000
	<input checked="" type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			PHUB797744	01/01/2022	01/01/2023	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/>
	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> Y	N/A	83050586	03/31/2021	03/31/2022	E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A				PHSD1683269	01/01/2022	01/01/2023	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Attn: Diane Poltras, Transit Programs Administrator Diane.Poltras@dot.state.fl.us See attached schedule - certificate holder is listed as loss payee and additional insured as respects the units on the schedules shown. Comprehensive Deductible \$1,000 and Collision Deductible \$2,000

CERTIFICATE HOLDER

CANCELLATION

Florida Department of Transportation District 5 420 W Landstreet Rd Orlando FL 32824	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
--	--

Philadelphia Indemnity Insurance Company

Loss Payee Schedule

Policy Number: PHPK2362871

Loss Payee

First Data Merchant Services Corp
Mail Stop 189
4000 Coral Ridge Dr
Coral Springs, FL 33065-7614

FL - Loc #1 - Bld #1 - BUSINESS PERSONAL PROPERTY (OFFICES (N.O.C.))

Loss Payee

Leaf Capital Funding, LLC ISAOA
c/o Ins Service Center
PO Box 979127
Miami, FL 33197-9127

FL - Loc #1 - Bld #1 - BUSINESS PERSONAL PROPERTY (OFFICES (N.O.C.))
LOAN # 1002648078001
Re: Contents

Loss Payee-Auto

Florida Department of Transportation
District 5
420 W Landstreet Rd
Orlando, FL 32824-7805

FL - Veh #2 2012 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG6C1112253

FL - Veh #3 2012 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG2C1113660

FL - Veh #5 2013 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG4D1121678

FL - Veh #6 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG3E1171067

FL - Veh #7 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG9E1170795

FL - Veh #8 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG7E1171119

FL - Veh #11 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG6E1187506

FL - Veh #12 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG6E1188493

FL - Veh #15 2016 FORD ECONOLINE - 1FD4E4FSXGDC03214

Philadelphia Indemnity Insurance Company

Loss Payee Schedule

Policy Number: PHPK2362871

Loss Payee-Auto

Florida Department of Transportation
District 5
420 W Landstreet Rd
Orlando, FL 32824-7805

FL - Veh #16 2016 FORD ECONOLINE - 1FD4E4FS6GDC03212
FL - Veh #17 2016 FORD ECONOLINE - 1FD4E4FS8GDC03213
FL - Veh #18 2016 FORD ECONOLINE - 1FD4E4FS4GDC03211
FL - Veh #19 2016 FORD ECONOLINE - 1FD4E4FS1GDC03215
FL - Veh #20 2017 FORD TRANSIT - 1FDVU4XG2HKA67568
FL - Veh #21 2017 FORD TRANSIT - 1FDVU4XG7HKA67565
FL - Veh #22 2017 FORD TRANSIT - 1FDVU4XG4HKA67569
FL - Veh #23 2017 FORD TRANSIT - 1FDVU4XG9HKA67566
FL - Veh #24 2017 FORD TRANSIT - 1FDVU4XG0HKA67567
FL - Veh #25 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG2JN002324
FL - Veh #26 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG1JN002394
FL - Veh #27 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG9JN002336
FL - Veh #28 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG9JN002403
FL - Veh #29 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG5JN002298
FL - Veh #33 2019 FORD ECONOLINE - 1FD4E4FS5KDC27574
FL - Veh #34 2019 FORD ECONOLINE - 1FD4E4FS4KDC29672
FL - Veh #35 2020 FORD ECONOLINE - 1FD4E4FS3KDC66499
FL - Veh #36 2019 FORD ECONOLINE - 1FD4E4FS6KDC66500

Philadelphia Indemnity Insurance Company

Loss Payee Schedule

Policy Number: PHPK2362871

Loss Payee-Auto

Florida Department of Transportation
District 5
420 W Landstreet Rd
Orlando, FL 32824-7805

FL - Veh #37 2019 FORD ECONOLINE - 1FD4E4FS8KDC66501

FL - Veh #38 2019 FORD ECONOLINE - 1FD4E4FSXKDC66502

FL - Veh #39 2020 FORD ECONOLINE - 1FD4E4FS1KDC66503

Loss Payee-Auto

The Commission for the Transportation
of the Disadvantaged
605 Suwannee St MS 49
Tallahassee, FL 32399-6509

FL - Veh #4 2012 DODGE GRAND CARAVAN SE - 2C4RDGBG4CR281275

FL - Veh #9 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG8E1171940

FL - Veh #10 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG8E1187734

FL - Veh #13 2015 FORD E450 SUPER DUTY - 1FD4E4FS3FDA30490

FL - Veh #14 2015 FORD E450 SUPER DUTY - 1FD4E4FS5FDA30491

Loss Payee-Auto

Florida Dept of Transportation District
District 5
420 W Landstreet Rd
Orlando, FL 32824-7805

FL - Veh #32 2019 FORD ECONOLINE - 1FD4E4FS2KDC29671

FL - Veh #40 2021 FORD ECONOLINE - 1FD4E4FN0MDC14258

FL - Veh #41 2021 FORD ECONOLINE - 1FD4E4FN2MDC14259

Philadelphia Indemnity Insurance Company

Loss Payee Schedule

Policy Number: PHPK2362871

Loss Payee-Auto

Florida Dept of Transportation District
District 5
420 W Landstreet Rd
Orlando, FL 32824-7805

FL - Veh #42 2021 FORD ECONOLINE - 1FDFE4FN2MDC14262

Philadelphia Indemnity Insurance Company

Additional Insured Schedule

Policy Number: PHPK2362871

Additional Insured

Florida Department of Transportation
District 5
420 W Landstreet Rd
Orlando, FL 32824-7805

CA2001 - FL - Veh #11 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG6E1187506
CA2001 - FL - Veh #12 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG6E1188493
CA2001 - FL - Veh #15 2016 FORD ECONOLINE - 1FD4E4FSXGDC03214
CA2001 - FL - Veh #16 2016 FORD ECONOLINE - 1FD4E4FS6GDC03212
CA2001 - FL - Veh #17 2016 FORD ECONOLINE - 1FD4E4FS8GDC03213
CA2001 - FL - Veh #18 2016 FORD ECONOLINE - 1FD4E4FS4GDC03211
CA2001 - FL - Veh #19 2016 FORD ECONOLINE - 1FD4E4FS1GDC03215
CA2001 - FL - Veh #2 2012 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG6C1112253
CA2001 - FL - Veh #20 2017 FORD TRANSIT - 1FDVU4XG2HKA67568
CA2001 - FL - Veh #21 2017 FORD TRANSIT - 1FDVU4XG7HKA67565
CA2001 - FL - Veh #22 2017 FORD TRANSIT - 1FDVU4XG4HKA67569
CA2001 - FL - Veh #23 2017 FORD TRANSIT - 1FDVU4XG9HKA67566
CA2001 - FL - Veh #24 2017 FORD TRANSIT - 1FDVU4XG0HKA67567
CA2001 - FL - Veh #25 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG2JN002324
CA2001 - FL - Veh #26 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG1JN002394
CA2001 - FL - Veh #27 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG9JN002336
CA2001 - FL - Veh #28 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG9JN002403
CA2001 - FL - Veh #29 2018 CHEVROLET EXPRESS G4500 - 1HA6GUBG5JN002298
CA2001 - FL - Veh #3 2012 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG2C1113660

Philadelphia Indemnity Insurance Company

Additional Insured Schedule

Policy Number: PHPK2362871

Additional Insured

Florida Department of Transportation
District 5
420 W Landstreet Rd
Orlando, FL 32824-7805

CA2001 - FL - Veh #5 2013 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG4D1121678

CA2001 - FL - Veh #6 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG3E1171067

CA2001 - FL - Veh #7 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG9E1170795

CA2001 - FL - Veh #8 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG7E1171119

Additional Insured

The Commission for the Transportation
of the Disadvantaged
605 Suwannee St MS 49
Tallahassee, FL 32399-6509

CA2048 - FL - Veh #10 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG8E1187734

CA2048 - FL - Veh #13 2015 FORD E450 SUPER DUTY - 1FDFE4FS3FDA30490

CA2048 - FL - Veh #14 2015 FORD E450 SUPER DUTY - 1FDFE4FS5FDA30491

CA2048 - FL - Veh #4 2012 DODGE GRAND CARAVAN SE - 2C4RDGBG4CR281275

CA2048 - FL - Veh #9 2014 CHEVROLET EXPRESS CUTAWAY G450 - 1GB6G5BG8E1171940

Additional Insured

EpicMD Technologies, LLC
dba Alivi EpicNEMT Network
8323 NW 12th St Ste 208
Doral, FL 33126-1840

CA2048 - FL - Veh #0 - MANUSCRIPT ENDORSEMENT - AUTO

Philadelphia Indemnity Insurance Company

Additional Insured Schedule

Policy Number: PHPK2362871

Additional Insured

Florida Dept of Transportation District
District 5
420 W Landstreet Rd
Orlando, FL 32824-7805

CA2048 - FL - Veh #32 2019 FORD ECONOLINE - 1FDFE4FS2KDC29671

Policy Change Request

Brown & Brown of Florida, Inc.
1720 SE 16th Avenue, Suite 301

2/10/2022
C22021012740

Ocala FL 34471

First Request

COMPANY

Tokio Marine Holdings, Inc.
Philadelphia Indemnity Insurance Company
P. O. Box 502117

Philadelphia PA 19175-2117

INSURED

Marion Senior Services Inc

1101 SW 20th Court

Ocala FL 34471

REGARDING

Add various AI & LP

POLICY NUMBER

PHPK2362871

EFFECTIVE DATE OF CHANGE

2/10/2022

POLICY PERIOD

1/1/2022 - 1/1/2023

DESCRIPTION

BUSINESS AUTO

Line of Business: Business Auto

Vehicle Information

Veh #/Cust Veh #: 00033 / 1901, 2019, Ford, 14 Pass, 1FDFE4FS5KDC27574, Bus

Additional Interest

1) AMEND Florida Dept of Trans, Loss payee
Change Type: Loss payee to Loss Payee & Addl Insured

Veh #/Cust Veh #: 00034 / 1903, 2019, Ford, 14 Pass, 1FDFE4FS4KDC29672, Bus

Additional Interest

2) AMEND Florida Dept of Trans, Loss payee
Change Type: Loss payee to Loss Payee & Addl Insured

Veh #/Cust Veh #: 00035 / 1906, 2020, Ford, 14 Pass, 1FDFE4FS3KDC66499, Bus

Additional Interest

3) AMEND Florida Dept of Trans, Loss payee
Change Type: Loss payee to Loss Payee & Addl Insured

Veh #/Cust Veh #: 00036 / 1907, 2019, Ford, 14 Pass, 1FDFE4FS6KDC66500, Bus

Additional Interest

4) AMEND Florida Dept of Trans, Loss payee
Change Type: Loss payee to Loss Payee & Addl Insured

Veh #/Cust Veh #: 00037 / 1908, 2019, Ford, 14 Pass, 1FDFE4FS8KDC66501, Bus

Additional Interest

5) AMEND Florida Dept of Trans, Loss payee
Change Type: Loss payee to Loss Payee & Addl Insured

Veh #/Cust Veh #: 00038 / 1909, 2019, Ford, 14 Pass, 1FDFE4FSXKDC66502, Bus

Additional Interest

6) AMEND Florida Dept of Trans, Loss payee
Change Type: Loss payee to Loss Payee & Addl Insured

RECIPIENT

ATTN:

Tokio Marine Holdings, Inc.

P. O. Box 502117

Philadelphia PA 19175-2117

FROM: Sandra Perryman
Phone: (352)387-4221
Sandra.Perryman@bbbrown.com

Brown & Brown of Florida, Inc.

Policy Change Request

2/10/2022

C22021012740

COMPANY

Tokio Marine Holdings, Inc.

First Request

POLICY NUMBER

PHPK2362871

POLICY PERIOD

1/1/2022 - 1/1/2023

EFFECTIVE DATE OF CHANGE

2/10/2022

DESCRIPTION

Veh #/Cust Veh #: 00039 / 1910, 2020, Ford, 14 Pass, 1FDFE4FS1KDC66503, Bus
Additional Interest

- 7) AMEND Florida Dept of Trans, Loss payee
Change Type: Loss payee to Loss Payee & Addl Insured

Veh #/Cust Veh #: 00040 / 2101, 2021, Ford, 14 Pass, 1FDFE4FN0MDC14258, Bus
Additional Interest

- 8) DELETE Florida Dept of Transportation, Loss payee

Additional Interest

- 9) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 Pass
Interest in Item: VIN: 1FDFE4FN0MDC14258

Vehicle Information

Veh #/Cust Veh #: 00041 / 2102, 2021, Ford, 14 Pass, 1FDFE4FN2MDC14259, Bus
Additional Interest

- 10) DELETE Florida Dept of Transportation, Loss payee

Additional Interest

- 11) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Gosh 14 Pass
Interest in Item: VIN: 1FDFE4FN2MDC14259

Vehicle Information

Veh #/Cust Veh #: 00042 / 2105, 2021, Ford, 14 Pass, 1FDFE4FN2MDC14262, Bus
Additional Interest

- 12) DELETE Florida Dept of Transportation, Loss payee

Additional Interest

- 13) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Gosh 14 Pass
Interest in Item: VIN: 1FDFE4FN2MDC14262

Vehicle Information

Veh #/Cust Veh #: 00043 / 2103, 2021, Ford, 14 Pass, 1FDFE4FN9MDC14260, Bus
Additional Interest

- 14) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 Pass
Interest in Item: VIN: 1FDFE4FN9MDC14260

Veh #/Cust Veh #: 00044 / 2104, 2021, Ford, 14 Pass, 1FDFE4FN0MDC14261, Bus
Additional Interest

- 15) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 Pass
Interest in Item: VIN: 1FDFE4FN0MDC14261

Veh #/Cust Veh #: 00045 / 2107, 2021, Ford, 14 pass, 1FDFE4FN9MDC20401, Bus
Additional Interest

- 16) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 pass
Interest in Item: VIN: 1FDFE4FN9MDC20401

Sandra Perryman

Phone: (352)387-4221

Sandra.Perryman@bbrown.com

Brown & Brown of Florida, Inc.

Policy Change Request

2/10/2022

C22021012740

COMPANY

Tokio Marine Holdings, Inc.

First Request

POLICY NUMBER

PHPK2362871

POLICY PERIOD

1/1/2022 - 1/1/2023

EFFECTIVE DATE OF CHANGE

2/10/2022

DESCRIPTION

Veh #/Cust Veh #: 00046 / 2108, 2021, Ford, 14 pass, 1FDFE4FN3MDC02752, Bus
Additional Interest

17) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 pass
Interest in Item: VIN: 1FDFE4FN3MDC02752

Veh #/Cust Veh #: 00047 / 2111, 2021, Ford, 15 pass, 1FDFE4FN4MDC20452, Bus
Additional Interest

18) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 15 pass
Interest in Item: VIN: 1FDFE4FN4MDC20452

Veh #/Cust Veh #: 00048 / 2112, 2021, Ford, 15 pass, 1FDFE4FN6MDC20453, Bus
Additional Interest

19) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 15 pass
Interest in Item: VIN: 1FDFE4FN6MDC20453

Veh #/Cust Veh #: 00049 / 2113, 2021, Ford, 14 Pass, 1FDFE4FN8MDC21801, Bus
Additional Interest

20) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 Pass
Interest in Item: VIN: 1FDFE4FN8MDC21801

Veh #/Cust Veh #: 00050 / 2114, 2021, Ford, 14 Pass, 1FDFE4FN0MDC20402, Bus
Additional Interest

21) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 Pass
Interest in Item: VIN: 1FDFE4FN0MDC20402

22) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 Pass
Interest in Item: VIN: 1FDFE4FN0MDC20402

Vehicle Information

Veh #/Cust Veh #: 00051 / 2115, 2021, Ford, 14 Pass, 1FDFE4FN1MDC02748, Bus
Additional Interest

23) ADD Florida Dept of Trans, Loss Payee & Addl Insured
Address: District 5, 420 W Landstreet Rd, Orlando, FL 32824
Item Description: 2021 Ford 14 Pass
Interest in Item: VIN: 1FDFE4FN1MDC02748

3.0 Roles and Responsibilities

3.1 Transit Personnel - responsible for successfully completing required training as assigned.

3.2 Transit Assistant - Custodian of the training files and assists drivers with necessary training material.

3.3 Field Training Operators – FTO's will consist of senior drivers who will work with new drivers and ensure they are trained as outlined in the FTO program course.

3.4 Supervisors – responsible for selecting the training topics and ensuring that personnel complete the training and that records are kept once completed. Each topic will include a lesson plan and sign-up sheet of attendees. Oversee the FTO program and update/revise as necessary.

4.0 Training Records

4.1 Records – proof of training which includes sign-up sheets and lesson plans are kept in the transit assistant office. Certificates that are issued are filed in the driver or employee file with a sample attached to the lesson plan.

All training and testing activities are to be recorded and retained in files for a minimum of five years.

+++ END +++



TO: Board Members

FROM: Rob Balmes, Director

RE: Commitment to Zero Crash Tech Memo

Summary

On January 12, 2022, the TPO kicked-off Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. The TPO's consultant team, Benesch, has been developing a Crash Tech Memo, among several other tasks, to summarize an analysis of recent crash statistics in Marion County.

At the meeting, Chris Keller of Benesch will provide a presentation that highlights the Crash Tech Memo and share further information regarding the progress of the Commitment to Zero planning project.

Attachment(s)

- Crash Tech Memo presentation
- Commitment to Zero Crash Tech Memo

Action Requested

Review and offer comments, feedback at the meeting on the Crash Tech Memo.

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

TPO Board Meeting

March 22, 2022



What is Commitment to Zero?



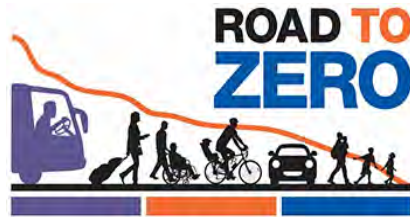
The TPO's effort to eliminate traffic-related deaths and serious injuries, led by the development of the Commitment to Zero Safety Action Plan.

- It will not have all the answers
- It will be a guide for addressing a complex issue
- It will be collaborative and data-driven
- It will identify actionable strategies and performance measures
- It will need to be monitored and updated
- It will be a marathon, not a sprint

Why Commitment to Zero?

Federal Commitment

- FAST Act
- Road to Zero



The primary safety goal of FHWA is to reduce transportation-related fatalities and serious injuries across the transportation system, and for this reason it fully supports the vision of zero deaths.

- New Infrastructure Law



Secretary Pete Buttigieg ✓ @SecretaryPete · Feb 4

Precisely because they're all too common, we have come to accept the idea that monstrous numbers of traffic deaths are an inevitable fact of modern life. But they aren't.

@USDOT is working to change that mindset and keep you safe on our roads.

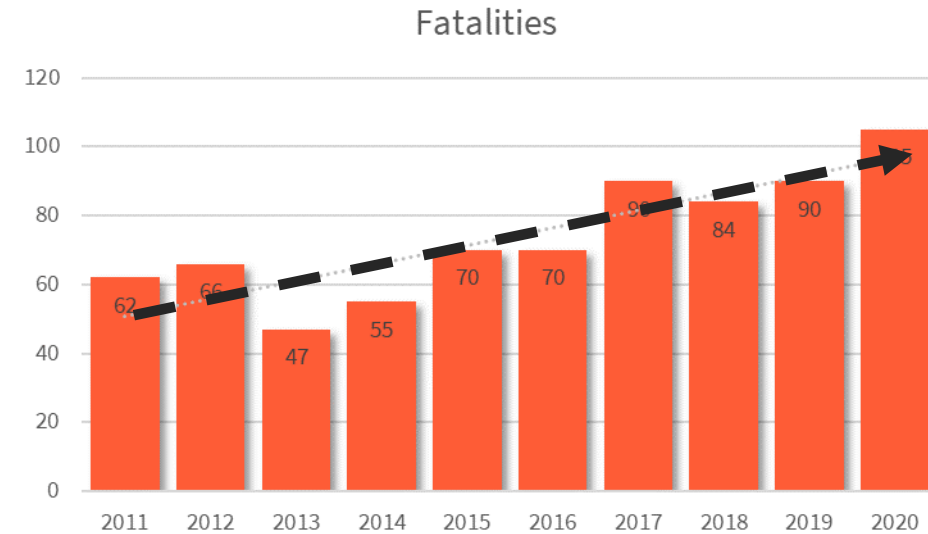
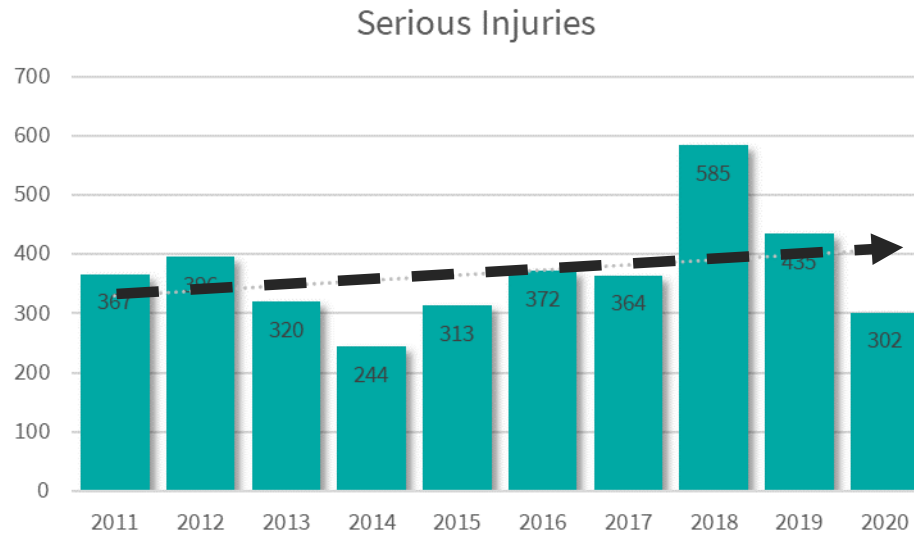
State Commitment

- Florida's Strategic Highway Safety Plan (SHSP)
- FDOT Safety Office



Why Commitment to Zero?

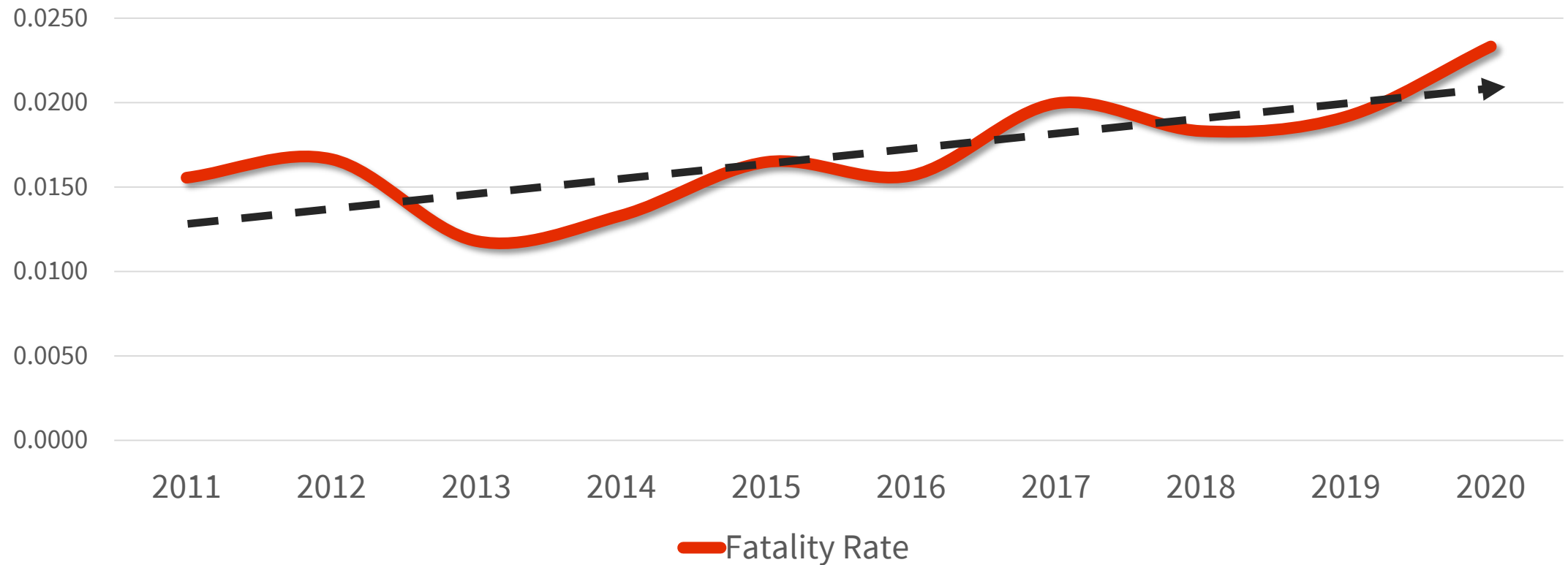
In the last decade there were 3,698 serious injuries and 739 fatalities.



Trending Upward

Why Commitment to Zero?

Rate of Fatalities are Increasing.



Fatalities per Million Vehicle Miles

Why Commitment to Zero?

- As national and state trends move towards zero, the TPO must respond.
- Belief that we can do something to prevent fatal and serious injury crashes.
- These are not just statistics; they are people that lived in our community.

Mangled Cars and One Dead After Fatal Crash



Ocala Teen Dies in Fatal Crash, One Critical



Safety Action Plan

What will the Commitment to Zero Safety Action Plan do?

- Align the TPO's safety vision with Federal and State initiatives, vision, and goals.
- Establish a framework for coordination, education, and engagement.
- Focus efforts on proven mitigation strategies and performance measures to monitor progress.
- Kick-Start Commitment to Zero



Safe System Principles



No Death or Serious Injury is Acceptable

Traffic deaths and serious injuries are acknowledged to be preventable. While no crashes are desirable, the Safe Systems approach prioritizes crashes that result in death and serious injuries, on the transportation system.



Humans Make Errors

Recognizes that humans are human and that they will inevitably make mistakes that can lead to crashes. The transportation system should be designed and operated to accommodate these mistakes and avoid death and serious injury.



Humans Are Vulnerable to Injury

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



Responsibility is Shared

Life saving changes happen when we elevate the collective, or societal, responsibility for safe mobility. Safe Systems acknowledges the responsibility that rests with system designers — transportation planners and engineers — as well as policymakers in designing and maintaining a safe system for people to function within. Individuals share the responsibility to abide by the systems, laws and policies set. If safety problems persist, then the responsibility comes back to the system designers and policymakers to take further measures to ensure that crashes don't lead to death or serious injury.



Proactive vs. Reactive

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



Redundancy is Crucial

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

Crash History Review



Crash History

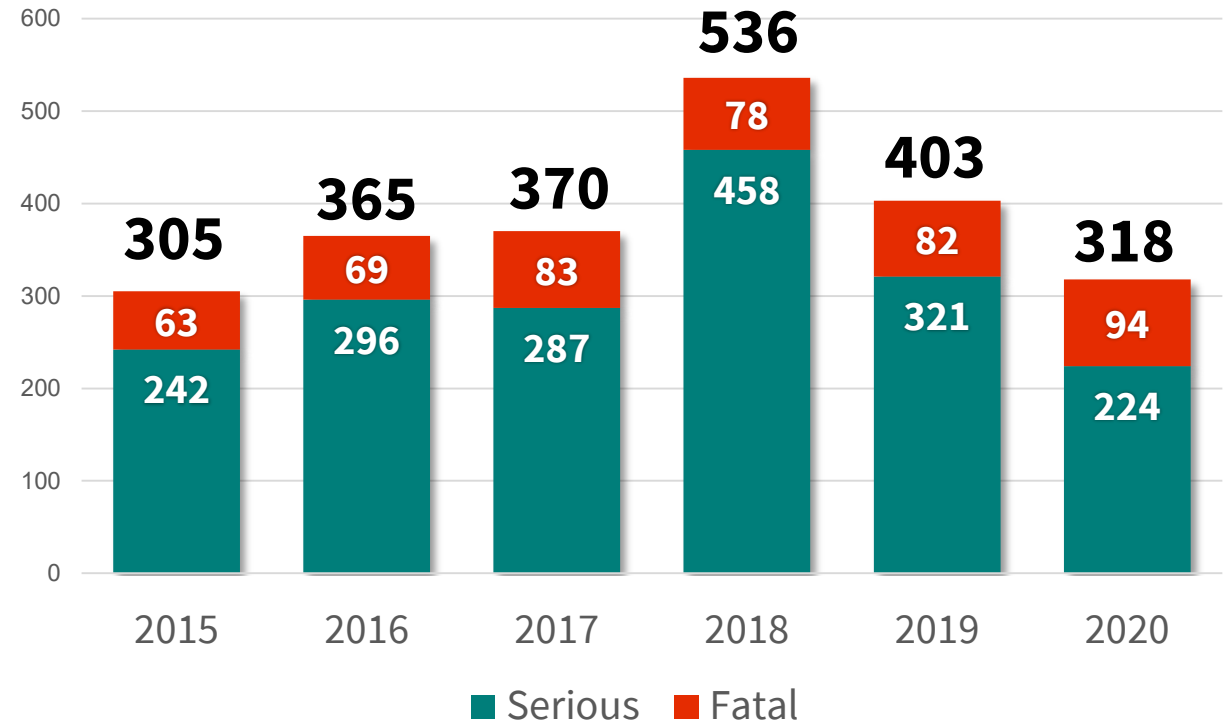
Annual Crashes

469 Fatal Crashes

509 Fatalities

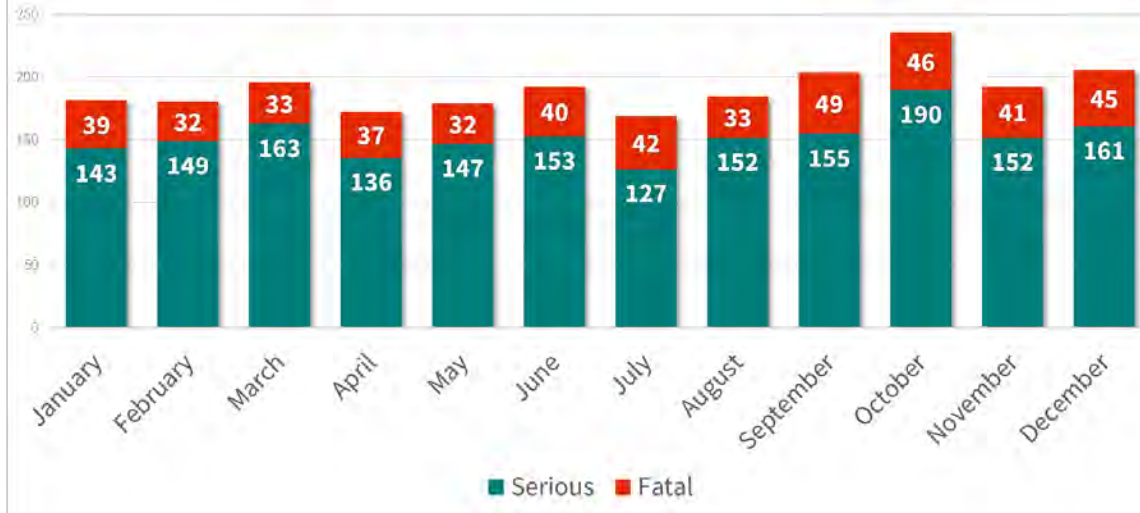
1,828 Serious Injury Crashes

2,371 Serious Injuries

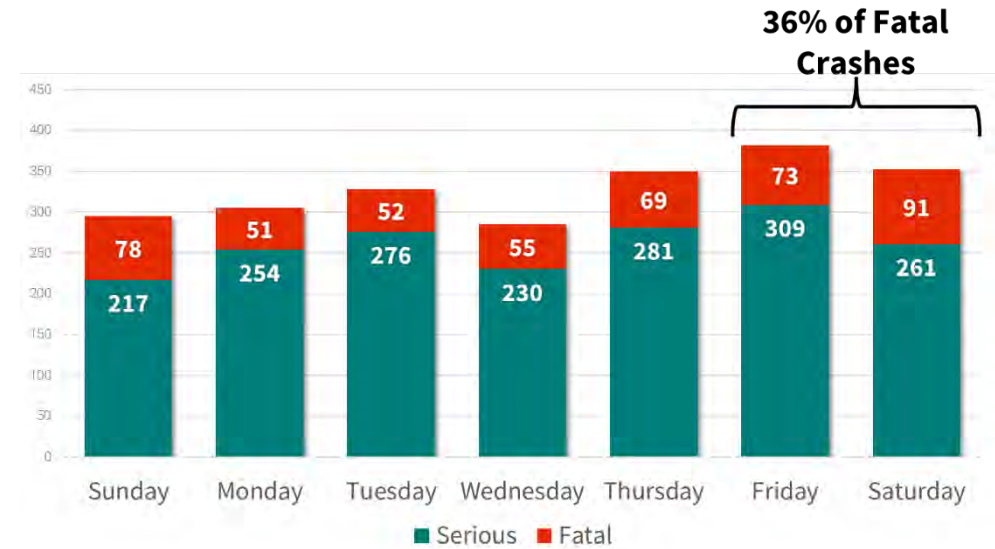


Crash History

Monthly and Daily Crashes



KSI Crashes by Month

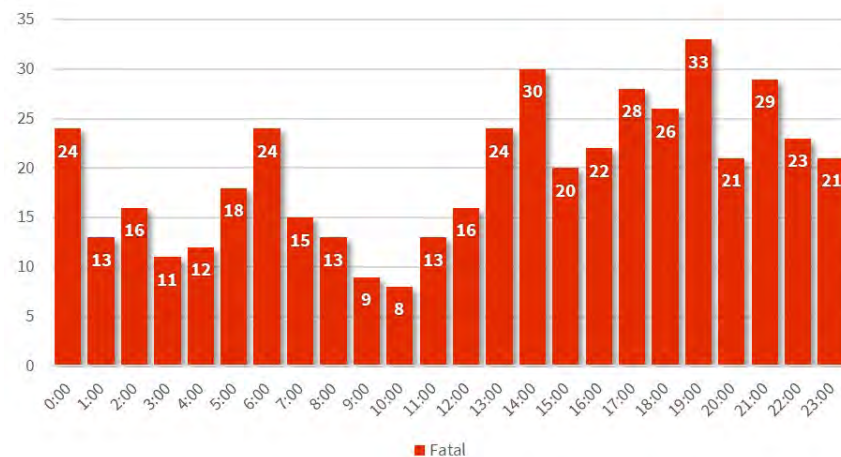
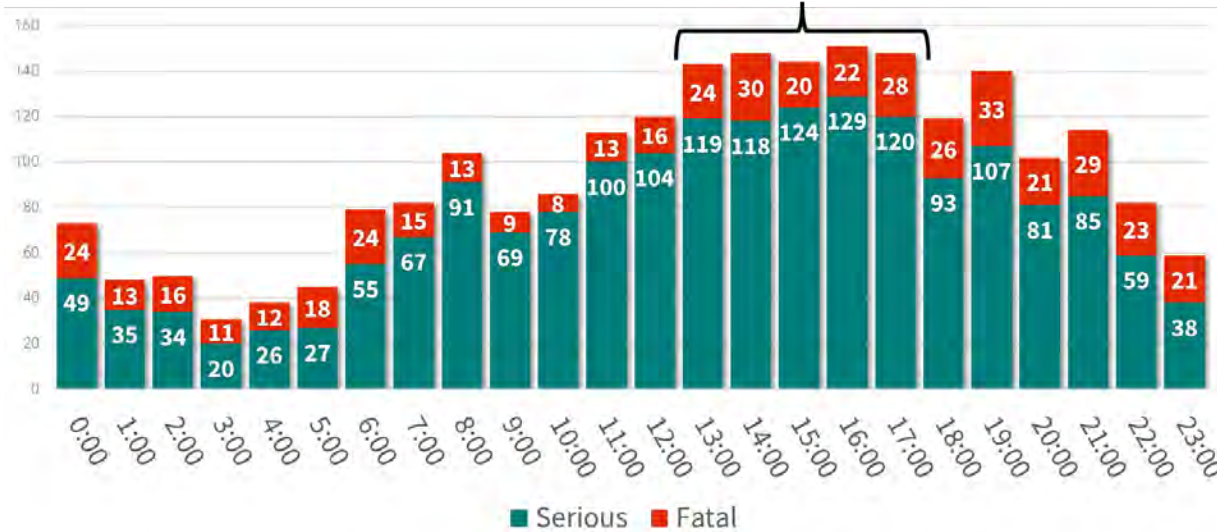


KSI Crashes by Day of the Week

Crash History

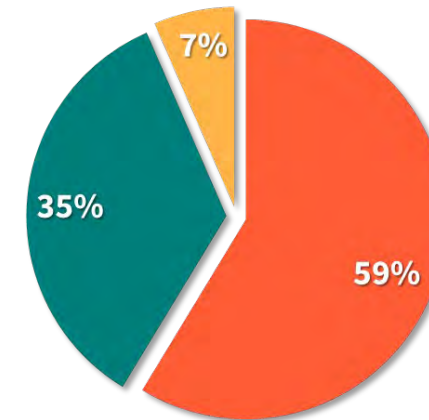
Crashes by Hour and Lighting Condition

33% of KSI Crashes

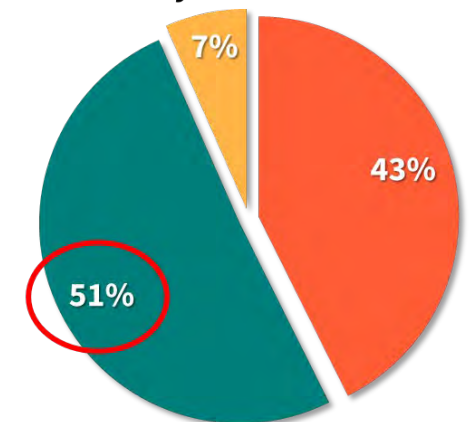


43.7% of Fatal crashes between 5 pm and 1 am

All KSI Crashes



Only Fatal Crashes



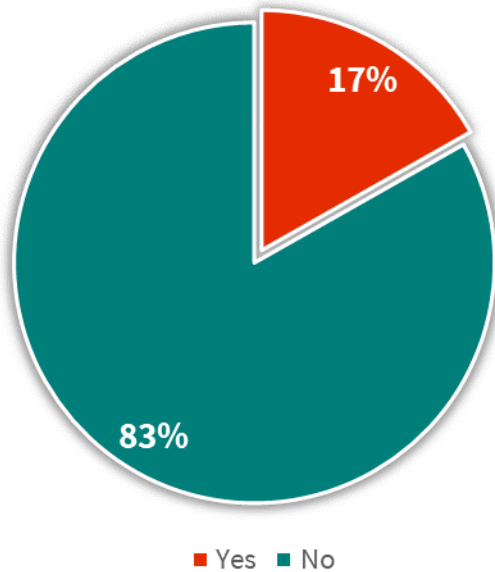
Daylight
 Dark
 Dawn / Dusk / Other

Daylight
 Dark
 Dawn / Dusk / Other

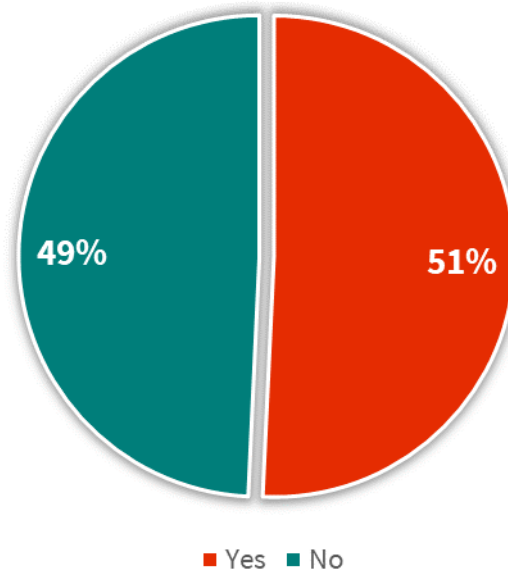
Crash History

Confirmed Alcohol or Drug Use

All KSI Crashes

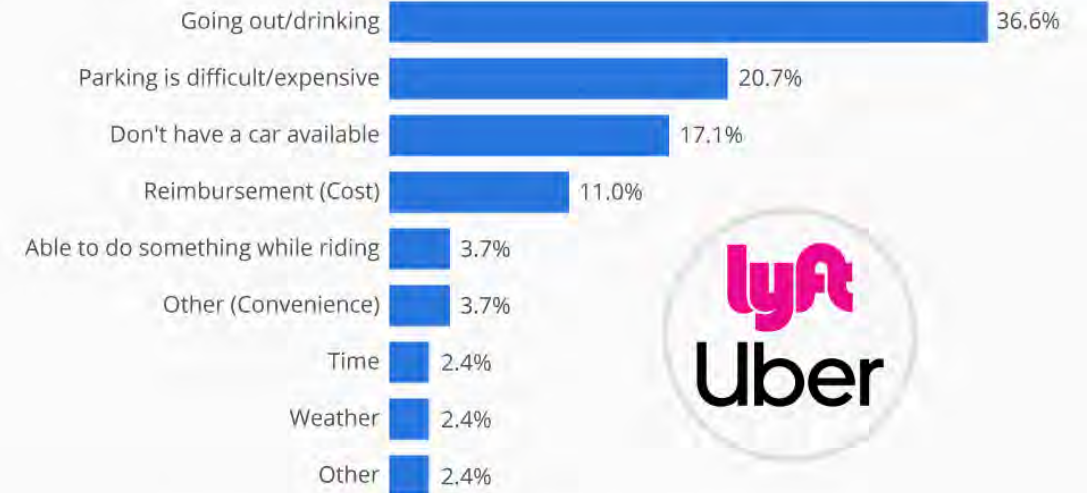


Only Fatal Crashes



Drinking and Not Driving Main Reason for Rideshare

% that identify the main reason that led a rider to choose Lyft/Uber over other options



Passenger surveys collected in Denver, Colorado for Uber and Lyft over a period of 14 weeks during fall 2016. Dataset includes 311 responses over the course of 308 rides (during three rides, more than one passenger took the survey).
Source: Journal of Transport and Land Use, Volume 12 No. 1 (2019) p. 127-147

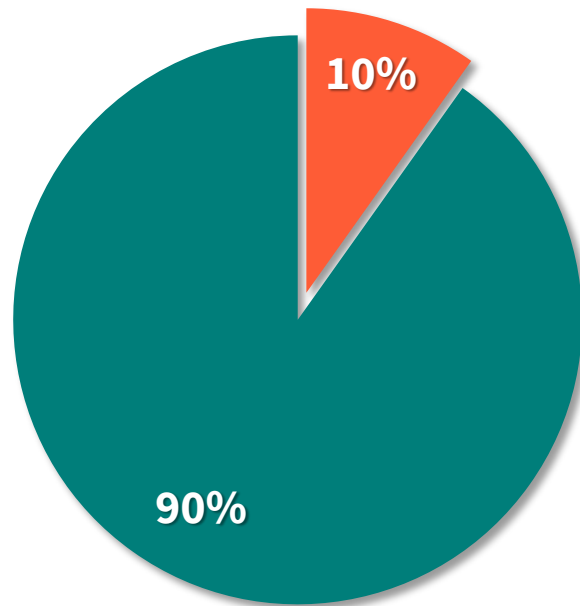


Alcohol or Drug Confirmed – a crash involving a driver and/or non-motorist who either had a BAC greater than 0.00 or tested positive for drugs at the time of the crash.

Crash History

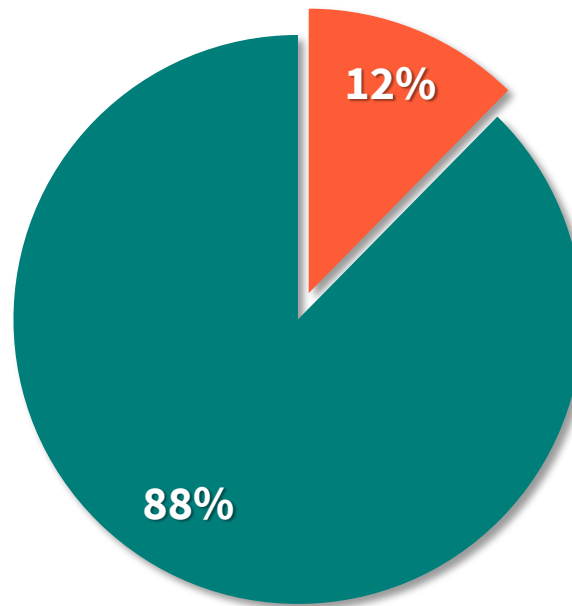
Confirmed Distraction

All KSI Crashes



■ Yes ■ No

Only Fatal Crashes



■ Yes ■ No

Confirmed Distraction – crashes, injuries, and fatalities that occurred in events where at least one driver or non-motorist was listed on the crash report with a distracted code.

Any activity that takes the driver's attention away from the task of driving.

Examples:

- Eating and drinking
- An outside person, object or event; animal, crash scene, road construction
- Adjusting radio or air temperature
- Another occupant in vehicle, talking, assisting a child
- A moving object in the vehicle: a pet, an insect, object falling from a seat
- Cell phone related: dialing, talking, listening, texting, or reaching for a phone
- Other object in the vehicle: reaching for a water bottle, sunglasses, purse/bag
- Using a device integral to the vehicle: adjusting mirrors, lights, or seatbelt
- Other distraction: medical issues, looking at road signs, sleepy, fatigued, inattentive, or lost in thought/daydreaming

Crash History

Roadway Type

Type	Fatal Crashes	% of Fatal	Serious Injury Crashes	% of Serious Injury	KSI Crashes	% KSI	% of Network	% of VMT
Highway	45	9.62%	76	4.17%	121	5.28%	0.95%	22.51%
Arterial	217	46.37%	1,049	57.54%	1,266	55.26%	7.77%	37.07%
Collector	147	31.41%	441	24.19%	588	25.67%	14.73%	20.48%
Local	58	12.39%	218	11.96%	276	12.05%	76.56%	19.94%
Other	1	0.21%	39	2.14%	40	1.75%	NA	NA

Crash History

Posted Speed

Posted Speed	Fatal Crashes	% of Fatal	Serious Injury Crashes	% of Serious Injury	KSI Crashes	% KSI
30 mph	49	10.47%	260	14.26%	309	13.49%
35 mph	30	6.41%	148	8.12%	178	7.77%
40 mph	9	1.92%	60	3.29%	69	3.01%
45 mph	123	26.28%	596	32.69%	719	31.38%
50 mph	5	1.07%	23	1.26%	28	1.22%
55 mph	206	44.02%	620	34.01%	826	36.05%
60 mph	0	0.00%	1	0.05%	1	0.04%
70 mph	46	9.83%	77	4.22%	123	5.37%
Unknown	0	0.00%	38	2.08%	38	1.66%

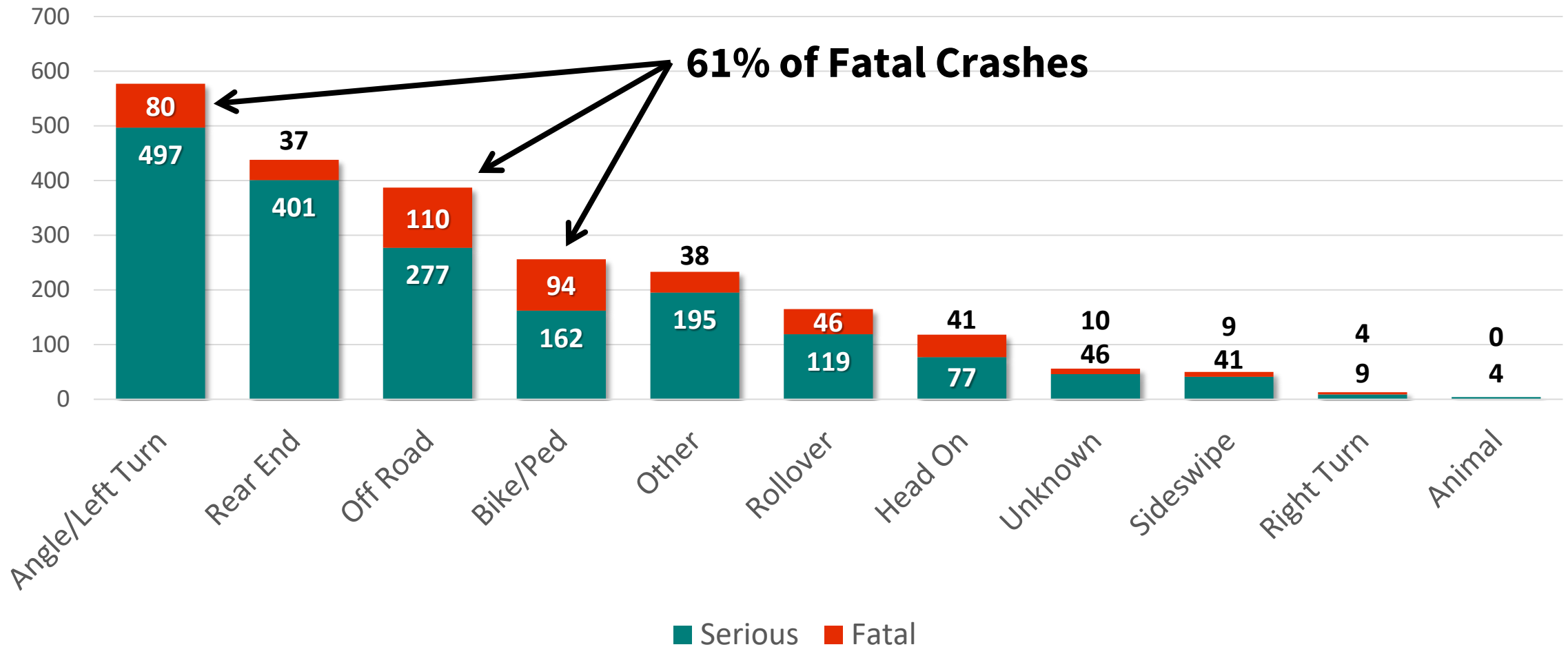
45+ mph = 81.2%

45+ mph = 72.2%

45+ mph = 74.1%

Crash History

Crash Types



Top Crash Types

Run Off Road

387 total KSI crashes

110 fatal crashes

17% of total KSI crashes

23% of all Fatal Crashes

15% of all Serious Injury

53% During Daylight Conditions

49% Rural locations



- 40% During Dark – Not Lighted Conditions
- 23% in Rural locations during Dark – Not Lighted Conditions

Top Crash Types

Pedestrian/Bicycle

323 total KSI crashes

94 fatal crashes

11% of total KSI crashes

20% of all Fatal Crashes

9% of all Serious Injury

60% During Daylight Conditions

85% Urban locations



Top Crash Types

Angle/Left Turn

577 total KSI crashes

80 fatal crashes

25% of total KSI crashes

17% of all Fatal Crashes

27% of all Serious Injury

70% During Daylight Conditions

79% Intersection Related



Next Steps

FALL 2021

- Begin Project (Nov. '21)
- Data Collection and Analysis (Nov. – Dec. '21)
- Communications Plan (Dec. '21)
- Project Coordination (Throughout)

SPRING 2022

- Finalize High Injury Network (Mar. '22)
- Begin Developing Actionable Strategies (Mar. '22)
- Continue Online Engagement (Throughout)
- **Committee & Board Presentations (Mar. '22)**
- Working Group Meeting #2 (Apr. '22)
- **Public Workshop (Apr. '22)**
- Stakeholder Group Meeting (May '22)

- Finalizing Crash Assessment and High Injury/Target Network
- Begin Action Strategies Development
- **Public Workshop, April 14, 2022**

WINTER 2022

- Project Kick-Off Meeting (Jan. '22)
- Crash Assessment Findings (Feb. '22)
- Identify High Injury Network (Feb. '22)
- Best Practice Review Findings (Feb. '22)
- Launch Online Survey (Jan. '22)
- Launch Online Interactive Map (Jan. '22)
- Working Group Meeting #1 (Feb. '22)

SUMMER 2022

- Close Online Survey & Map (Jul. '22)
- Working Group Meeting #3 (Jul. '22)
- Draft Action Plan (Aug. '22)
- Committee & Board Presentations (Sep. '22)
- Final Action Plan (Sep. '22)

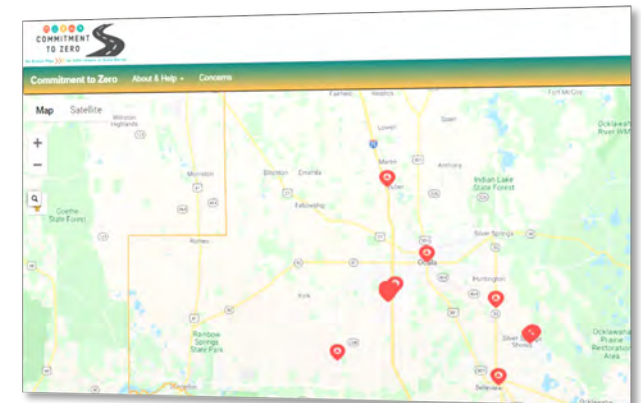
Get and Stay Involved



Take and Share the
Online Survey:

This is a screenshot of a web browser displaying the 'Ocala Marion TPO Commitment to Zero Safety Action Plan Survey'. The page has a header with the organization's logo and navigation links. The main content area includes a title, a paragraph explaining the survey's purpose, and contact information for Rob Balmes. At the bottom, there is a question: '1. Have you ever been involved in a traffic crash?' with radio button options for 'Yes' and 'No'.

Visit the Interactive
Map:



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

Questions, Answers, and Discussion

TPO Contact: Rob Balmes, AICP, CTP, Rob.Balmes@marionfl.org
Consultant Contact: Chris Keller, AICP, cKeller@benesch.com



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

Crash Assessment Technical Memorandum

DRAFT

February 2022



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Crash Assessment Overview

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

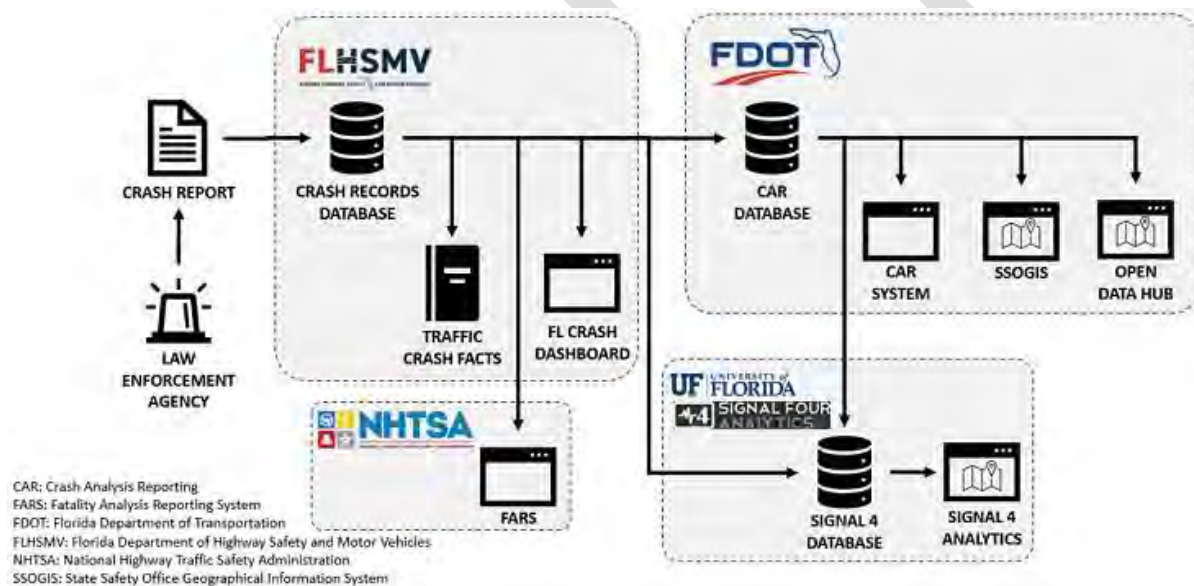
- During the 6-year assessment period from 2015 to 2020 there were 469 fatal crashes and 1,828 serious injury crashes.
- While annual KSI crashes have decreased since peaking in 2018, the number of KSI crashes has been trending upward during the assessment period.
 - The number of fatal crashes has continued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

Introduction

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

Data Source

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





Crash Trends

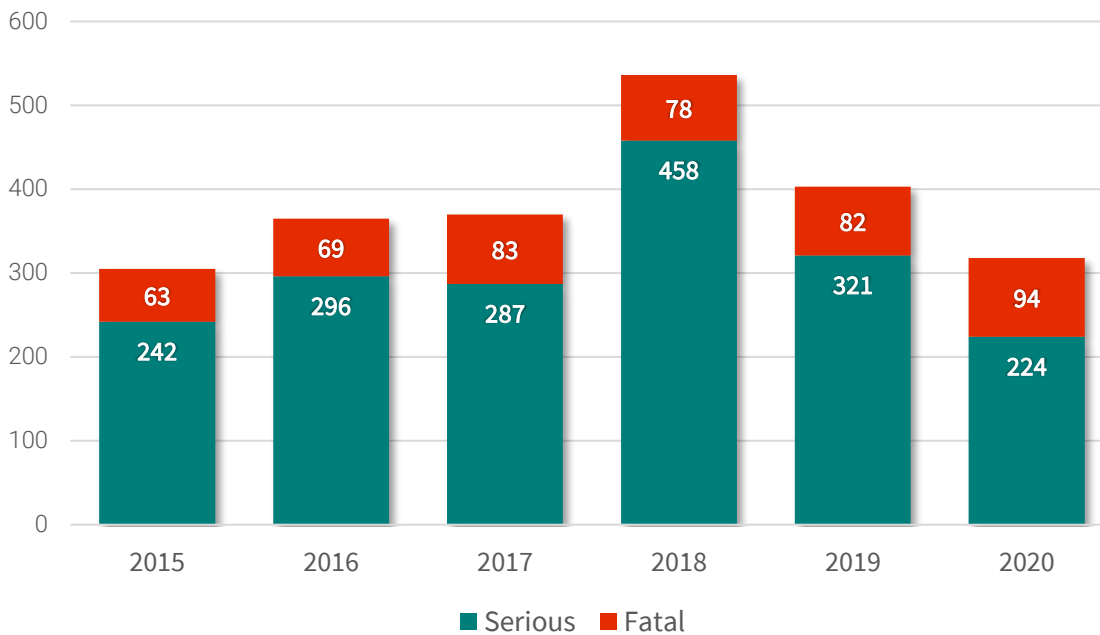
To better understand which interventions will have the highest safety benefit, an analysis of five-year crash data was undertaken to identify crash trends within Ocala / Marion County. An additional sixth year, 2015, was included to account for the unusual circumstances in 2020 stemming from the initial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

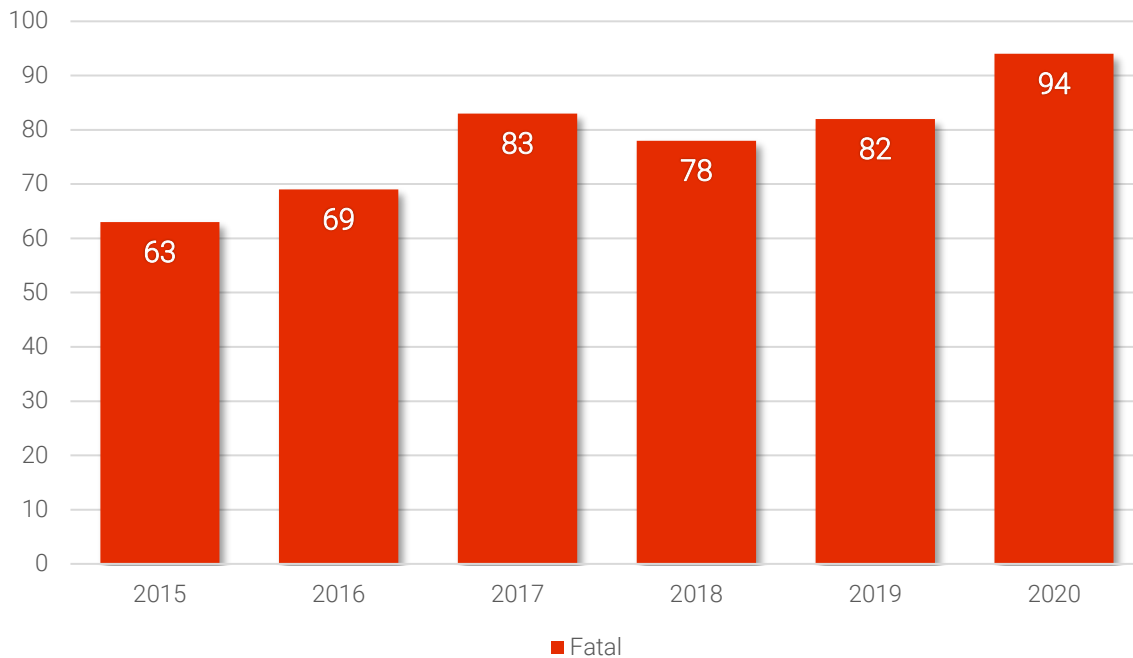
Seasonality

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

Annual Crashes

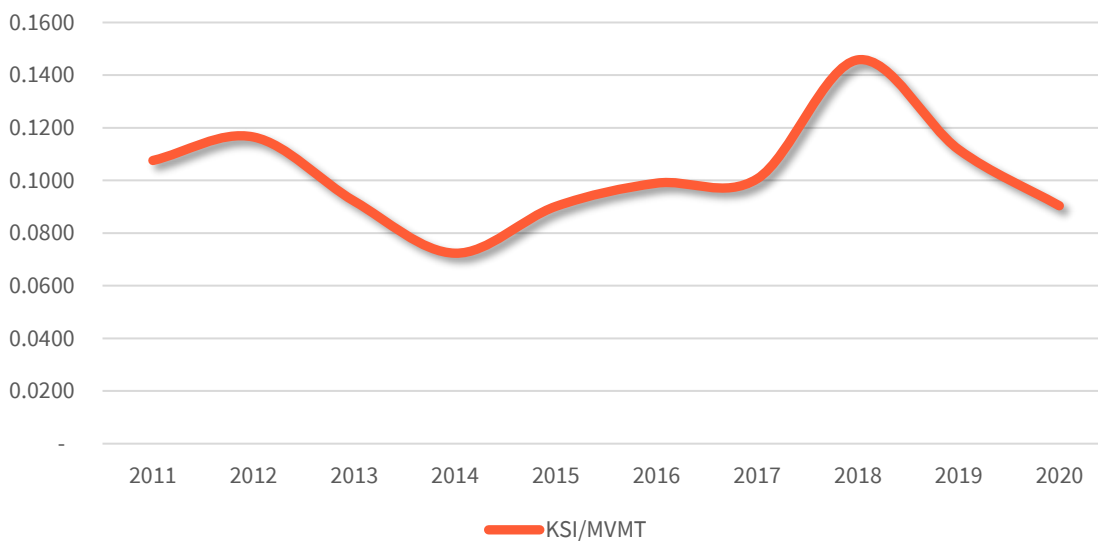
On an annual basis, KSI crashes have been progressively increasing. In 2018 there was a noted spike in serious injury crashes. Although total KSI crashes were lower in 2020, the proportion of fatal crashes to serious injury crashes was higher than in any other reviewed year. Fatal crashes have increased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





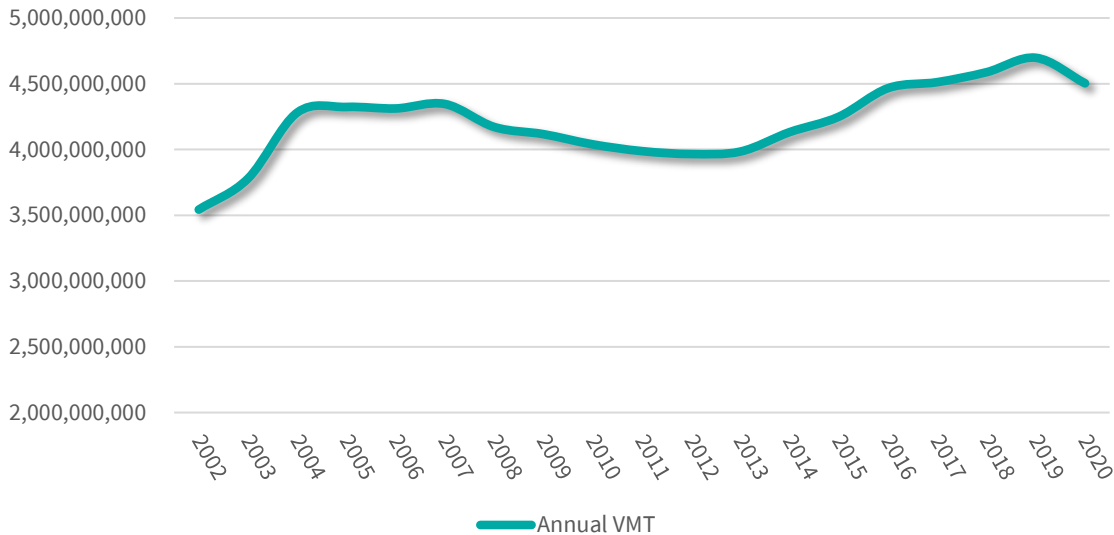
Annual Crash Rates

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

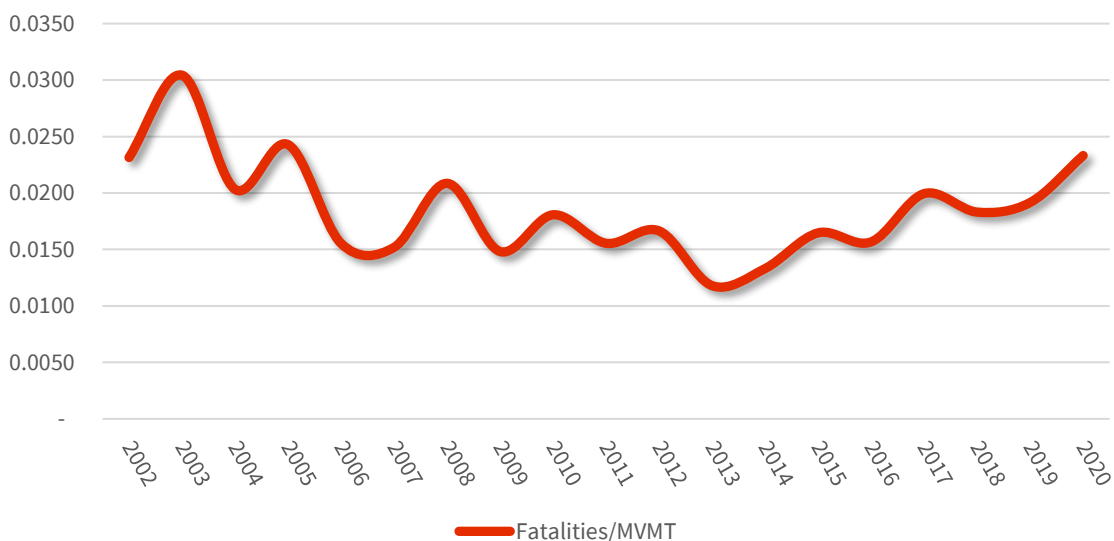


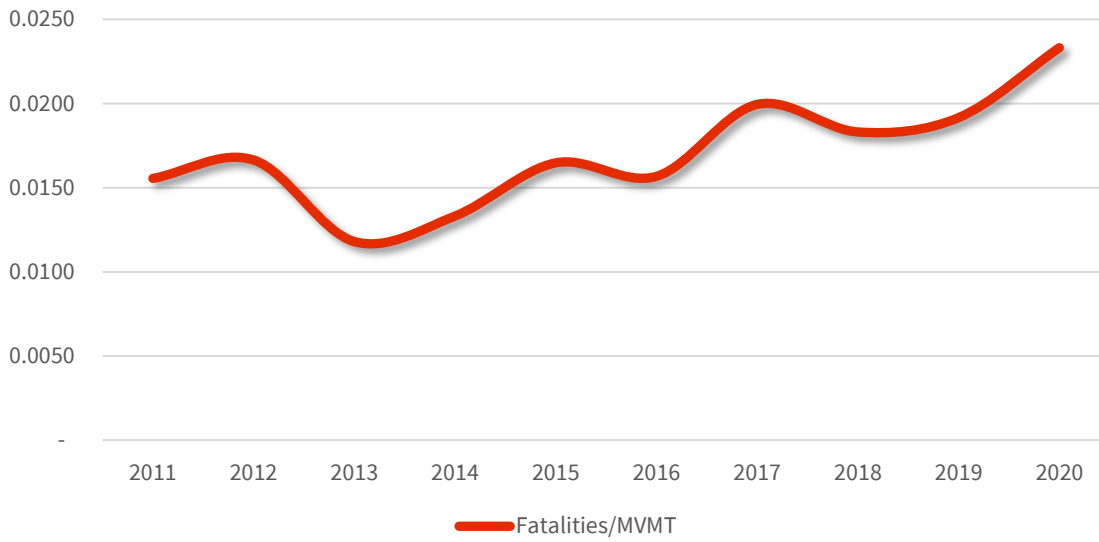


The following figure shows annual VMTs for Marion County for the years 2002 through 2020. As shown VMTs were relatively stable through the mid-2000s, began to decrease during the recession beginning in 2008, and then started rising again starting in 2014.



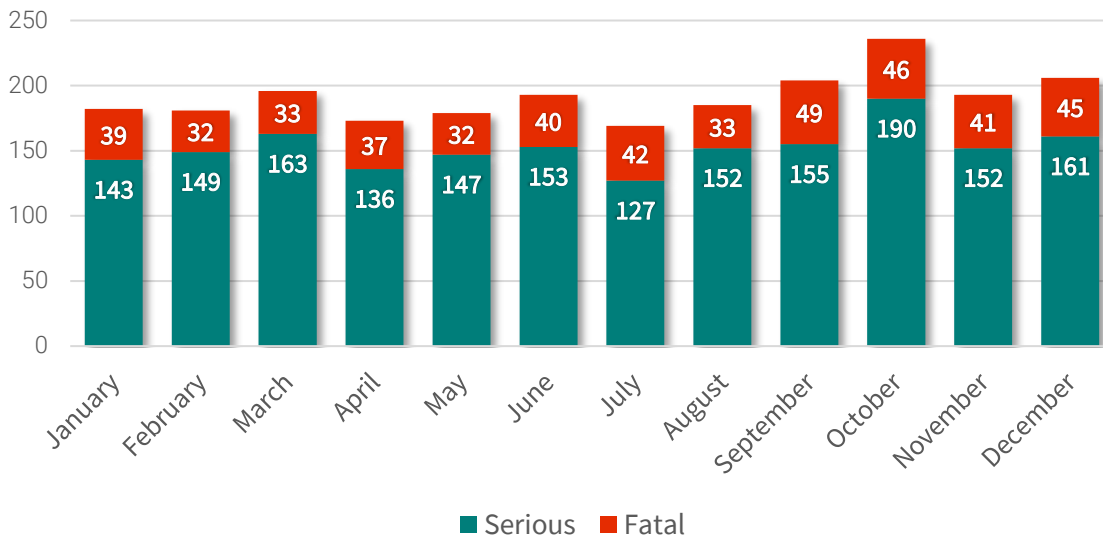
The rate of fatalities per million VMT is shown in the following figures. The first figure shows the fatality rate from 2002 through 2020, as shown the fatality rate has decreased during the 19-year period but starting in 2014 the fatal crash rate has increased. The next figure shows the fatality rate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





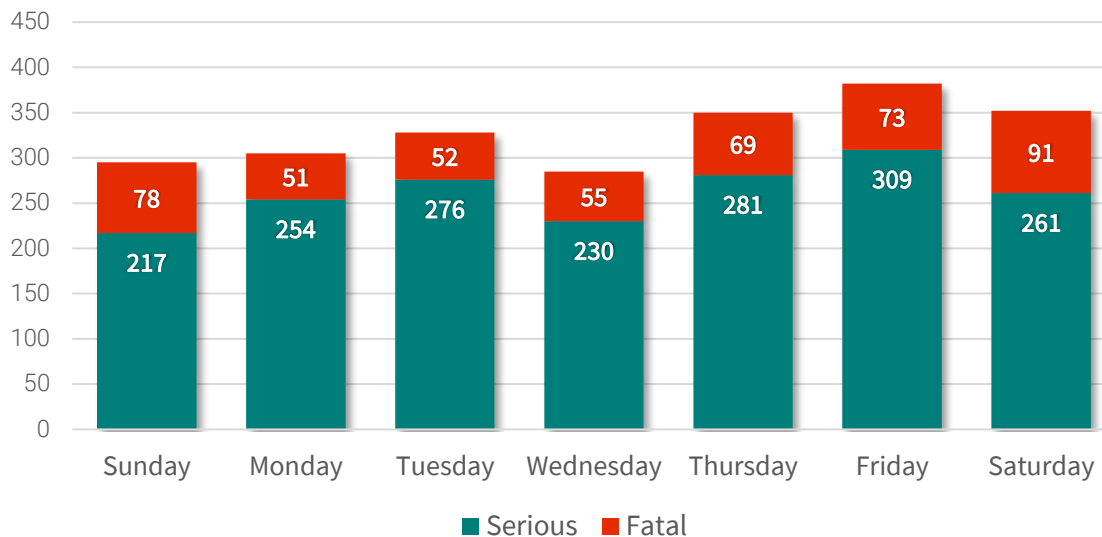
Monthly Crashes

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



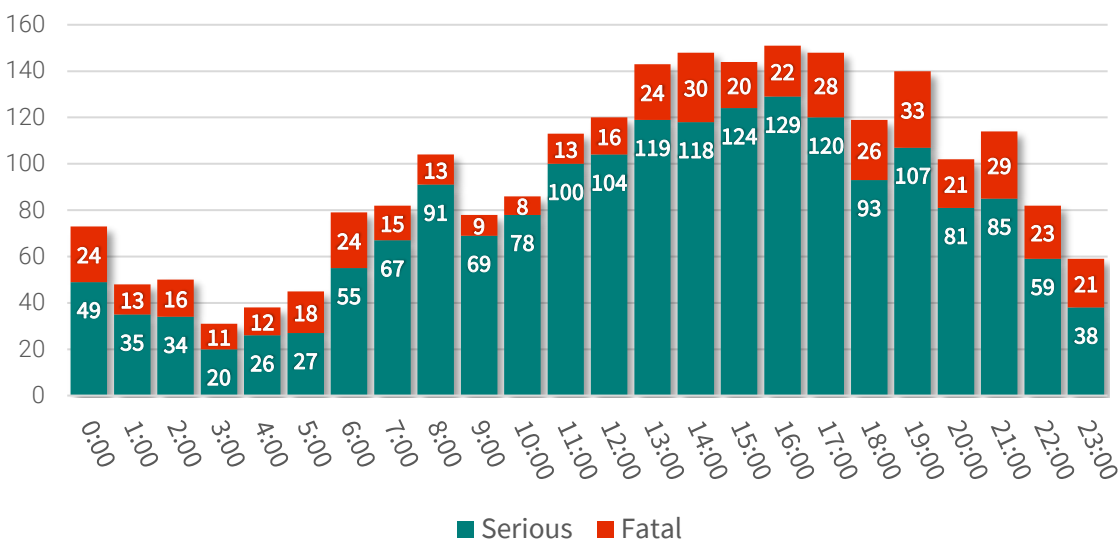
Daily Crashes

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



Hourly

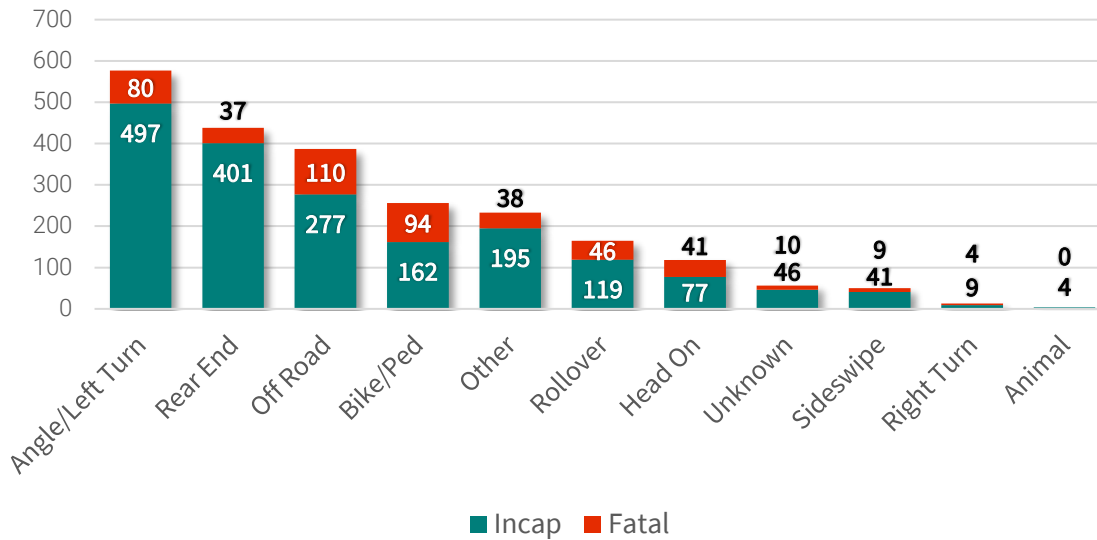
Examining KSI crashes by time of day shows a distinct peak in crash frequency through the afternoon and early evening hours between 1 pm and 6 pm. The highest number of crashes resulting in serious injuries occurred during the 4 pm hour, with 129 severe injury crashes. The 7 pm hour had the highest frequency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





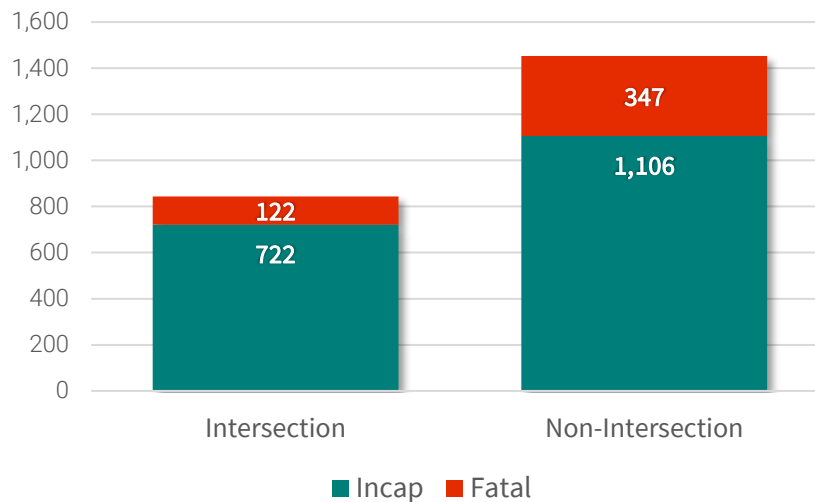
Crash Types

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



Relation to Intersection

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

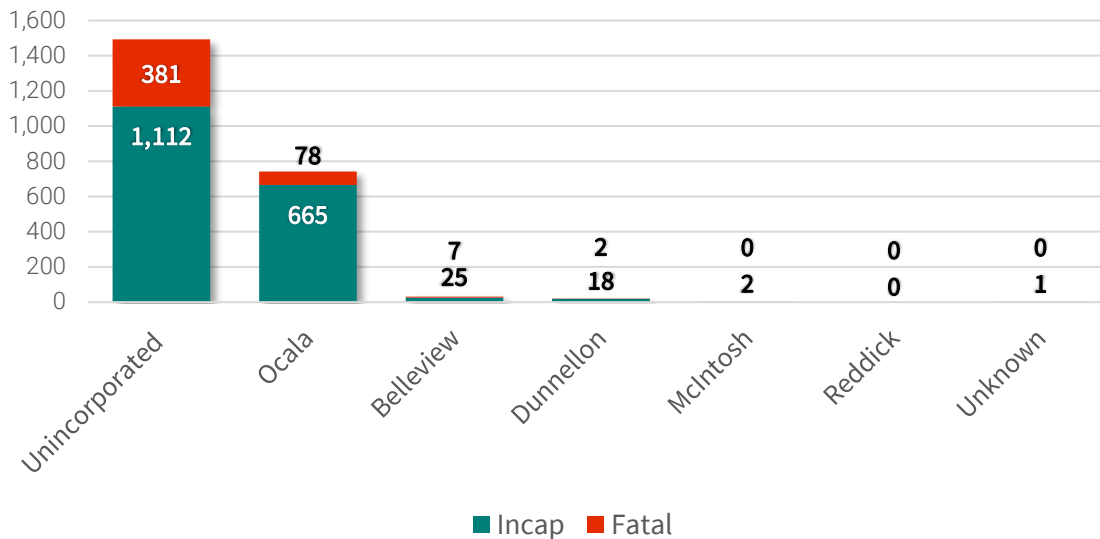




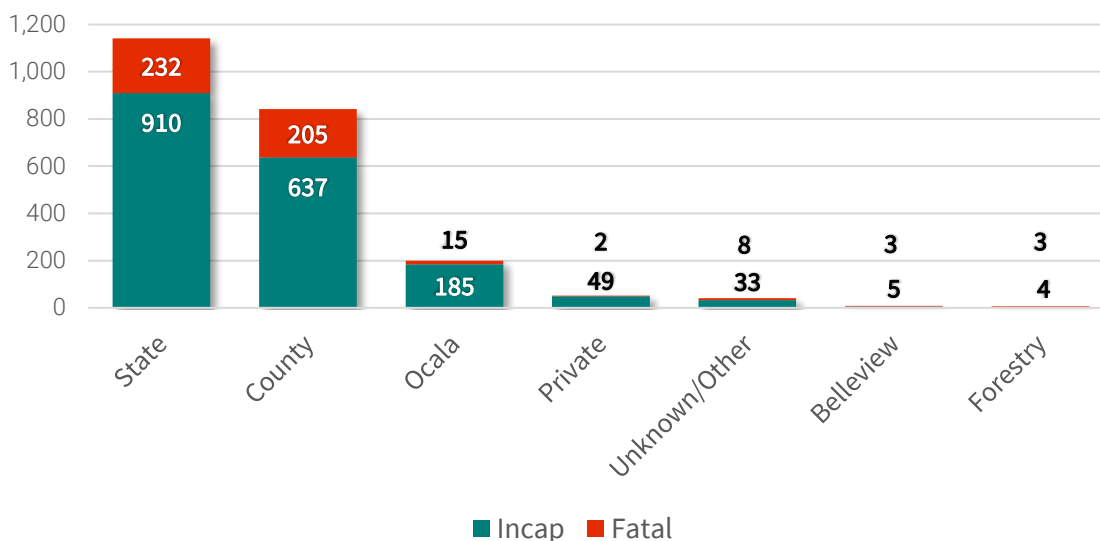
Roadway and Locational Trends

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

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

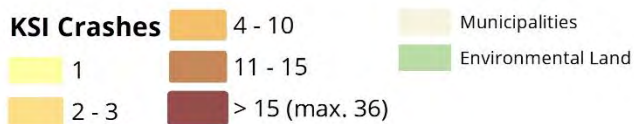
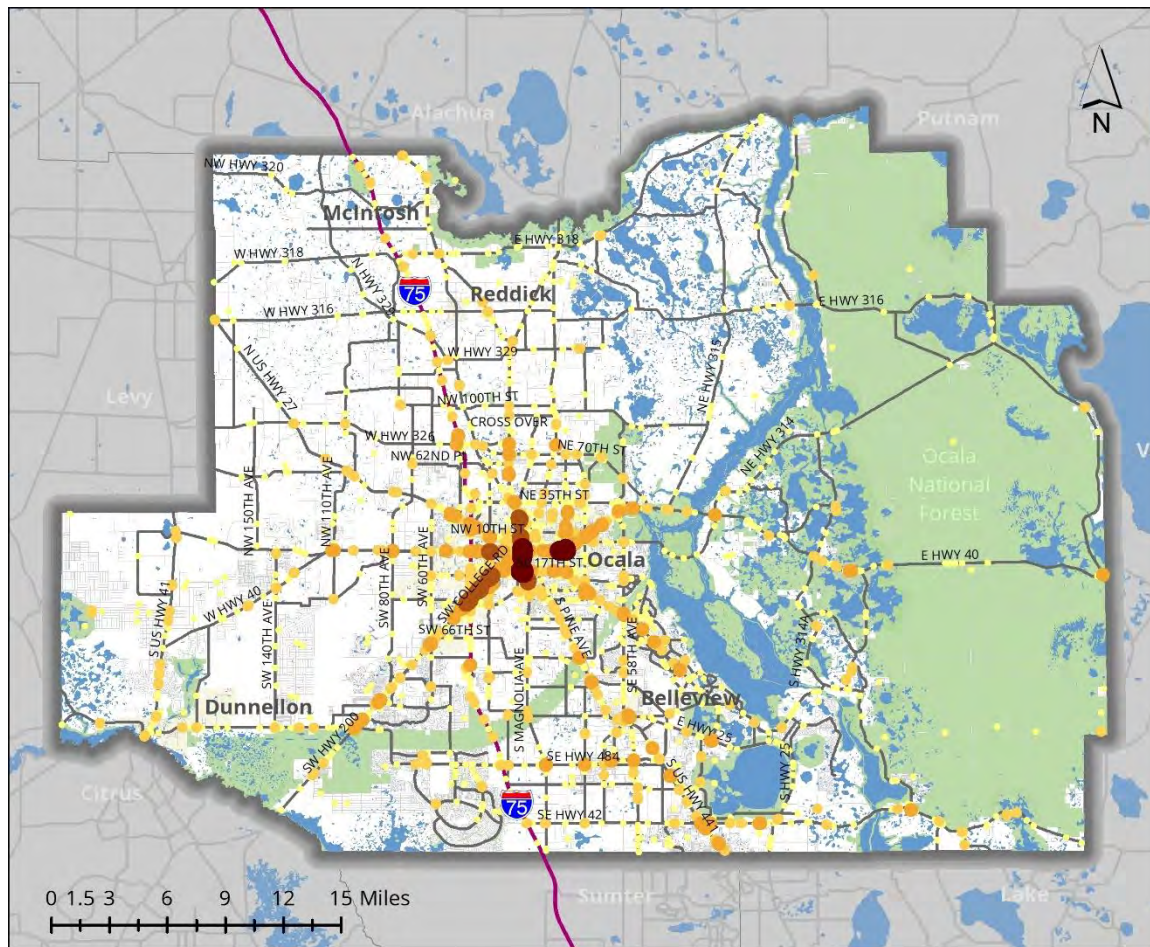


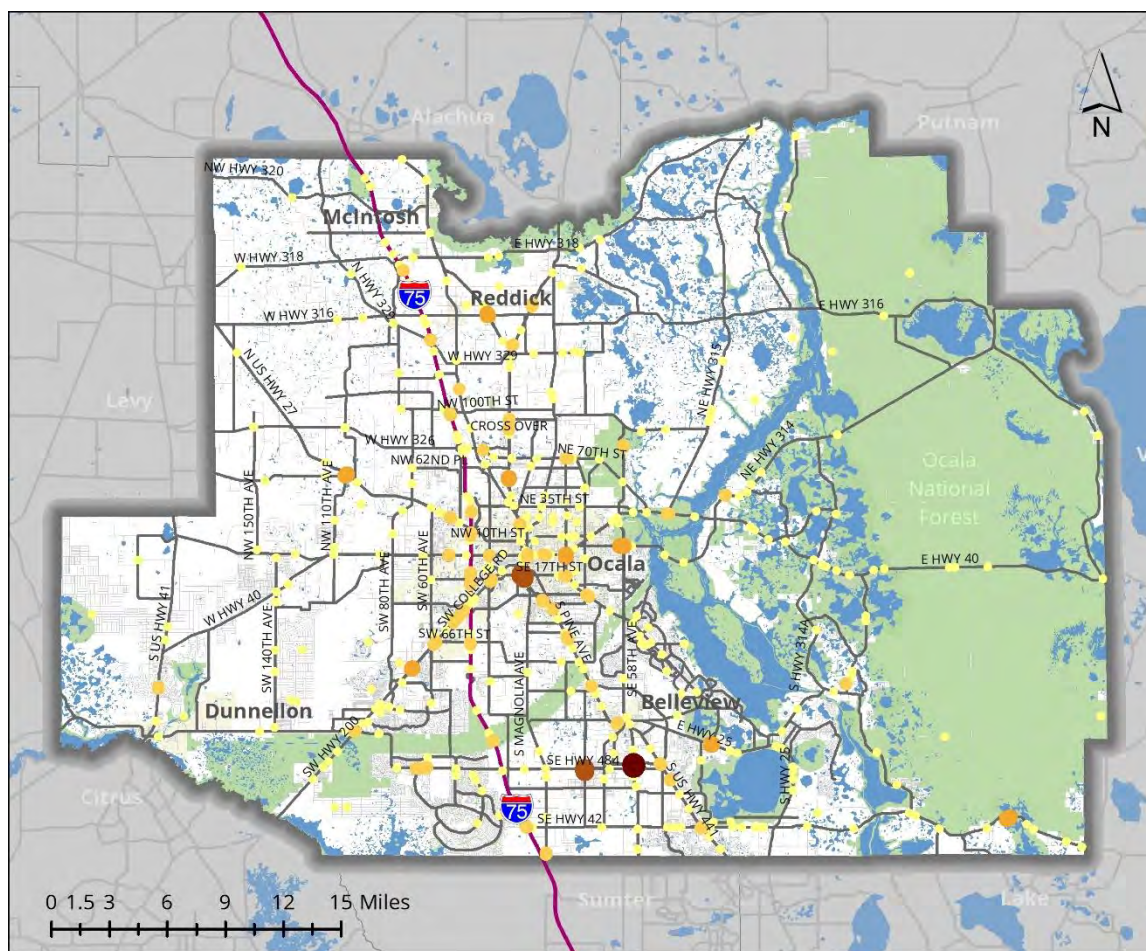
Most crashes occur on State and County maintained roads. These roads carry the highest volume of traffic at the highest speeds, two factors that contribute significantly to the probability and severity of a crash.



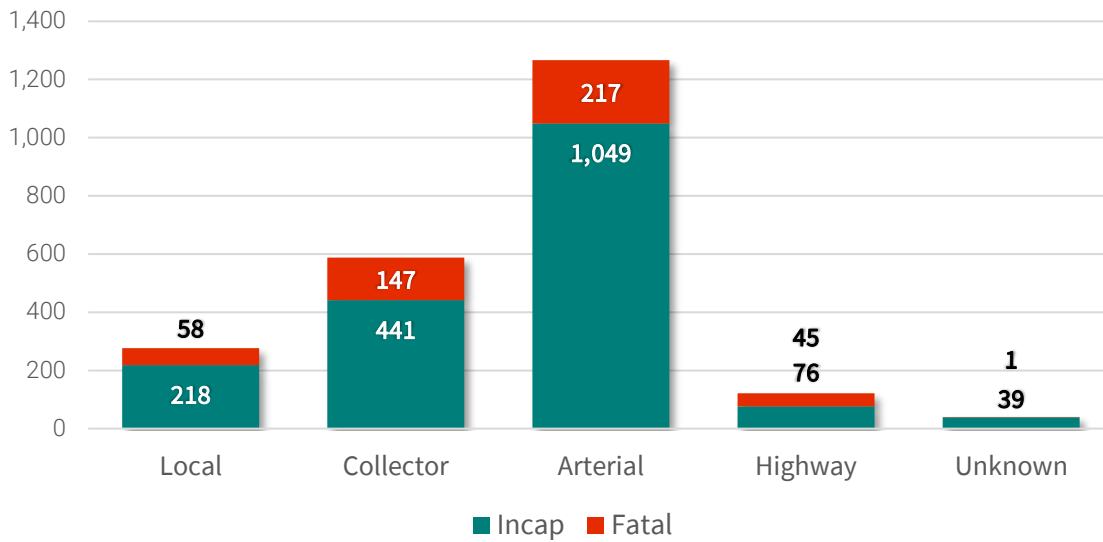


The following maps show the location and frequencies of KSI and Fatal crashes. As shown, the highest concentration of KSI crashes is in the most urban areas of the county, specifically within and near the City of Ocala. Fatal crashes are a little more dispersed throughout the county.

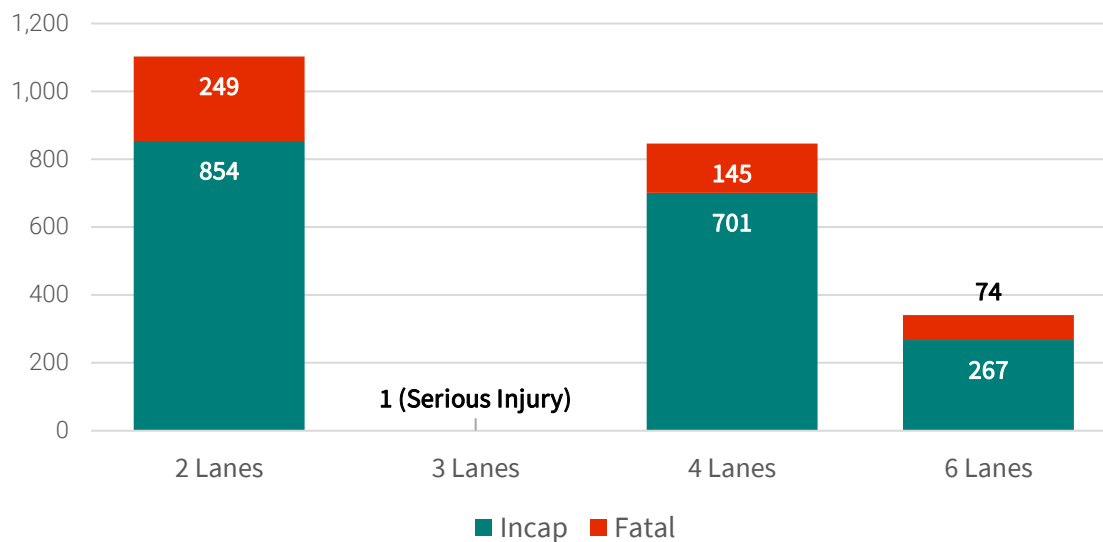




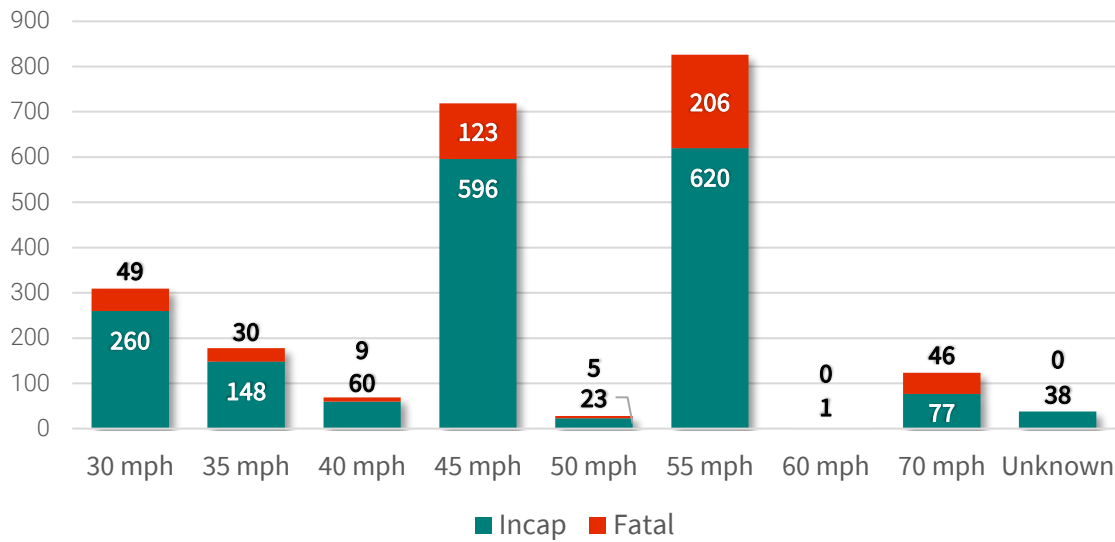
Arterial roadways make up about 8% of total centerline miles in Marion County, carry approximately 37% of the traffic, yet have 55% of total KSI crashes and 46% of total fatal crashes. Collector streets, which make up about 15% of total centerline miles and carry about 20% of the traffic, have about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



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

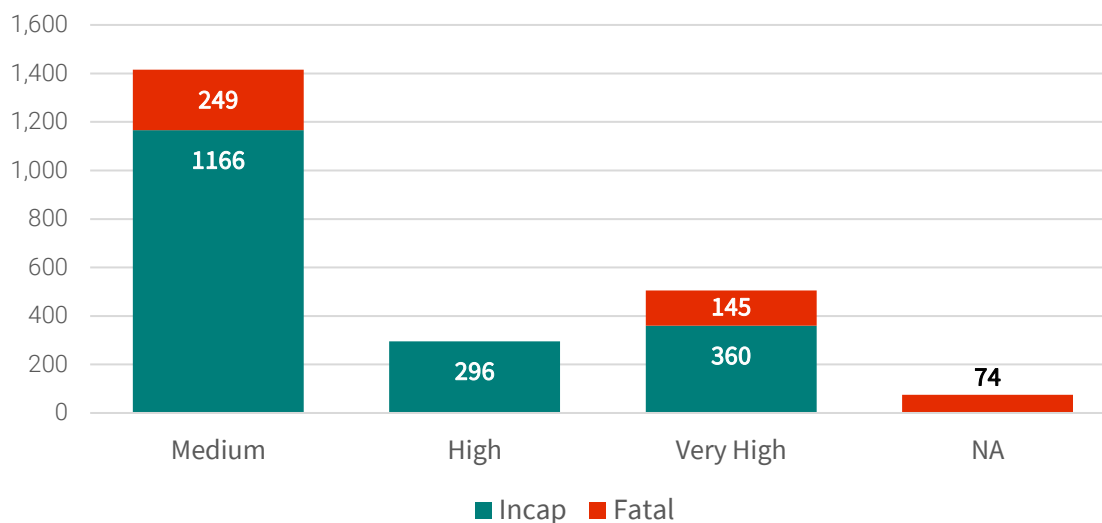


Roads with a posted speed limit of 45 MPH or 55 MPH made up about two-thirds of total KSI crashes. Additionally, roads with a posted speed limit of 55 MPH made up 44% of fatal crashes, despite only making up 36% of total KSI crashes.



Equity Assessment

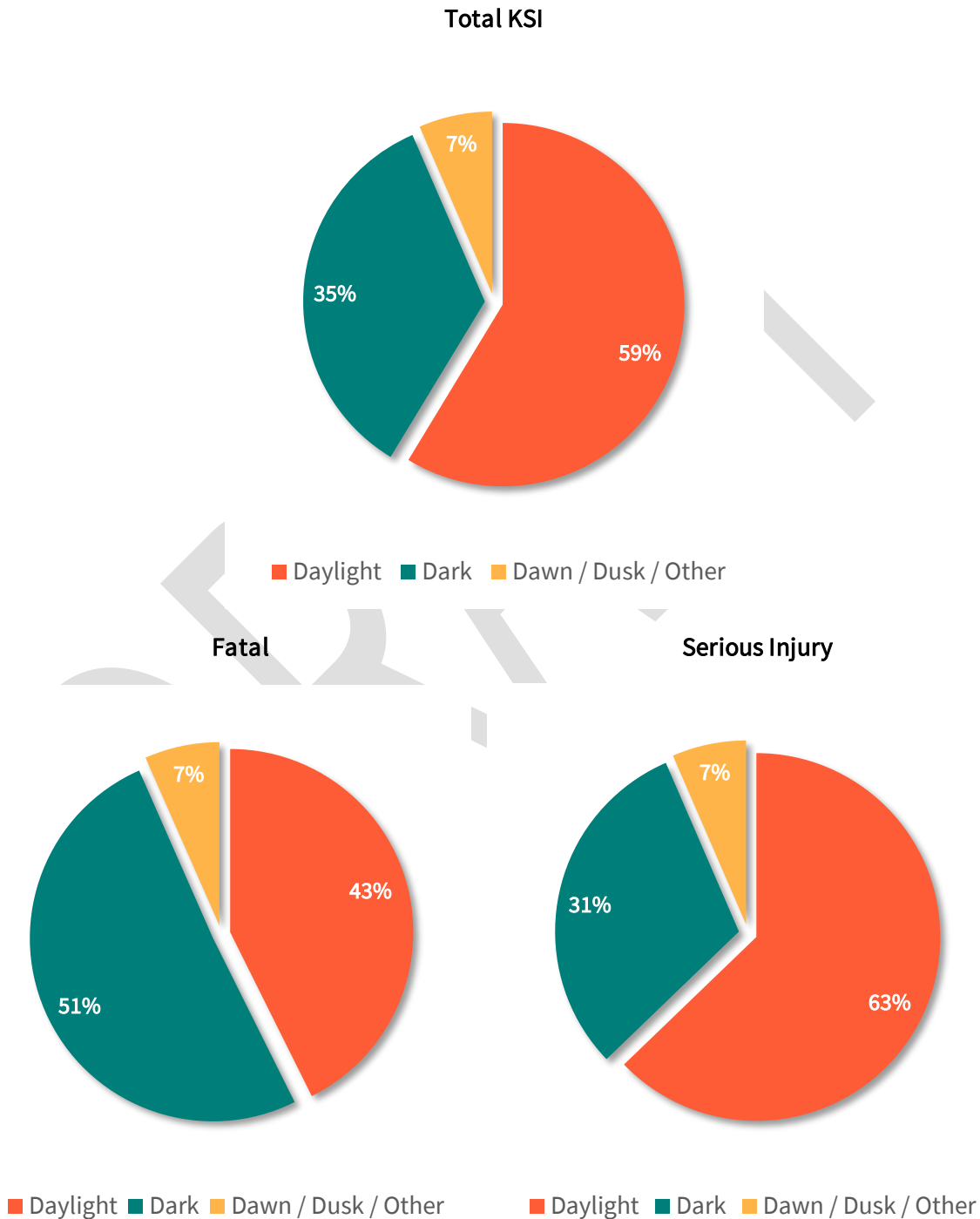
Demographic and socioeconomic factors including age (under 16 and 65 and older), race/ethnicity, household poverty, income, English language proficiency, education attainment, disability, and zero-vehicle households were obtained and analyzed at the Census block group level. The composite transportation equity score identifies concentrations of these factors relative to the County as a whole. Block groups with a low equity score have a lower concentration of demographic/socioeconomic indicators that are often associated with increased barriers to mobility. Locations with a High and Very High equity score represent locations that have higher percentages indicators. Approximately 65.3% of the KSI crashes occurred in medium equity indicator locations, 16.5% in high equity indicator locations, and 18.2% in very high equity indicator locations.



Environmental Trends

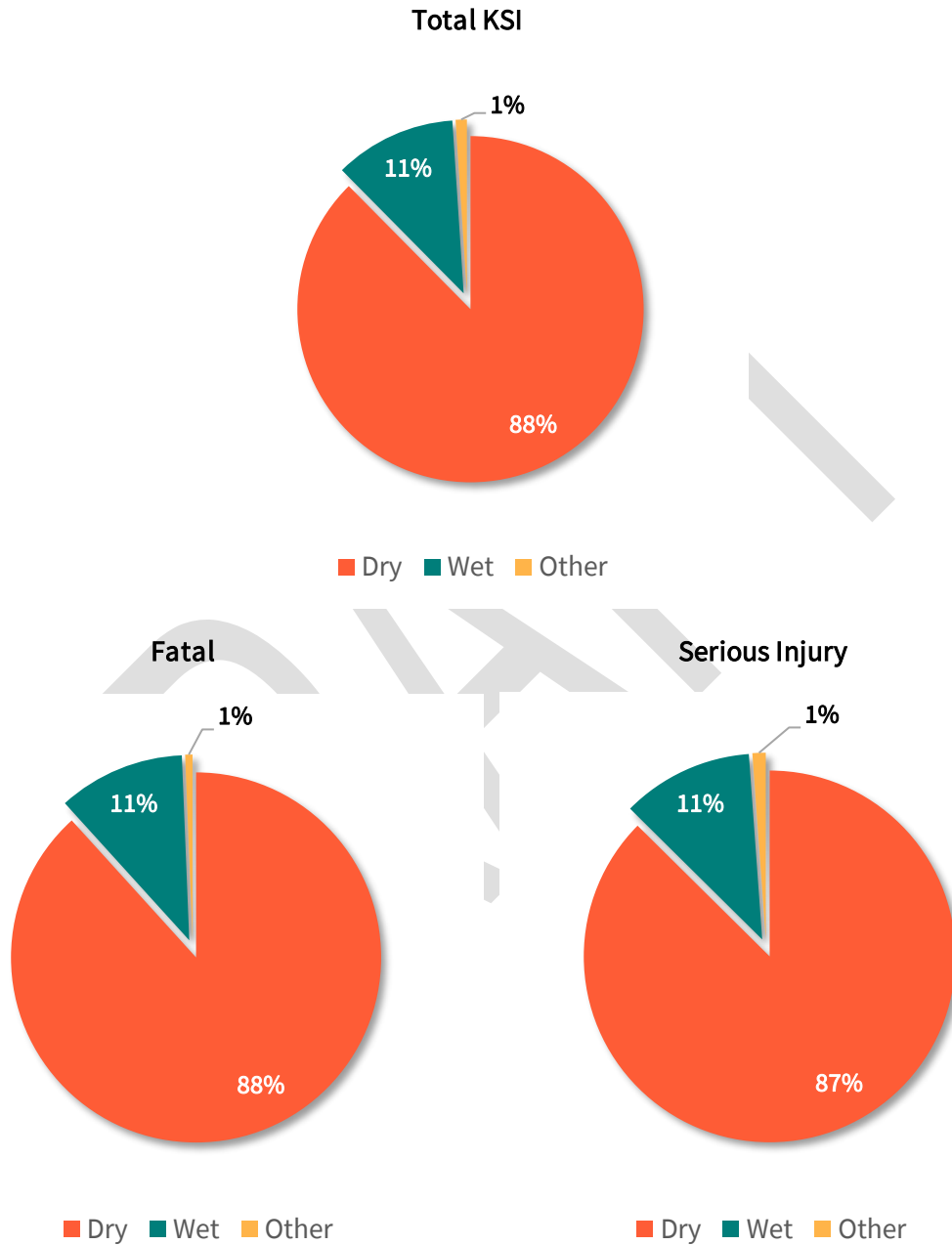
Lighting

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



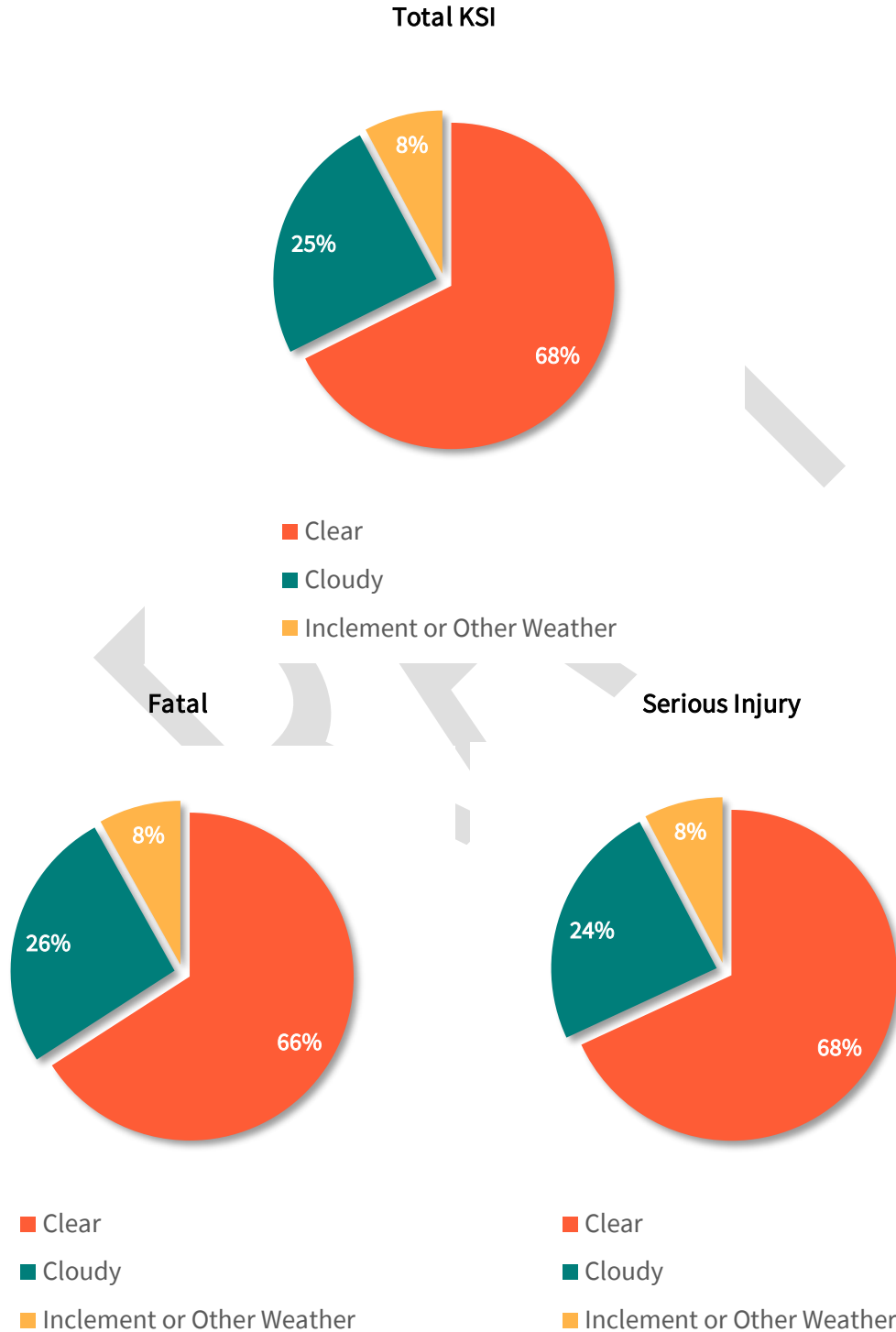
Road Surface Condition

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



Weather Condition

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

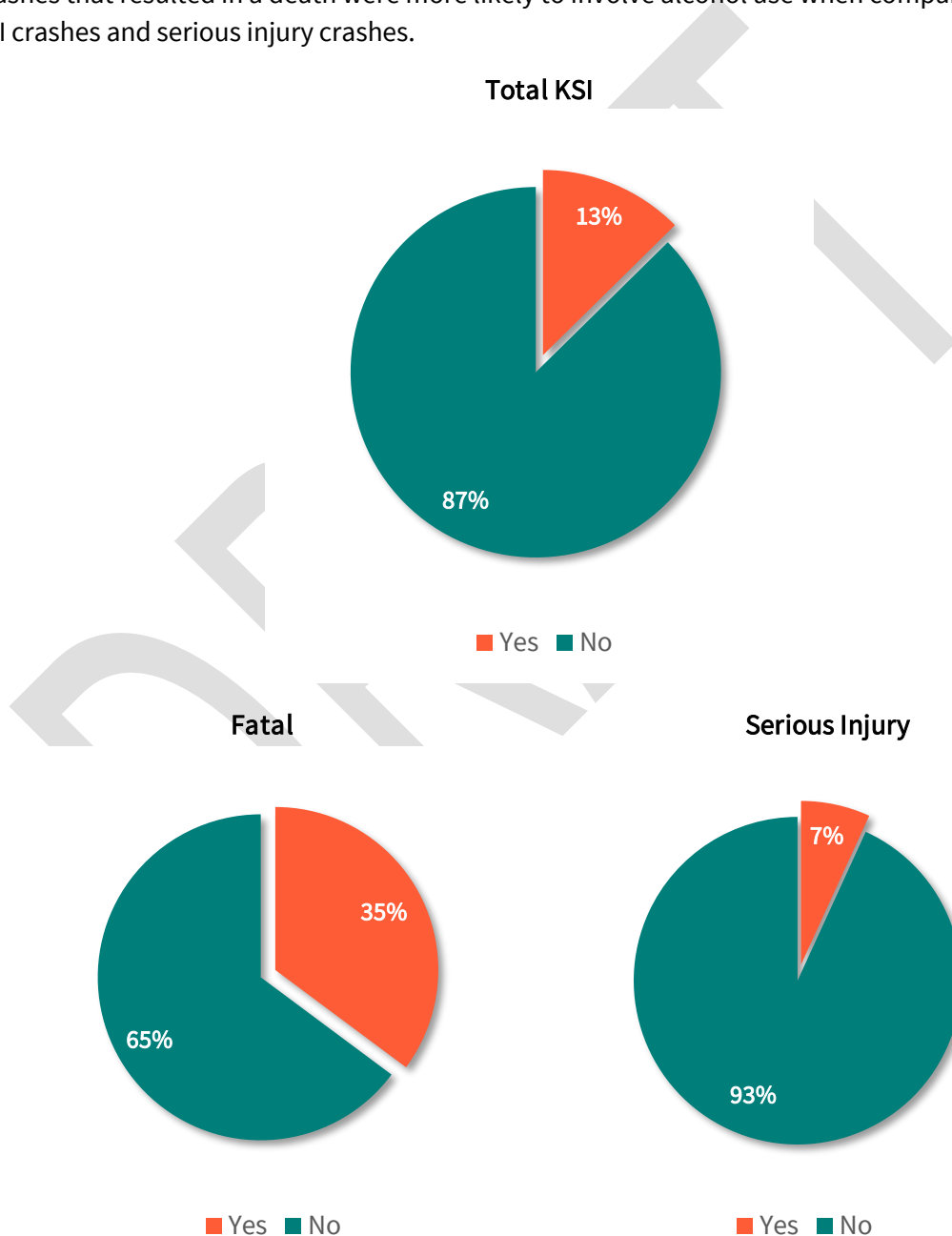


Behavioral Trends

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

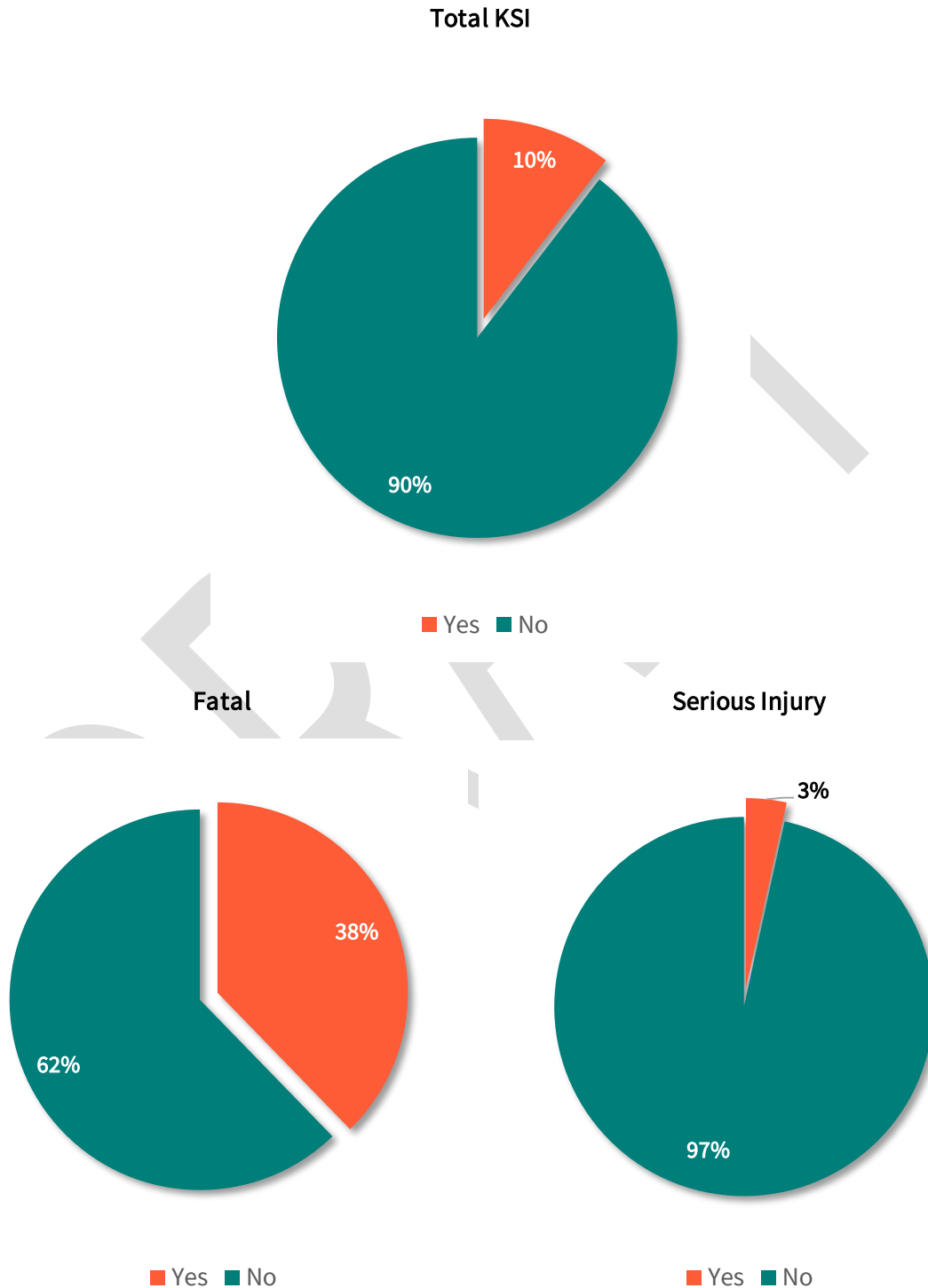
Confirmed Alcohol Use

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



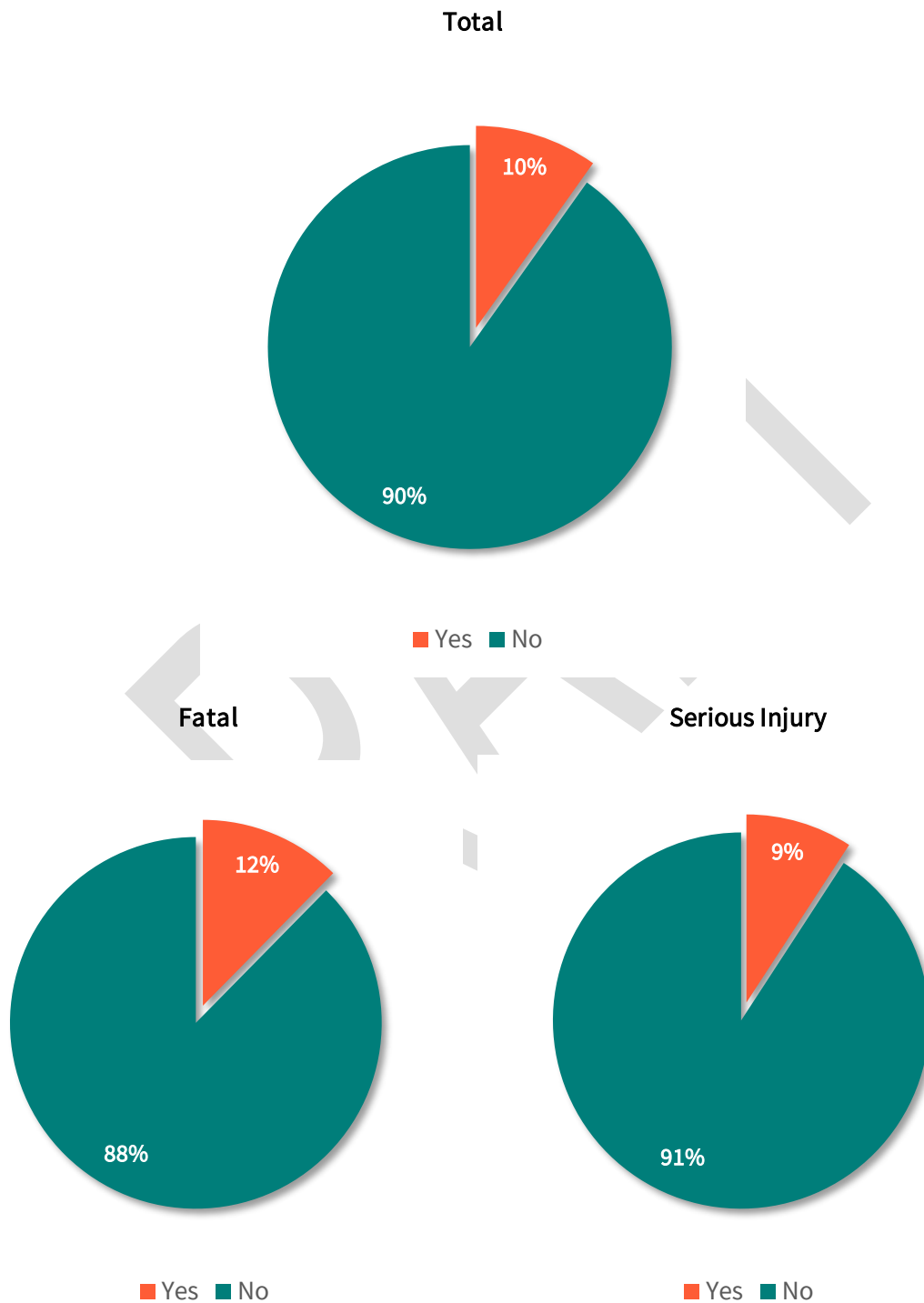
Confirmed Drug Use

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



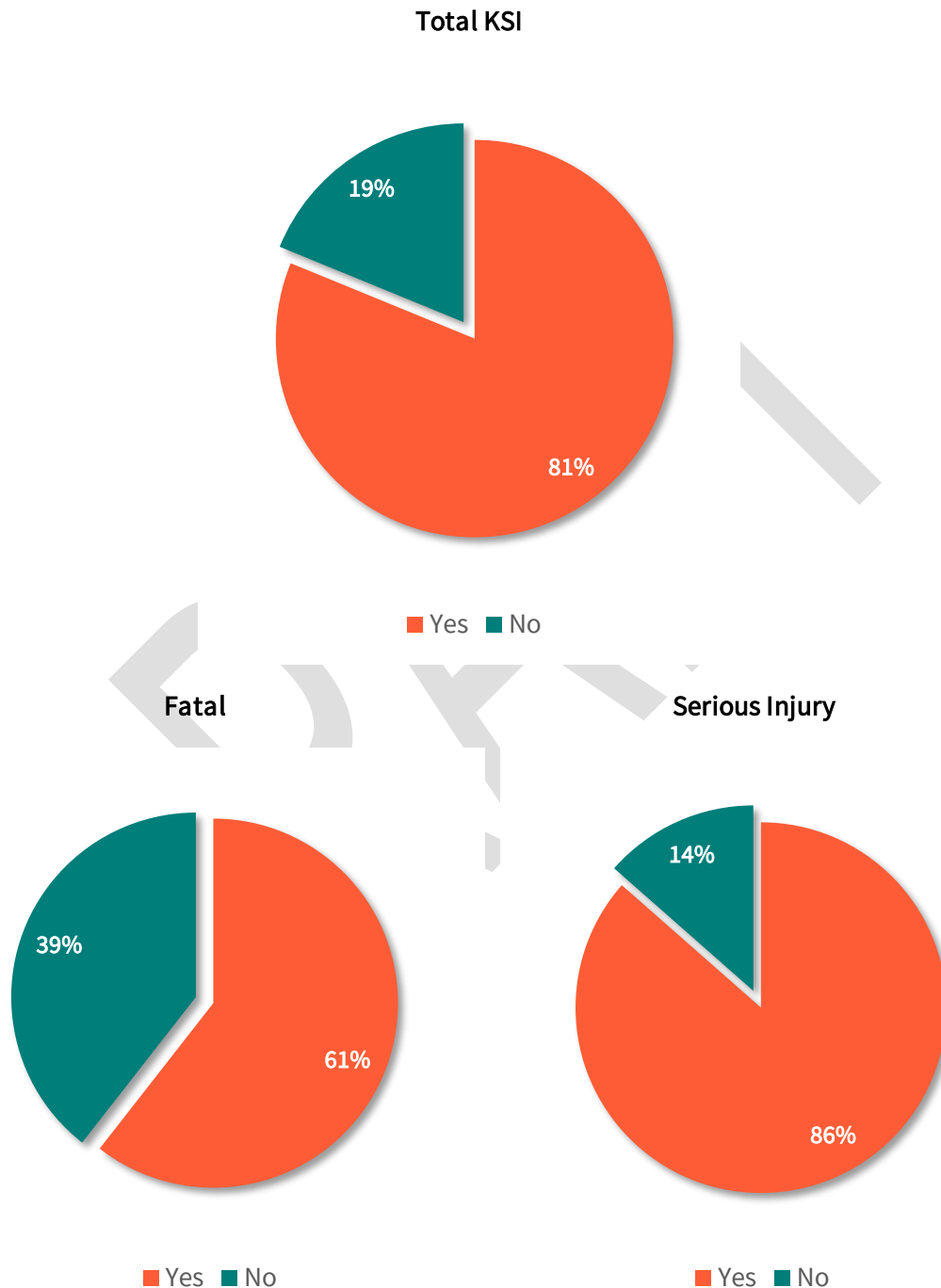
Confirmed Distraction

Distraction isn't a significant indicator in the severity of a KSI crash.



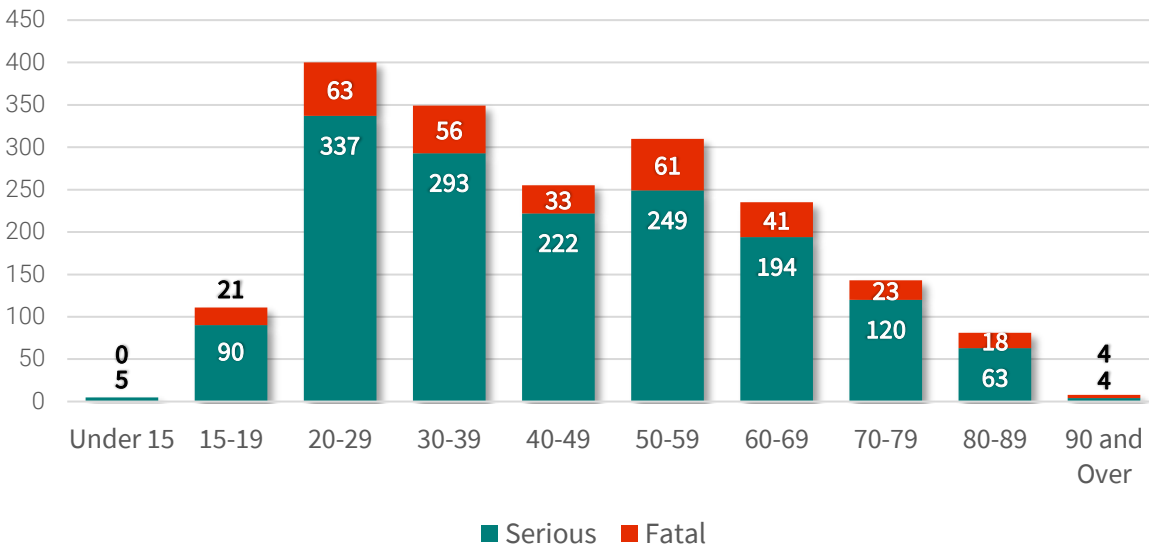
Passenger Restraints

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

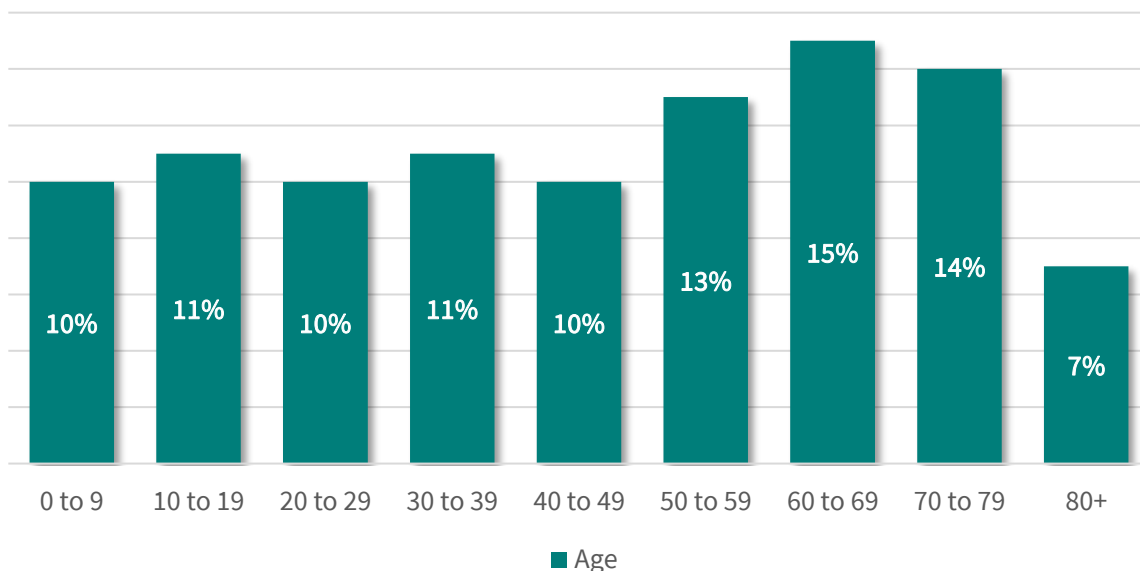


Age of Involved Parties

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



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

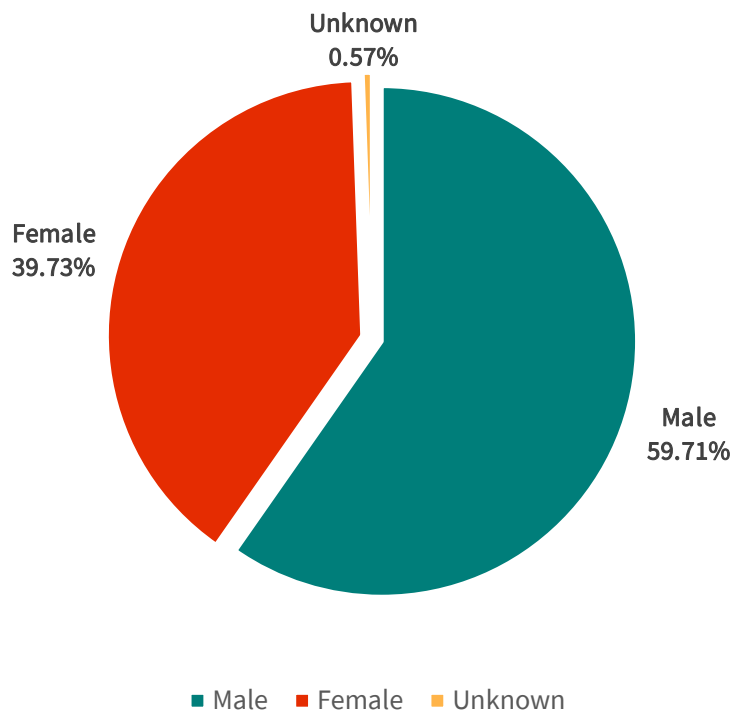


Source: ACS 2019



Gender of Involved Parties

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





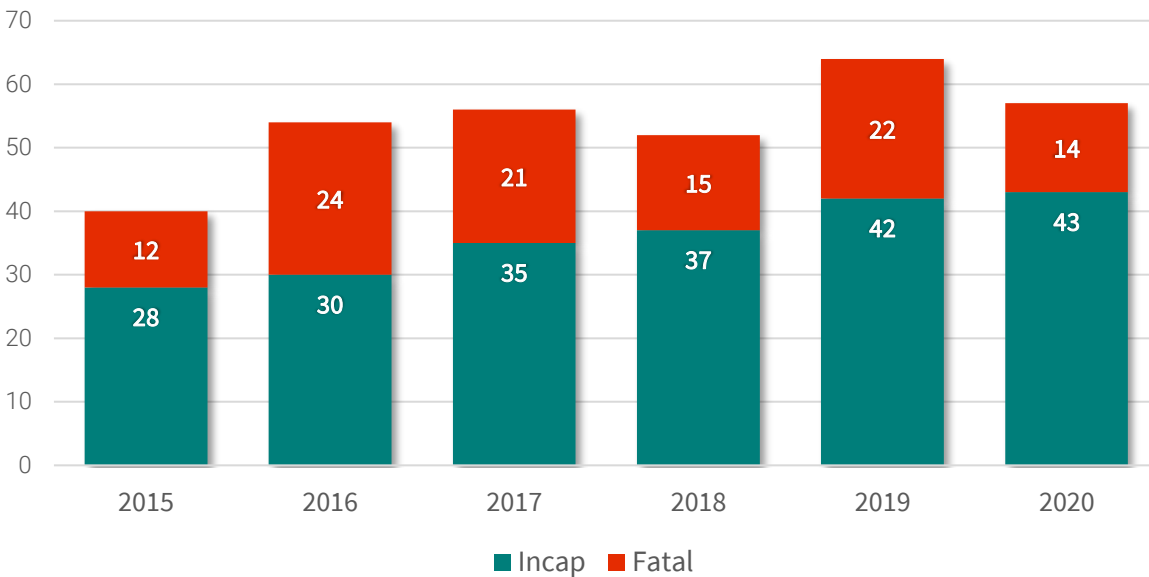
Vulnerable Road Users

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

Seasonality

Annual Crashes

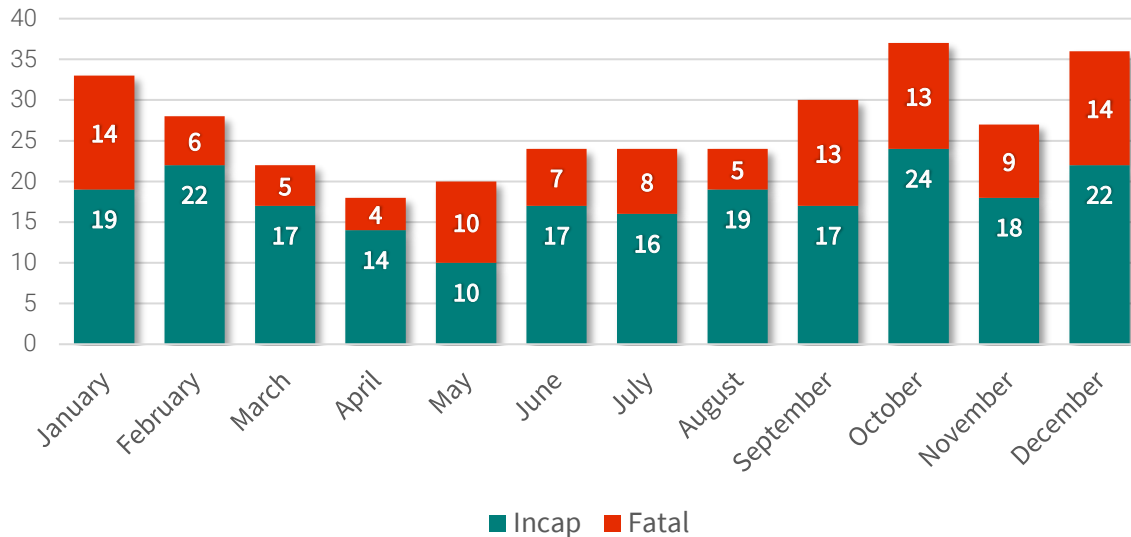
KSI crashes have been steadily increasing since 2015, with 2016 serving as the year with the highest number of crashes causing death and 2020 as the year with the highest number of serious injury crashes.





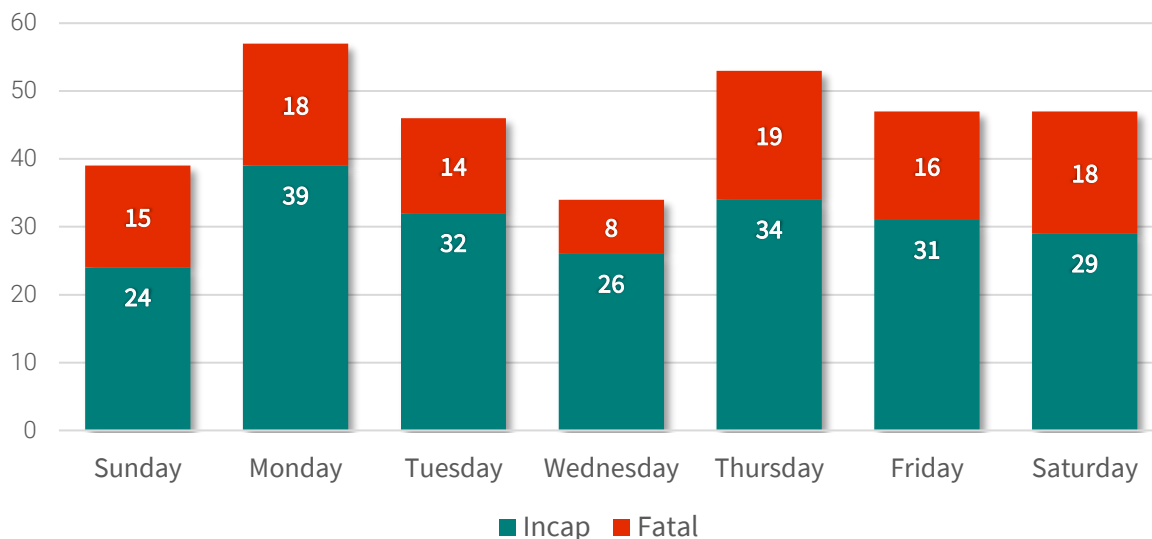
Monthly Crashes

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



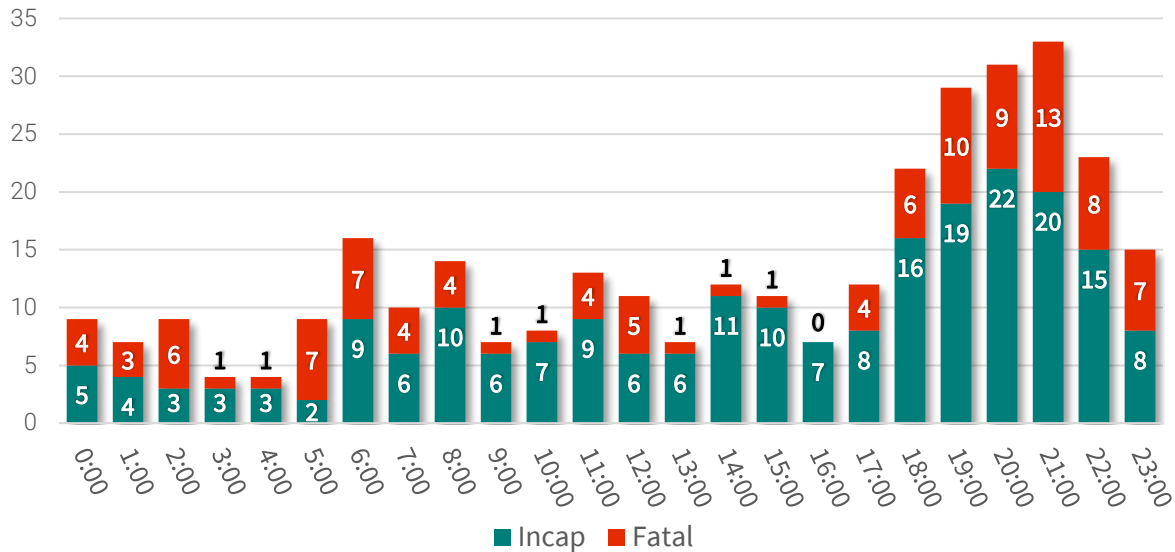
Daily Crashes

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



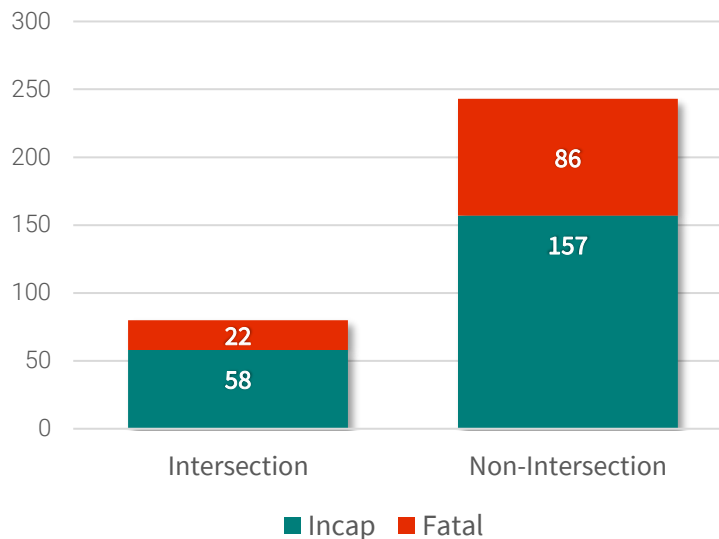
Crashes By Hour

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



Relation to Intersection

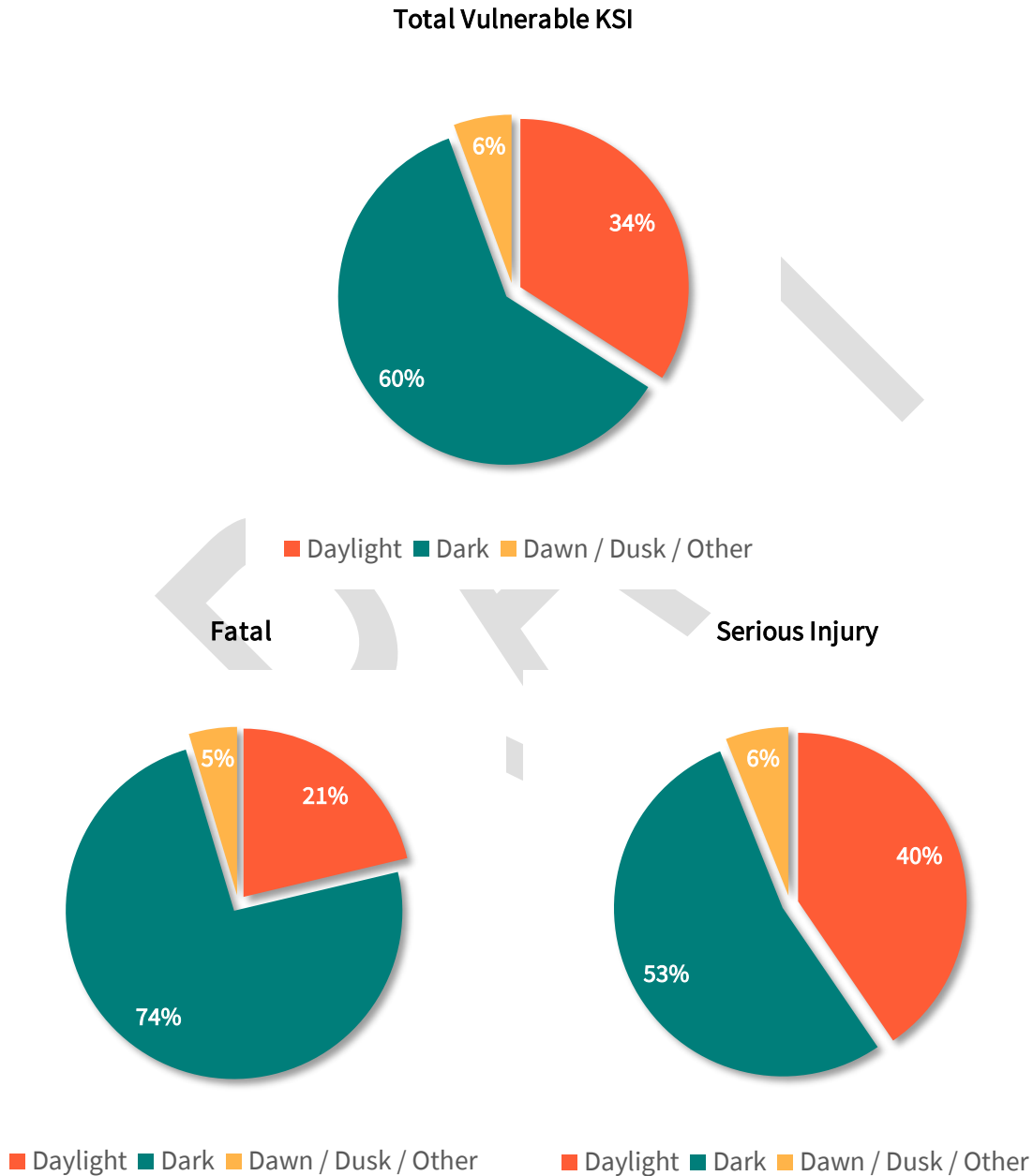
Similar to total KSI crashes involving all road users, most crashes involving vulnerable road users occur outside of intersections. However, vulnerable user crashes were more likely to result in death in non-intersection crashes than total KSI non-intersection crashes.



Environmental Trends

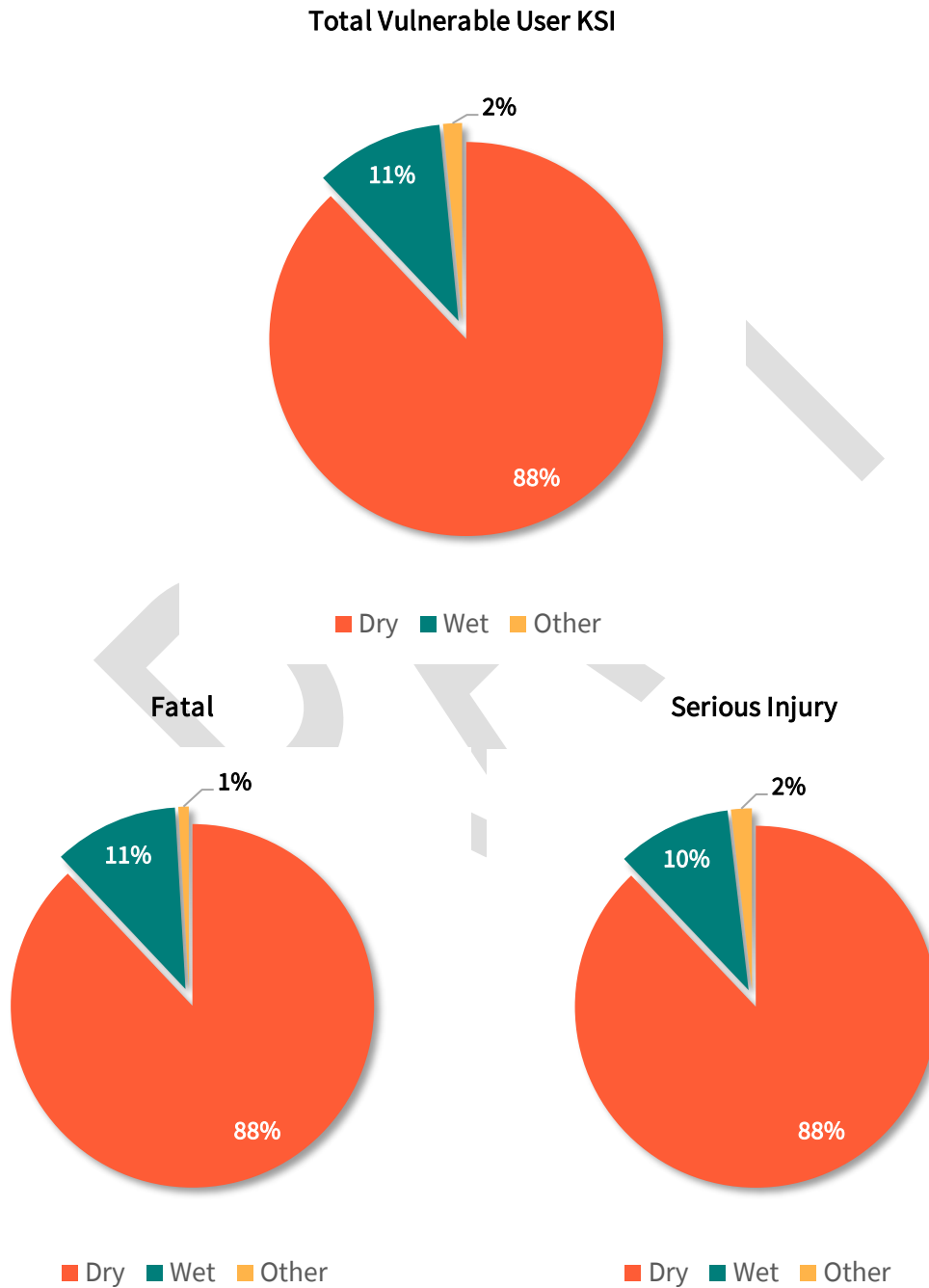
Lighting

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



Road Surface Condition

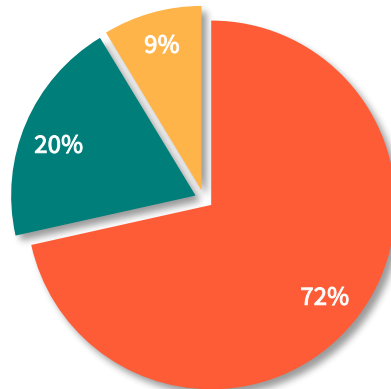
Most KSI crashes involving vulnerable road users occurred under dry road surface conditions. There was no distinct trend to indicate that road surface condition is a contributing factor between crash severities.



Weather Condition

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

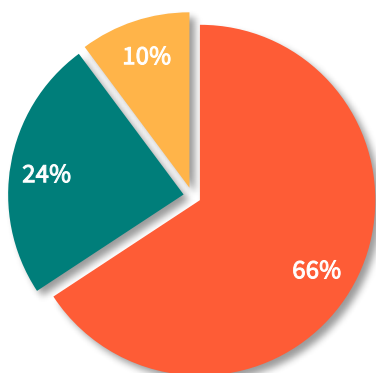
Total Vulnerable User KSI



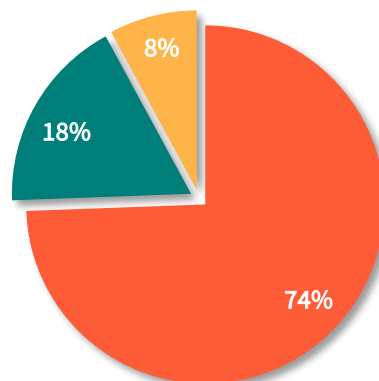
■ Clear
 ■ Cloudy
 ■ Inclement or Other Weather

Fatal

Serious Injury



■ Clear
■ Cloudy
■ Inclement or Other Weather



■ Clear
■ Cloudy
■ Inclement or Other Weather

Behavior

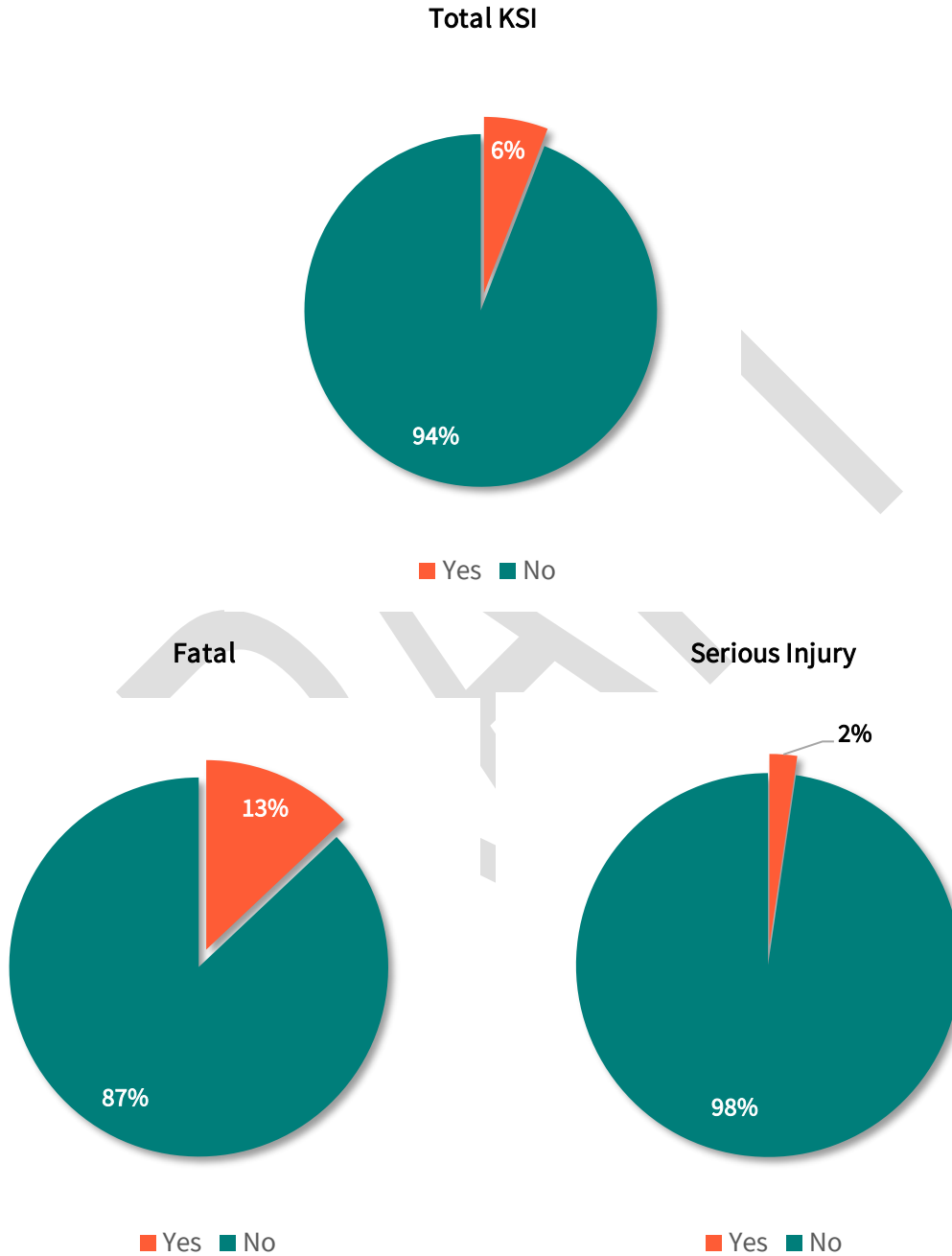
Confirmed Alcohol Use

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



Confirmed Drug Use

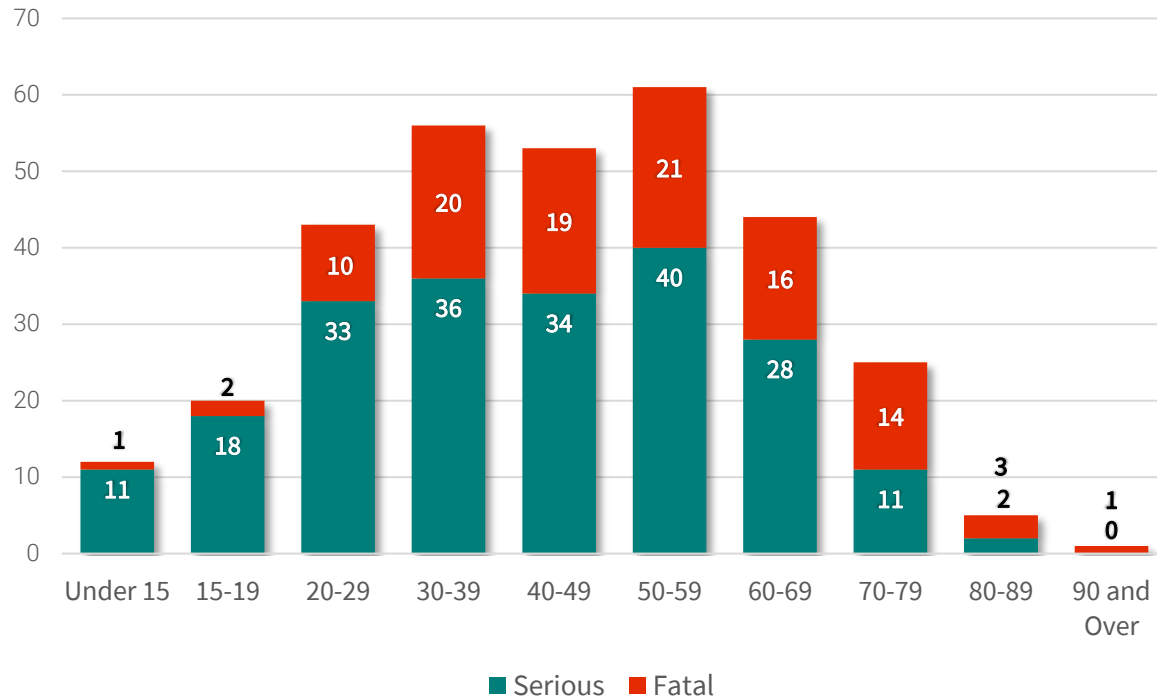
Similar to total KSI crashes involving all road users, confirmed drug use was a definitive indicator that a crash would result in a death.





Age of Involved Parties

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





TO: Board Members

FROM: Rob Balmes, Director

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

Summary

The Unified Planning Work Program (UPWP) is a federally required two-year document that serves as the TPO's working budget. The federal definition of the UPWP is *“a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds”* (23 CFR450.104).

Every two years, the TPO develops a UPWP. The Draft Fiscal Years 2022/23 to 2023/24 UPWP covers the next two-year period from July 1, 2022 to June 30, 2024. The UPWP is required as a basis and condition for receiving federal funding assistance by the joint planning regulations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

TPO staff will provide a presentation of the Draft version of the FY 2022/23 to 2023/24 UPWP at the March 22 Board meeting. As part of the development of the UPWP, a 30-day public review process is also underway from March 15 to April 15, 2022. Some of the notable highlights of the Draft UPWP are as follows:

- The TPO and Florida Department of Transportation (FDOT) participation in a new Consolidated Grant Program (CPG), which combines FHWA PL and FTA 5305d funding into one program.
- The Infrastructure Investment and Jobs Act (IIJA) has resulted in authorized funding increases to date of \$128,283 in year one (FY 22 and 23 combined) and \$74,014 in year two (FY 24).
- The state, through FDOT, has committed to provide the local cash match requirement to TPO federal grants by applying toll revenue credits (soft-match). This includes the new CPG and existing 5305d grants. This soft-match relieves local

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

governments in Marion County from a hard cash match requirement of 18.07% for the CPG and 10% for the 5305d grants.

- The FHWA and FTA, through the U.S. Department of Transportation, have issued eight federal planning emphasis areas (PEAs) to be integrated into TPO tasks and planning activities.
- The state, through FDOT, has issued four statewide emphasis areas, including safety, equity, resilience and emerging mobility.

Draft UPWP Funding Summary

Funding Source	Fiscal Year 2022/2023	Fiscal Year 2023/2024
Consolidated Planning Grant (CPG)	\$707,763	\$653,494
*FHWA PL-112	\$622,150	\$567,881
FTA 5305(d)	\$85,613	\$85,613
FTA 5305(d) Carryover (prior grants)	\$146,840	\$0
CTD (Transportation Disadvantaged)	\$27,523	\$27,523
Local Funding	\$2,000	\$2,000
Total:	\$884,126	\$683,017

*Does not include the de-obligation amount of \$175,000

Attachment(s)

- Draft FY 22/23 to 23/24 UPWP Funding Summary Tables
- Draft FY 22/23 to 23/24 UPWP presentation
- Draft FY 22/23 to 23/24 UPWP document

If you have any questions about the Draft UPWP or 30-day review process, please contact me at: 438-2631.

Fiscal Year 2022/2023 Funding Summary

JULY 1, 2022 - JUNE 30, 2023 FUNDING SUMMARY BY CATEGORY AND SOURCE					
Budget Category	FHWA (PL)	FTA 5305(d) Carry Forward	CTD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 393,074	\$ 11,499	\$ 23,521	\$ -	\$ 428,094
Subtotal:	\$ 393,074	\$ 11,499	\$ 23,521	\$ -	\$ 428,094
B. Consultant Services					
Consultants	\$ 132,868	\$ 88,522	\$ -	\$ -	\$ 221,390
2050 LRTP Placeholder	\$ 125,000	\$ -	\$ -	\$ -	\$ 125,000
Subtotal:	\$ 257,868	\$ 88,522	\$ -	\$ -	\$ 346,390
C. Travel					
Travel and Training	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
Subtotal:	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses					
Advertising	\$ 1,600	\$ 240	\$ 725	\$ -	\$ 2,565
Copier/Printer Rental	\$ 2,390	\$ 313	\$ 110	\$ -	\$ 2,813
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ 2,875
Machinery and Equipment	\$ 5,500	\$ 2,445	\$ -	\$ -	\$ 7,945
Office Supplies	\$ 3,800	\$ 467	\$ 110	\$ 300	\$ 4,677
Postage	\$ 175	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ 552	\$ -	\$ -	\$ 1,852
Professional Membership Dues	\$ -	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses	\$ 6,684	\$ 728	\$ 100	\$ -	\$ 7,512
Subtotal:	\$ 24,324	\$ 4,793	\$ 1,065	\$ 2,000	\$ 32,182
E. Indirect Expenses					
Marion County Cost Allocation	\$ 27,335	\$ 32,877	\$ 1,862	\$ -	\$ 62,074
Subtotal:	\$ 27,335	\$ 32,877	\$ 1,862	\$ -	\$ 62,074
Budget Totals					
Revenues:	\$ 707,763	\$ 146,840	\$ 27,523	\$ 2,000	\$ 884,126
Expenditures:	\$ 707,763	\$ 146,840	\$ 27,523	\$ 2,000	\$ 884,126

Fiscal Year 2023/2024 Funding Summary

JULY 1, 2023 - JUNE 30, 2024 FUNDING SUMMARY BY CATEGORY AND SOURCE				
Budget Category	FHWA (PL)	CTD	Local	Total
A. Personnel				
Salaries and Fringe Benefits	\$ 430,800	\$ 23,556	\$ -	\$ 454,356
Subtotal:	\$ 430,800	\$ 23,556	\$ -	\$ 454,356
B. Consultant Services				
Consultants	\$ 45,207	\$ -	\$ -	\$ 45,207
2050 LRTP Placeholder	\$ 75,000	\$ -	\$ -	\$ 75,000
Subtotal:	\$ 120,207	\$ -	\$ -	\$ 120,207
C. Travel				
Travel and Training	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
Subtotal:	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
D. Direct Expenses				
Advertising	\$ 1,850	\$ 750	\$ -	\$ 2,600
Copier/Printer Rental	\$ 2,750	\$ 110	\$ -	\$ 2,860
Insurance	\$ 2,875	\$ -	\$ -	\$ 2,875
Machinery and Equipment	\$ 5,500	\$ -	\$ -	\$ 5,500
Office Supplies	\$ 4,200	\$ 50	\$ 300	\$ 4,550
Postage	\$ 425	\$ 20	\$ -	\$ 445
Printing and Binding	\$ 1,400	\$ -	\$ -	\$ 1,400
Professional Membership Dues	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses	\$ 7,675	\$ 100	\$ -	\$ 7,775
Subtotal:	\$ 26,675	\$ 1,030	\$ 2,000	\$ 29,705
E. Indirect Expenses				
Marion County Cost Allocation	\$ 60,212	\$ 1,862	\$ -	\$ 62,074
Subtotal:	\$ 60,212	\$ 1,862	\$ -	\$ 62,074
Budget Totals				
Revenues:	\$ 653,494	\$ 27,523	\$ 2,000	\$ 683,017
Expenditures:	\$ 653,494	\$ 27,523	\$ 2,000	\$ 683,017

DRAFT
Fiscal Years (FY)
22/2023 to 23/2024
Unified Planning
Work Program



TPO Board Meeting
March 22, 2022

Introduction

Unified Planning Work Program (UPWP)

- Two-year budget covering fiscal years 22/2023, 23/2024
- Effective July 1, 2022 to June 30, 2024

Introduction

Unified Planning Work Program (UPWP)

- Federally funded activities follow the 3C process
 - Continuing, Cooperative, Comprehensive
- Compliance with U.S.C. Title 23, 49 and F.S. 339.175 (federal, state laws)

Introduction

Unified Planning Work Program (UPWP)

- Planning work by task, including timeframes, cost estimates, responsibility
- Sources of funding (Federal, State, Local)

UPWP Schedule

- 30-Day Public Notice (March 15)
- **Presentation to TPO Board (March 22)**
- Presentations to TAC/CAC (April 12)
- **TPO Board Adoption (April 26)**
- **Adopted UPWP to FDOT (by May 15)**

Planning Emphasis Areas

- Federal Planning Factors (10)
- Federal Planning Emphasis Areas (PEAs) (8)
- State Emphasis Areas and District 5 Planning
- TPO Partner, Board Feedback

8 Federal PEAs

- Climate Crisis/Resilience
- Equity and Justice
- Complete Streets
- Public Involvement
- US Dept Defense Coordination
- Federal Lands Coordination
- Planning and Environ.
- Data in Trans. Planning

State Areas

- Safety
- Resilience
- Equity
- Emerging Mobility

TPO Priorities

- Transportation Improvement Program
- 2045, 2050 LRTP
- Public Participation
- TDLCB
- Continuity of Operations Planning (COOP)
- Congestion and Safety
- Equity in Transportation
- Resiliency Planning

TPO Priorities

- Emerging Mobility
- Community Gateways
- Freight Mobility
- 2020 Census
- Studies/Plans
- Traffic Counts, Crashes, Online Maps

Nine (9) Tasks

1. Administration
2. Data Collection
3. Long Range Planning
4. Short Range Planning

UPWP Tasks

5. Public Transportation
6. Public Involvement
7. Special Projects
8. Regional Planning
9. Local Fund

Categories

Five (5) Budget Categories

- A. Personnel
- B. Consultant
- C. Travel
- D. Direct Expenses
- E. Indirect Expenses

Total Funding

Four (4) Funding Sources

- 1. Consolidated Planning Grant (CPG)**
 - FHWA PL-112 Planning and FTA 5305d Planning
- 2. FTA 5305d Carryover**
- 3. Transportation Disadvantaged - CTD**
- 4. Local Funding**

Total Funding

Funding Source	Fiscal Year 2022/2023	Fiscal Year 2023/2024
Consolidated Planning Grant (CPG)	\$707,763	\$653,494
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CTD (Transportation Disadvantaged)	\$27,523	\$27,523
Local Funding	\$2,000	\$2,000
Total:	\$884,126	\$683,017

Funding Source	Fiscal Year 2022/2023
*Consolidated Planning Grant (CPG)	\$707,763
FTA 5305(d) Carryover	\$146,840
CTD (Transportation Disadvantaged)	\$27,523
Local Funding	\$2,000
Total:	\$884,126

*FHWA PL-112 de-obligation, FY 22/23 (\$175,000) to be added

Summary – Year One

- Carry-over (prior 5305d): \$146,840
- *New Funding (IIJA): \$128,283 (22% increase)
- Consolidated Planning Grant (CPG)
 - Combines FHWA PL-112 and FTA 5305(d)

*FY 22, 23 IIJA and is pending additional increase of FTA 5305d portion

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Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ 2,875
Machinery and Equipment	\$ 5,500	\$ 2,445	\$ -	\$ -	\$ 7,945
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Postage	\$ 175	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ 552	\$ -	\$ -	\$ 1,852
Professional Membership Dues	\$ -	\$ -	\$ -	\$ 1,700	\$ 1,700
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Expenditures:	\$ 707,763	\$ 146,840	\$ 27,523	\$ 2,000	\$ 884,126

Funding Source	Fiscal Year 2023/2024
Consolidated Planning Grant (CPG)	\$653,494
CTD (Transportation Disadvantaged)	\$27,523
Local Funding	\$2,000
Total:	\$683,017

Summary – Year Two

- *New Funding (IIJA): \$74,014 (12.8% increase)
- Consolidated Planning Grant (CPG)
- Closeout funding (FY 22) – TBD September 2022

*Pending additional increase of FTA 5305d portion

JULY 1, 2023 - JUNE 30, 2024 FUNDING SUMMARY BY CATEGORY AND SOURCE				
Budget Category	FHWA (PL)	CTD	Local	Total
A. Personnel				
Salaries and Fringe Benefits	\$ 430,800	\$ 23,556	\$ -	\$ 454,356
Subtotal:	\$ 430,800	\$ 23,556	\$ -	\$ 454,356
B. Consultant Services				
Consultants	\$ 45,207	\$ -	\$ -	\$ 45,207
2050 LRTP Placeholder	\$ 75,000	\$ -	\$ -	\$ 75,000
Subtotal:	\$ 120,207	\$ -	\$ -	\$ 120,207
C. Travel				
Travel and Training	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
Subtotal:	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
D. Direct Expenses				
Advertising	\$ 1,850	\$ 750	\$ -	\$ 2,600
Copier/Printer Rental	\$ 2,750	\$ 110	\$ -	\$ 2,860
Insurance	\$ 2,875	\$ -	\$ -	\$ 2,875
Machinery and Equipment	\$ 5,500	\$ -	\$ -	\$ 5,500
Office Supplies	\$ 4,200	\$ 50	\$ 300	\$ 4,550
Postage	\$ 425	\$ 20	\$ -	\$ 445
Printing and Binding	\$ 1,400	\$ -	\$ -	\$ 1,400
Professional Membership Dues	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses	\$ 7,675	\$ 100	\$ -	\$ 7,775
Subtotal:	\$ 26,675	\$ 1,030	\$ 2,000	\$ 29,705
E. Indirect Expenses				
Marion County Cost Allocation	\$ 60,212	\$ 1,862	\$ -	\$ 62,074
Subtotal:	\$ 60,212	\$ 1,862	\$ -	\$ 62,074
Budget Totals				
Revenues:	\$ 653,494	\$ 27,523	\$ 2,000	\$ 683,017
Expenditures:	\$ 653,494	\$ 27,523	\$ 2,000	\$ 683,017

Grant Matching

State Soft Match (FDOT)

- Replaces required local hard-cash match with non-cash match from toll revenue credits
- CPG – 18.07% (local)
- 5305d Carryover – 20% (10% local, 10% state)

Grant Matching

State Soft Match

- Local governments relieved of required cash match of:
 - \$142,577 in FY 22/23 (+\$31,622 De-Ob)
 - \$118,086 in FY 23/24
- TPO receives no funding from soft-match

UPWP Schedule

Next Steps

- Presentations to TAC/CAC (April 12)
- **Comment Period Closes (April 15)**
- **TPO Board Adoption (April 26)**
- **Submission to FDOT (by May 15)**

Questions and Comments

DRAFT

Unified Planning Work Program

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



Pending Board Adoption April 26, 2022

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

Federal Aid Project (FAP) Number: 0314-056-M; FDOT Financial Project Number: 439331-4

Catalog of Federal Domestic Assistance Numbers:

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

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

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

Commissioner Kathy Bryant, Marion County District 2

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Jeff Gold, Marion County District 3

Mayor Kent Guinn, City of Ocala

Councilmember James Hilty, City of Ocala District 5

Commissioner Ronald Livsey, City of Belleview Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Commissioner Michelle Stone, Marion County District 5

Mayor Bill White, City of Dunnellon

Commissioner Carl Zalak III, Marion County District 4

Jared Perdue, P.E., FDOT District Five Secretary, Non-Voting

Mission

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

Vision

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

www.ocalamariontpo.org

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

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

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

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

WHEREAS, Title 23 CFR Section 450.308(c) and Florida Statute 339.175(9) require each MPO to submit a Unified Planning Work Program; and

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

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2022/2023 to 2023/2024 Unified Planning Work Program has been prepared consistent with Chapter 3 of the MPO Program Management Handbook.

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

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the Unified Planning Work Program for 2022/2023 to 2023/2024 and authorizes the TPO Director to execute all applications, invoices, revisions, amendments, un-encumbrances and de-obligations that may be necessary during the duration of the UPWP.

CERTIFICATE

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

By: _____
Ire Bethea Sr., Chair

Attest: _____
Rob Balmes, Director

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INTRODUCTION

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

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

FUNDING SOURCES

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

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

***3C Transportation Planning Process**

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

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

PARTICIPATION PROCESS

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

TPO PLANNING AREA

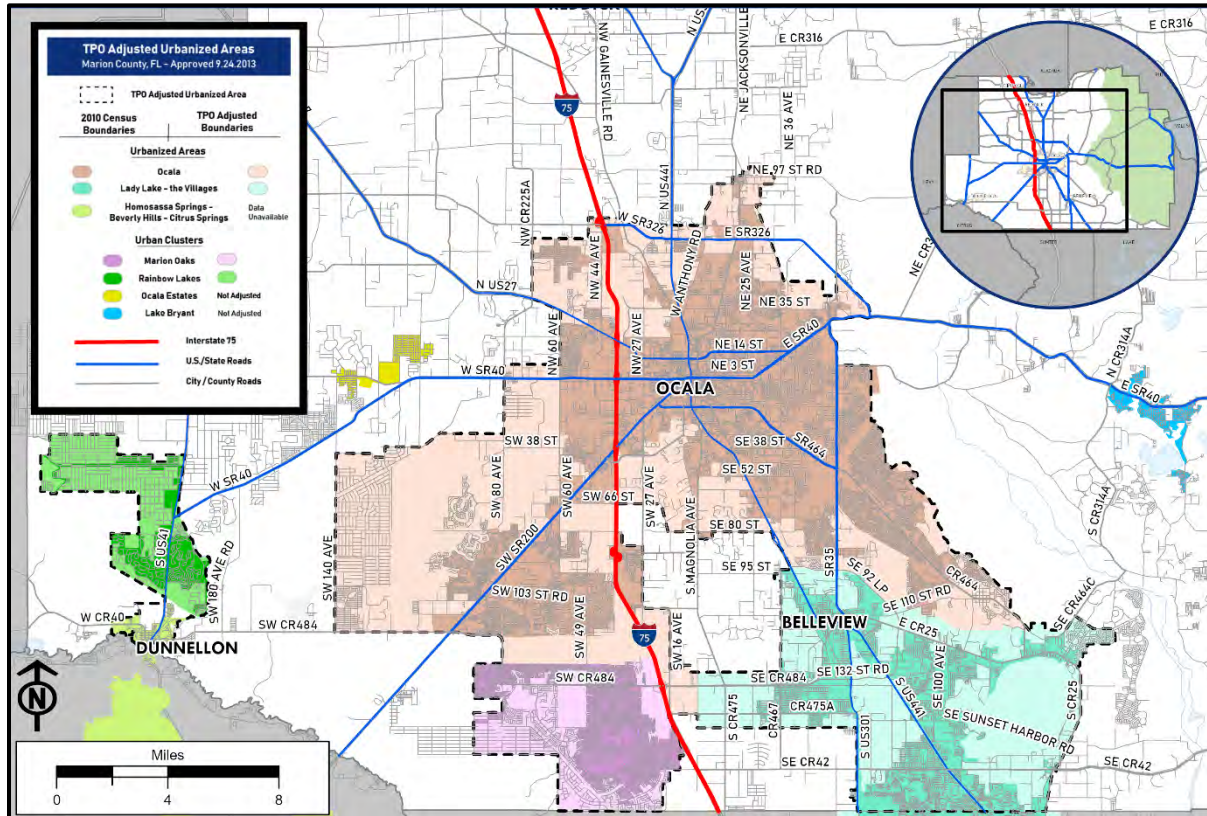
The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to population growth in the 1980s, the planning boundaries of the entire county were added. **Figure 1** on the next page illustrates the 2010 Census designated and adjusted 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. The UPWP incorporates all federal, state, regional and local activities to be performed in the TPO Urbanized Areas and Marion County.

TPO ORGANIZATION STRUCTURE

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

Marion County Board of County Commissioners; one member of the City of Belleview City Commission; and one member of the City of Dunnellon City Council. The FDOT District Five Secretary also serves on the TPO Board as a non-voting member.

Figure 1: TPO Urbanized Areas and Urban Clusters



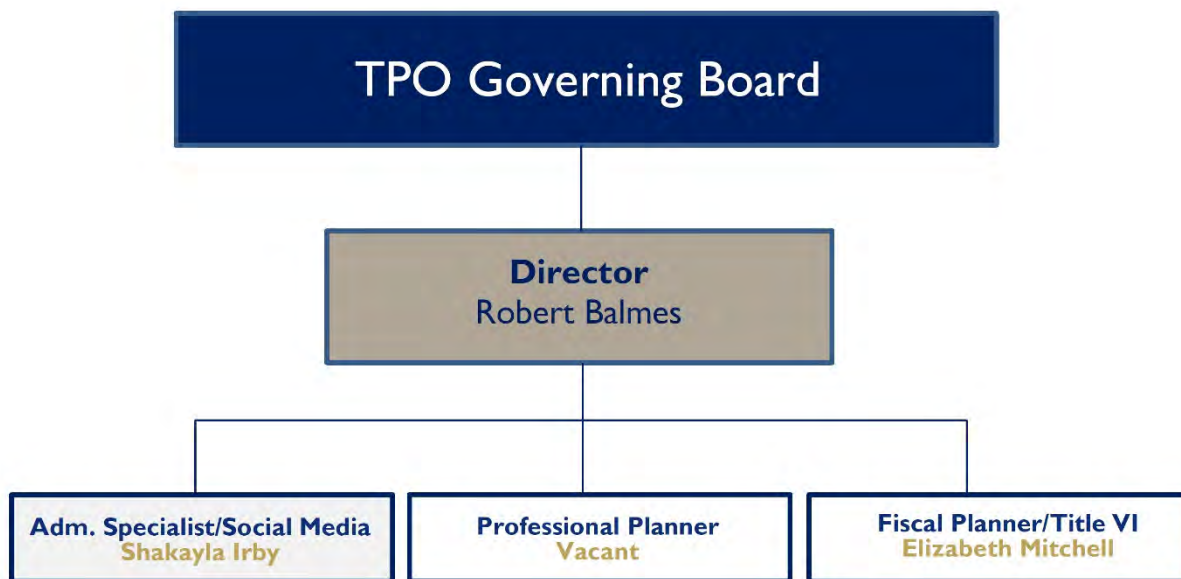
Transportation Disadvantaged Local Coordinating Board (TDLCB): Coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

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

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

TPO Staff: The TPO is comprised of professional staff members, including a Director, Grants Coordinator/Fiscal Planner, Administrative Specialist/Social Media Coordinator and a professional Planner. Figure 2 displays a staff organization chart of the TPO (as of March 15, 2022).

Figure 2: TPO Staff Organization Chart



TPO AGREEMENTS

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

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

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

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

The TPO is part of a coalition of six Metropolitan Planning Organizations (MPO) that are members of the **Central Florida Metropolitan Planning Organization Alliance (CFMPOA)**. The TPO is party to an Interlocal Agreement with the six MPOs (Resolution No. 2004-01).

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

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

PLANNING EMPHASIS AREAS AND ACTIVITIES

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

PLANNING EMPHASIS AREAS

Long Range Transportation Plan

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

2045 LRTP Vision

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

2045 LRTP Goals

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

Federal Planning Factors

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

Ten Federal Planning Factors:

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

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

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

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

Federal Planning Emphasis Areas (PEA)

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

Eight Federal Planning Emphasis Areas (PEA):

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

Florida Planning Emphasis Areas

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

Figure 4: Florida Planning Emphasis Areas and UPWP Tasks

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

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

Safety

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

Equity

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

Resilience

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

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

Emerging Mobility

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

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

FDOT District Five Planning Activities

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

Improve Safety

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

Enhance Mobility

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

Inspire Innovation

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

Additional Planning Activities

- MPO Program Management
- Regional Planning
- Environmental Management

Regional Transportation Planning Activities

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

I-75 Master Plan

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

Northern Turnpike Extension

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

TPO PLANNING PRIORITIES

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

Transportation Improvement Program (TIP)

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

2045 Long Range Transportation Plan (LRTP)

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

2050 Long Range Transportation Plan (LRTP)

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

Public Participation Plan (PPP)

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

Transportation Disadvantaged Local Coordinating Board (TDLCB)

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

TPO Continuity of Operations Plan (COOP) and Process Documentation

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

Congestion Management Plan (CMP), State of System Report

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

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

Safety Planning Implementation

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

Equity in Transportation

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

Resiliency Planning

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

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

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

Community Gateway Planning

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

Freight Mobility

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

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

Transportation Studies

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

2020 Census Planning

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

UPWP TASKS AND FUNDING

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

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

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

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

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

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

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

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

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

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

Budget categories for the UPWP are as follows:

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

State Soft Match

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

FHWA Approval

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

Cost Allocation Plan

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

Funding Summary

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

Funding Source	Fiscal Year 2022/2023	Fiscal Year 2023/2024
Consolidated Planning Grant (CPG)	\$707,763	\$653,494
FHWA PL-112	\$622,150	\$567,881
FTA 5305(d)	\$85,613	\$85,613
FTA 5305(d) Carryover (prior grants)	\$146,840	\$0
CTD (Transportation Disadvantaged)	\$27,523	\$27,523
Local Funding	\$2,000	\$2,000
Total:	\$884,126	\$683,017

TASK 1: ADMINISTRATION

Purpose

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

Previous Work Completed

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

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

Required Activities

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

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

Responsible Agency

Ocala Marion TPO

Budget Summary

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

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

Task 1 Administration, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL GXXX	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ 272,319	\$ -	\$ -	\$ 8,099	\$ -	\$ -	\$ 280,418
Total:	\$ 272,319	\$ -	\$ -	\$ 8,099	\$ -	\$ -	\$ 280,418
B. Consultant							
Professional Services, Meetings	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Total:	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
C. Travel							
Travel Expenses	\$ 2,162	\$ -	\$ -	\$ 7,319	\$ 800	\$ -	\$ 10,281
Training and Education	\$ 3,000	\$ -	\$ -	\$ 1,830	\$ 275	\$ -	\$ 5,105
Total:	\$ 5,162	\$ -	\$ -	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses							
Advertising	\$ 1,600	\$ -	\$ -	\$ 240	\$ 725	\$ -	\$ 2,565
Copier Rental	\$ 2,390	\$ -	\$ -	\$ 313	\$ 110	\$ -	\$ 2,813
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,875
Machinery and Equipment	\$ 5,500	\$ -	\$ -	\$ 2,445	\$ -	\$ -	\$ 7,945
Office Supplies	\$ 3,800	\$ -	\$ -	\$ 467	\$ 110	\$ -	\$ 4,377
Postage	\$ 175	\$ -	\$ -	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ -	\$ -	\$ 552	\$ -	\$ -	\$ 1,852
Software Licenses	\$ 6,684	\$ -	\$ -	\$ 728	\$ 100	\$ -	\$ 7,512
Total:	\$ 24,324	\$ -	\$ -	\$ 4,793	\$ 1,065	\$ -	\$ 30,182
E. Indirect Expenses							
Marion County Cost Allocation	\$ 27,335	\$ 3,207	\$ -	\$ 29,670	\$ 1,862	\$ -	\$ 62,074
TOTAL TASK BUDGET:	\$ 330,640	\$ 3,207	\$ -	\$ 51,711	\$ 4,002	\$ -	\$ 389,560

Notes: FHWA PL contract number to be finalized by June 30, 2022 (reflected as GXXX in Tables 1A, 1B to 11A, 11B). FHWA PL reflects the new CPG, including PL-112 and FTA 5305d consolidated grants.

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

Task 1 Administration, Fiscal Year 2023/2024				
Funding Source Contract	FHWA PL GXXX	CTD	Local	Total
Budget Category				
A. Personnel				
Salaries and Benefits	\$ 295,700	\$ -	\$ -	\$ 295,700
Total:	\$ 295,700	\$ -	\$ -	\$ 295,700
B. Consultant				
Professional Services, Meetings	\$ 1,500	\$ -	\$ -	\$ 1,500
Total:	\$ 1,500	\$ -	\$ -	\$ 1,500
C. Travel				
Travel Expenses	\$ 10,800	\$ 800	\$ -	\$ 11,600
Training and Education	\$ 4,800	\$ 275	\$ -	\$ 5,075
Total:	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
D. Direct Expenses				
Advertising	\$ 1,850	\$ 750	\$ -	\$ 2,600
Copier Rental	\$ 2,750	\$ 110	\$ -	\$ 2,860
Insurance	\$ 2,875	\$ -	\$ -	\$ 2,875
Machinery and Equipment	\$ 5,500	\$ -	\$ -	\$ 5,500
Office Supplies	\$ 4,200	\$ 50	\$ -	\$ 4,250
Postage	\$ 425	\$ 20	\$ -	\$ 445
Printing and Binding	\$ 1,400	\$ -	\$ -	\$ 1,400
Software Licenses	\$ 7,675	\$ 100	\$ -	\$ 7,775
Total:	\$ 26,675	\$ 1,030	\$ -	\$ 27,705
E. Indirect Expenses				
Marion County Cost Allocation	\$ 60,212	\$ 1,862	\$ -	\$ 62,074
TOTAL TASK BUDGET:	\$ 399,687	\$ 3,967	\$ -	\$ 403,654

TASK 2: DATA COLLECTION

Purpose

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

Previous Work Completed

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

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

Required Activities

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

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

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

Responsible Agency

Ocala Marion TPO

Budget Summary

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

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

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

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

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

TASK 3: LONG RANGE PLANNING

Purpose

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

Previous Work Completed

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

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

Required Activities

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

Activity	End Product(s)	Completion Date(s)
Complete modifications or amendments of the 2045 LRTP	Update/Amend the 2045 LRTP	Ongoing
Data collection and analysis for all federally required performance measures, including PM-1, PM-2 and PM-3	Updated information to support target setting	January – February 2023, 2024
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2023, 2024
Coordination on local, regional projects and transportation studies with partner agencies	Meetings, technical assistance	As Needed, Ongoing
Completion of Congestion Management Plan (CMP) State of System Report	CMP State of System Report update	December 2023
Begin development of the 2050 LRTP, including project management, scope, technical support and formal kick off	2050 LRTP project management plan, scope, support team and kick-off	June 2024

Responsible Agency

Ocala Marion TPO

Budget Summary

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

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

Task 3 Short-Range Planning, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL GXXX	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ 15,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,125
Total:	\$ 15,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,125
B. Consultant							
2050 LRTP Placeholder	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 140,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,125

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

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

TASK 4: SHORT RANGE PLANNING

Purpose

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

Previous Work Completed

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

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

Required Activities

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

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

Responsible Agency

Ocala Marion TPO

Budget Summary

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

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

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

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

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

TASK 5: PUBLIC TRANSPORTATION

Purpose

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

Previous Work Completed

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

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

Required Activities

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

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

Responsible Agency

Ocala Marion TPO, SunTran

Budget Summary

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

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

Task 5 Public Transportation, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL GXXX	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ 4,350	\$ -	\$ -	\$ -	\$ 23,521	\$ -	\$ 27,871
Total:	\$ 4,350	\$ -	\$ -	\$ -	\$ 23,521	\$ -	\$ 27,871
B. Consultant							
Consultants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 4,350	\$ -	\$ -	\$ -	\$ 23,521	\$ -	\$ 27,871

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

Task 5 Public Transportation, Fiscal Year 2023/2024				
Funding Source Contract	FHWA PL GXXX	CTD	Local	Total
Budget Category				
A. Personnel				
Salaries and Benefits	\$ 4,600	\$ 23,556	\$ -	\$ 28,156
Total:	\$ 4,600	\$ 23,556	\$ -	\$ 28,156
B. Consultant				
Consultants	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -
C. Travel				
Travel Expenses	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses				
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 4,600	\$ 23,556	\$ -	\$ 28,156

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

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

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

Responsible Agency: SunTran

Budget Summary

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

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

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

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

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

TASK 6: PUBLIC INVOLVEMENT

Purpose

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

Previous Work Completed

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

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

Required Activities

The Task 6 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are on the next page.

Activity	End Product(s)	Completion Date(s)
Promote more awareness and understanding of the TPO and the 3C planning process	Fact sheets, infographics, postcards	Ongoing
Regular updates to TPO website content	Up to date website	Ongoing
Develop Annual Report to highlight major activities, accomplishments	2022, 2023 Annual Reports	January 2023, 2024
Expand social media outreach to gain greater input and feedback on planning activities	Routine postings via Facebook, Twitter, LinkedIn	Weekly
Advertise all TPO meetings with minimum 7-days notice to meet state Sunshine Law	Meeting notifications	Monthly, As required
Updates to Public Participation Plan	Revised Public Participation Plan (PPP)	As needed
Updates to Title VI Plan	Revised Title VI Plan	As needed
Monitor and respond to all Title VI and ADA complaints	Formal response, documented report(s)	As needed, As required
Document and respond to all public inquiries and information requests	Formal responses, documented	Ongoing
Develop outreach materials and new document templates for public awareness involving specific studies or plans	Brochures, summary cards, pamphlets, document templates	Ongoing, As needed
Social media archive subscription renewals	Social Media archives subscription service	April 2023, 2024
Attend Title VI, ADA, DBE, Limited English Proficiency (LEP) and public involvement training	Completed trainings	Ongoing, Annual
Outreach to attain membership for the Citizens Advisory Committee (CAC)	New members of the CAC	Ongoing
Participate in FDOT Mobility Week events	Serve as a local host partner	2022, 2023
Updates to the Safety Action Plan regarding activities and information	Safety Action Plan website updates	Ongoing

Responsible Agency

Ocala Marion TPO

Budget Summary

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

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

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

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

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

TASK 7: SPECIAL PROJECTS

Purpose

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

Previous Work Completed

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

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

Required Activities

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

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

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

Responsible Agency

Ocala Marion TPO

Budget Summary

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

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

Task 7 Special Projects, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL GXXX	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ 16,100	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ 19,500
Total:	\$ 16,100	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ 19,500
B. Consultant							
Safety Action Plan	\$ -	\$ -	\$ 59,807	\$ -	\$ -	\$ -	\$ 59,807
Consultants	\$ 113,478	\$ -	\$ -	\$ 28,715	\$ -	\$ -	\$ 142,193
Total:	\$ 113,478	\$ -	\$ 59,807	\$ 28,715	\$ -	\$ -	\$ 202,000
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 129,578	\$ -	\$ 59,807	\$ 32,115	\$ -	\$ -	\$ 221,500

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

Task 7 Special Projects, Fiscal Year 2023/2024				
Funding Source Contract	FHWA PL GXXX	CTD	Local	Total
Budget Category				
A. Personnel				
Salaries and Benefits	\$ 17,500	\$ -	\$ -	\$ 17,500
Total:	\$ 17,500	\$ -	\$ -	\$ 17,500
B. Consultant				
Consultants	\$ 19,667	\$ -	\$ -	\$ 19,667
Total:	\$ 19,667	\$ -	\$ -	\$ 19,667
C. Travel				
Travel Expenses	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses				
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 37,167	\$ -	\$ -	\$ 37,167

TASK 8: REGIONAL PLANNING

Purpose

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

Previous Work Completed

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

- The CFMPOA developed a regional priority project list in 2021 and 2022.
- The CFMPOA met quarterly, and once a year met with the Sun Coast Transportation Planning Alliance from the Tampa Bay Area.

Required Activities

The Task 8 activities planned for FY 2022/23 and FY 2023/24, including end products and completion dates are as follows.

Activity	End Product(s)	Completion Date(s)
Continued coordination with the Central Florida MPO Alliance with the development of a Regional Transportation Plan summary	Regional Transportation Plan Summary	Spring 2024
Continued coordination with the Central Florida MPO Alliance with the development of a Regional Priority Project List	Regional Priority Project List	July 2022 July 2023
Coordination and management of administrative functions of the Central Florida MPO Alliance	Meetings, Coordination	Ongoing Quarterly Meetings

Responsible Agencies

Space Coast TPO, River to Sea TPO, Ocala Marion TPO, Lake~Sumter MPO, Polk TPO and MetroPlan

Budget Summary

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

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

Task 8 Regional Planning, Fiscal Year 2022/2023							
Funding Source Contract	FHWA PL GXXX	FTA 5305(d) Carryover G2560	FTA 5305(d) Carryover GU198	FTA 5305(d) Carryover G2458	CTD	Local	Total
Budget Category							
A. Personnel							
Salaries and Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B. Consultant							
Transfer to MetroPlan (CFMPOA)	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
C. Travel							
Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000

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

Task 8 Regional Planning, Fiscal Year 2023/2024				
Funding Source Contract	FHWA PL GXXX	CTD	Local	Total
Budget Category				
A. Personnel				
Salaries and Benefits	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -
B. Consultant				
Transfer to MetroPlan (CFMPOA)	\$ 5,000	\$ -	\$ -	\$ 5,000
Total:	\$ 5,000	\$ -	\$ -	\$ 5,000
C. Travel				
Travel Expenses	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses				
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -
TOTAL TASK BUDGET:	\$ 5,000	\$ -	\$ -	\$ 5,000

TASK 9: LOCAL FUND

Purpose

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

Previous Work Completed

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

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

Required Activities

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

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

Responsible Agency: Ocala Marion TPO

Budget Summary

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

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

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

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

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

SUMMARY BUDGET TABLES

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

Fiscal Year 2022/2023 Budget Summary												
Funding Source Contract Number Task Name	FHWA PL GXXX	FDOT Soft Match (18.07%)	FTA 5305(d) Carryover G2560	FDOT Soft Match (20%)	FTA 5305(d) Carryover GU198	FDOT Soft Match (20%)	FTA 5305(d) Carryover G2458	FDOT Soft Match (20%)	CTD	Local	#FTA 5307 SunTran	Total (minus soft match)
1. Administration	\$ 330,640	\$ 59,747	\$ 3,207	\$ 641	\$ -	\$ -	\$ 51,711	\$ 10,342	\$ 4,002	\$ -	\$ -	\$ 389,560
2. Data Collection	\$ 23,030	\$ 4,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,030
3. Long-Range Planning	\$ 140,125	\$ 25,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,125
4. Short-Range Planning	\$ 29,650	\$ 5,358	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,650
5. Public Transportation	\$ 4,350	\$ 786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,521	\$ -	\$ 200,000	\$ 27,871
6. Public Involvement	\$ 45,390	\$ 8,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,390
7. Special Projects	\$ 129,578	\$ 23,415	\$ -	\$ -	\$ 59,807	\$ 11,961	\$ 32,115	\$ 6,423	\$ -	\$ -	\$ -	\$ 221,500
8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
TOTAL BUDGET:	\$ 707,763	\$ 127,895	\$ 3,207	\$ 641	\$ 59,807	\$ 11,961	\$ 83,826	\$ 16,765	\$ 27,523	\$ 2,000	\$ 200,000	\$ 884,126

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

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

Table 10B: Agency Participation, FY 2022/2023

Agency Participation, Fiscal Year 2022/2023									
Task Name	FHWA	FTA	FDOT Soft Match	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant	SunTran
1. Administration	\$ 330,640	\$ 54,918	\$ 70,730	\$ 4,002	\$ -	\$ 389,560	\$ -	\$ 1,500	\$ -
2. Data Collection	\$ 23,030	\$ -	\$ 4,162	\$ -	\$ -	\$ 23,030	\$ -	\$ -	\$ -
3. Long-Range Planning	\$ 140,125	\$ -	\$ 25,321	\$ -	\$ -	\$ 140,125	\$ -	\$ 125,000	\$ -
4. Short-Range Planning	\$ 29,650	\$ -	\$ 5,358	\$ -	\$ -	\$ 29,650	\$ -	\$ -	\$ -
5. Public Transportation	\$ 4,350	\$ -	\$ 786	\$ 23,521	\$ -	\$ 27,871	\$ -	\$ -	\$ 200,000
6. Public Involvement	\$ 45,390	\$ -	\$ 8,202	\$ -	\$ -	\$ 45,390	\$ -	\$ 12,890	\$ -
7. Special Projects	\$ 129,578	\$ 91,922	\$ 41,799	\$ -	\$ -	\$ 221,500	\$ -	\$ 202,000	\$ -
8. Regional Planning	\$ 5,000	\$ -	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -
TOTAL BUDGET:	\$ 707,763	\$ 146,840	\$ 157,262	\$ 27,523	\$ 2,000	\$ 884,126	\$ 5,000	\$ 341,390	\$ 200,000

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

Fiscal Year 2023/2024 Budget Summary						
Funding Source Contract Number Task Name	FHWA PL GXXX	FDOT Soft Match (18.07%)	CTD	Local	#SunTran	Total (minus soft match)
1. Administration	\$ 399,687	\$ 72,223	\$ 3,967	\$ -	\$ -	\$ 403,654
2. Data Collection	\$ 26,500	\$ 4,789	\$ -	\$ -	\$ -	\$ 26,500
3. Long-Range Planning	\$ 106,100	\$ 19,172	\$ -	\$ -	\$ -	\$ 106,100
4. Short-Range Planning	\$ 33,200	\$ 5,999	\$ -	\$ -	\$ -	\$ 33,200
5. Public Transportation	\$ 4,600	\$ 831	\$ 23,556	\$ -	\$ -	\$ 28,156
6. Public Involvement	\$ 41,240	\$ 7,452	\$ -	\$ -	\$ -	\$ 41,240
7. Special Projects	\$ 37,167	\$ 6,716	\$ -	\$ -	\$ -	\$ 37,167
8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
TOTAL BUDGET:	\$ 653,494	\$ 118,086	\$ 27,523	\$ 2,000	\$ -	\$ 683,017

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

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

Table 11B: Agency Participation, FY 2023/2024

Agency Participation, Fiscal Year 2023/2024								
Task Name	FHWA	FDOT Soft Match	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultants	SunTran
1. Administration	\$ 399,687	\$ 72,223	\$ 3,967	\$ -	\$ 403,654	\$ -	\$ 1,500	\$ -
2. Data Collection	\$ 26,500	\$ 4,789	\$ -	\$ -	\$ 26,500	\$ -	\$ -	\$ -
3. Long-Range Planning	\$ 106,100	\$ 19,172	\$ -	\$ -	\$ 106,100	\$ -	\$ 90,000	\$ -
4. Short-Range Planning	\$ 33,200	\$ 5,999	\$ -	\$ -	\$ 33,200	\$ -	\$ -	\$ -
5. Public Transportation	\$ 4,600	\$ 831	\$ 23,556	\$ -	\$ 28,156	\$ -	\$ -	\$ -
6. Public Involvement	\$ 41,240	\$ 7,452	\$ -	\$ -	\$ 41,240	\$ -	\$ 4,040	\$ -
7. Special Projects	\$ 37,167	\$ 6,716	\$ -	\$ -	\$ 37,167	\$ -	\$ 19,667	\$ -
8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -
TOTAL BUDGET:	\$ 653,494	\$ 118,086	\$ 27,523	\$ 2,000	\$ 683,017	\$ 5,000	\$ 120,207	\$ -

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

JULY 1, 2022 - JUNE 30, 2023 FUNDING SUMMARY BY CATEGORY AND SOURCE					
Budget Category	FHWA (PL)	FTA 5305(d) Carry Forward	CTD	Local	Total
A. Personnel					
Salaries and Fringe Benefits	\$ 393,074	\$ 11,499	\$ 23,521	\$ -	\$ 428,094
Subtotal:	\$ 393,074	\$ 11,499	\$ 23,521	\$ -	\$ 428,094
B. Consultant Services					
Consultants	\$ 132,868	\$ 88,522	\$ -	\$ -	\$ 221,390
2050 LRTP Placeholder	\$ 125,000	\$ -	\$ -	\$ -	\$ 125,000
Subtotal:	\$ 257,868	\$ 88,522	\$ -	\$ -	\$ 346,390
C. Travel					
Travel and Training	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
Subtotal:	\$ 5,162	\$ 9,149	\$ 1,075	\$ -	\$ 15,386
D. Direct Expenses					
Advertising	\$ 1,600	\$ 240	\$ 725	\$ -	\$ 2,565
Copier/Printer Rental	\$ 2,390	\$ 313	\$ 110	\$ -	\$ 2,813
Insurance	\$ 2,875	\$ -	\$ -	\$ -	\$ 2,875
Machinery and Equipment	\$ 5,500	\$ 2,445	\$ -	\$ -	\$ 7,945
Office Supplies	\$ 3,800	\$ 467	\$ 110	\$ 300	\$ 4,677
Postage	\$ 175	\$ 48	\$ 20	\$ -	\$ 243
Printing and Binding	\$ 1,300	\$ 552	\$ -	\$ -	\$ 1,852
Professional Membership Dues	\$ -	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses	\$ 6,684	\$ 728	\$ 100	\$ -	\$ 7,512
Subtotal:	\$ 24,324	\$ 4,793	\$ 1,065	\$ 2,000	\$ 32,182
E. Indirect Expenses					
Marion County Cost Allocation	\$ 27,335	\$ 32,877	\$ 1,862	\$ -	\$ 62,074
Subtotal:	\$ 27,335	\$ 32,877	\$ 1,862	\$ -	\$ 62,074
Budget Totals					
Revenues:	\$ 707,763	\$ 146,840	\$ 27,523	\$ 2,000	\$ 884,126
Expenditures:	\$ 707,763	\$ 146,840	\$ 27,523	\$ 2,000	\$ 884,126

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

JULY 1, 2023 - JUNE 30, 2024 FUNDING SUMMARY BY CATEGORY AND SOURCE				
Budget Category	FHWA (PL)	CTD	Local	Total
A. Personnel				
Salaries and Fringe Benefits	\$ 430,800	\$ 23,556	\$ -	\$ 454,356
Subtotal:	\$ 430,800	\$ 23,556	\$ -	\$ 454,356
B. Consultant Services				
Consultants	\$ 45,207	\$ -	\$ -	\$ 45,207
2050 LRTP Placeholder	\$ 75,000	\$ -	\$ -	\$ 75,000
Subtotal:	\$ 120,207	\$ -	\$ -	\$ 120,207
C. Travel				
Travel and Training	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
Subtotal:	\$ 15,600	\$ 1,075	\$ -	\$ 16,675
D. Direct Expenses				
Advertising	\$ 1,850	\$ 750	\$ -	\$ 2,600
Copier/Printer Rental	\$ 2,750	\$ 110	\$ -	\$ 2,860
Insurance	\$ 2,875	\$ -	\$ -	\$ 2,875
Machinery and Equipment	\$ 5,500	\$ -	\$ -	\$ 5,500
Office Supplies	\$ 4,200	\$ 50	\$ 300	\$ 4,550
Postage	\$ 425	\$ 20	\$ -	\$ 445
Printing and Binding	\$ 1,400	\$ -	\$ -	\$ 1,400
Professional Membership Dues	\$ -	\$ -	\$ 1,700	\$ 1,700
Software Licenses	\$ 7,675	\$ 100	\$ -	\$ 7,775
Subtotal:	\$ 26,675	\$ 1,030	\$ 2,000	\$ 29,705
E. Indirect Expenses				
Marion County Cost Allocation	\$ 60,212	\$ 1,862	\$ -	\$ 62,074
Subtotal:	\$ 60,212	\$ 1,862	\$ -	\$ 62,074
Budget Totals				
Revenues:	\$ 653,494	\$ 27,523	\$ 2,000	\$ 683,017
Expenditures:	\$ 653,494	\$ 27,523	\$ 2,000	\$ 683,017

APPENDIX A: UPWP STATEMENTS AND ASSURANCES

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

525-010-08
POLICY PLANNING
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DEBARMENT and SUSPENSION CERTIFICATION

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

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

Name: Ire Bethea Sr.
Title: TPO Chair

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
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LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

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

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

Name: Ire Bethea Sr.
Title: TPO Chair

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
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DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

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

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

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

Name: Ire Bethea Sr.
Title: TPO Chair

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
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TITLE VI/ NONDISCRIMINATION ASSURANCE

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

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

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

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

Name: Ire Bethea Sr.
Title: TPO Chair

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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APPENDICES A and E

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

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

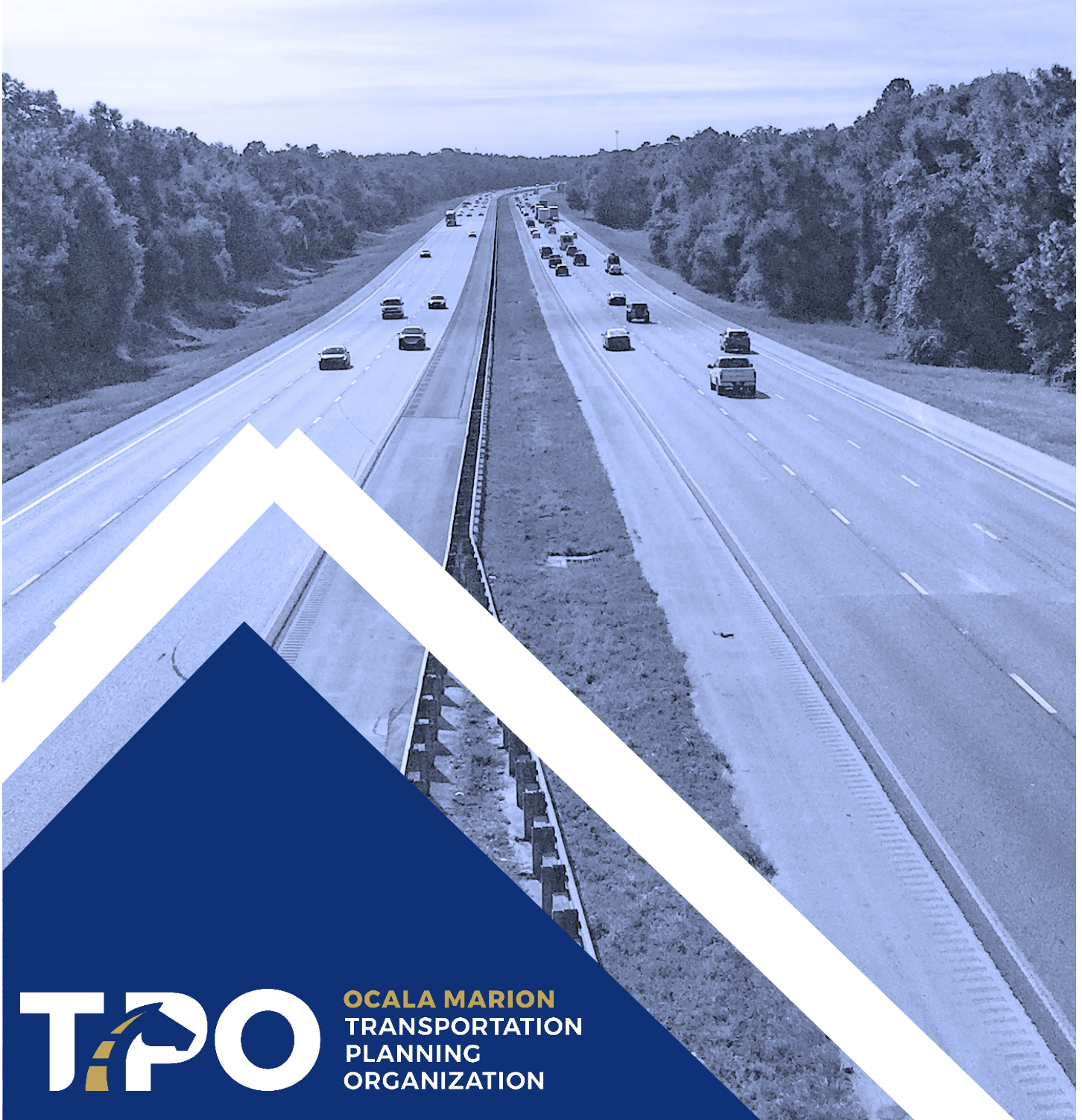
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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

APPENDIX B: GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

February 2022

ACRYONYM	NAME	DESCRIPTION
3C	Continuing, Cooperative and Comprehensive	A Continuing, Cooperative and Comprehensive (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.

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

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

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

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

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

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

APPENDIX C: PARTNER AGENCY PLANNING EMPHASIS AREAS AND ACTIVITIES



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

Office of the Administrator

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

Federal Transit
Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

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

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

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

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

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

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

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

Equity and Justice⁴⁰ in Transportation Planning

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

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

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

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

Complete Streets

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

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

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

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

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

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

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

Florida Planning Emphasis Areas 2021

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

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

Safety

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

Equity

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

Resilience

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

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

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

Emerging Mobility

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

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

Contact Information:

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Florida Department of Transportation
District Five

District Planning Activities

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

Improve Safety

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

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



Florida Department of Transportation
District Five

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

Enhance Mobility

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

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



Florida Department of Transportation
District Five

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

Inspire Innovation

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

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



Florida Department of Transportation
District Five

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

Additional Planning Activities

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

APPENDIX D: PARTNER AGENCY COMMENTS

Public Notice, Ocala Star Banner – March 15, 2022

Balmes, Rob

Subject: FW: 6978876 Ocala Marion TPO- Legal Ad

From: Gannett Legals Public Notices 4 <ganlegpubnotices4@gannett.com>

Sent: Monday, February 28, 2022 9:09 AM

To: Irby, Shakayla <Shakayla.Irby@marionfl.org>

Subject: RE: 6978876 Ocala Marion TPO- Legal Ad

Hello,

Your notice is scheduled to publish March 15th in the Ocala Star Banner. The total cost of your ad is \$65.54, which includes a publisher affidavit that will be mailed to you after the last date of publication. **Please review your proof carefully and advise of any corrections needed.**

The Ocala Marion Transportation Planning Organization (TPO) draft Fiscal Years 2023 to 2024 Unified Planning Work Program (UPWP) is available for public comment. The TPO's UPWP is a federally required financial budget document that outlines all activities and expenditures anticipated to occur over a two-year period from July 1, 2022 to June 30, 2024. The draft UPWP is available for public review and comment by accessing the TPO's website: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>. To comment on the UPWP, please use the TPO's online Feedback Form, or contact the Director by phone or email. Comments are accepted from March 15 to April 15, 2022. <https://ocalamariontpo.org/contact-us/tpo-feedback-form>
Rob Balmes
Ocala Marion TPO Director
rob.balmes@marionfl.org
352-438-2631
#6978876

Thank you,

Keyonna Theodore

Public Notice Representative



Office: 844-254-5287

APPENDIX E: COST ALLOCATION AND STAFF SERVICES AGREEMENT

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

105100 BR407, 408, 409 BR407, 408, 409

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

STAFF SERVICES AGREEMENT

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

WITNESSETH:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. **Financial Administration**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARION COUNTY BOARD OF
COUNTY COMMISSIONERS

By: Kathy Bryant
Kathy Bryant, Chairman

OCALA / MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION

By: Jeff Gold
Jeff Gold, TPO Chair

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

ATTEST: Mr. Bob
TPO Director

Approved as to form and legality

Mathew G. Minter
Mathew G. Minter, County Attorney

APPENDIX F: TPO TRAVEL POLICY

Ocala Marion County Transportation Planning Organization



Travel Policy

Updated February 22, 2022

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Section 1: General

1.1 Purpose

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

1.2 Scope and Applicability

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

1.3 Roles and Responsibility

1) Director

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

2) Travelers

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

1.4 Authorizations

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

1.5 Procurement Card Use

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

1.6 Missing Receipts

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

1.7 Letter of Agreement

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

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

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

Section 2: Travel Expense Requirements/Guidelines

2.1 General Principles

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

2.2 Registration Fees

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

2.3 Transportation

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

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

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

4) Rental Vehicle

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

2.4 Meals and Incidentals

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

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

2.5 Lodging

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

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

2.6 Miscellaneous Expenses

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

Ocala/Marion County Project Status Update as of February 25, 2022

The following is a brief status update on major FDOT road construction projects in Marion County as of the February cutoff. The next cutoff date is March 31, 2022. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

MARION COUNTY

Current Projects:

Dallas Pond Redesign on U.S. 301 Drainage Construction (FDOT Financial Information Number 411256-5)

- Contract: E57A3
- Contractor: Concept Construction & Demolition, LLC.
- Estimated Start: January 2022
- Estimated Completion: Spring 2022
- Update: The purpose of this project is to re-design the existing pond that is currently out of compliance for water quality treatment. The project also includes the extension of the outfall, and acquisition of drainage easements for future maintenance of the complete drainage system.

441136-1 Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split.

- Contractor: Anderson Columbia Inc.
- Estimated Start: October 2021
- Estimated Completion: Fall 2022
- Project Cost: \$15.4 million
- Update: Contractor has set up daytime and nighttime lane closures for widening and milling and resurfacing operations. Drainage structures scheduled for delivery on 2/28/22 and pipe extension operations are to begin next week.

439238-1 Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Start: January 2021
- Estimated Completion: Summer 2022
- Cost: \$15.7 million

- Update: There are currently both daytime and nighttime lane closures for drainage and rolling straight edge operations. A two-week look ahead indicates median barrier work and MOT removal as the controlling items of work. After the guardrail is installed the MOT below CSX bridge can be removed, as per PA this may take about 3 weeks to happen.



TO: Board Members

FROM: Rob Balmes, Director

RE: Commitment to Zero Workshop

Summary

On January 12, 2022, the TPO kicked-off **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**. The public can participate at any time by visiting the Commitment to Zero project page at: <https://ocalamariontpo.org/safety-plan>

The project page contains up to date documents and meeting information, including “How to Get Involved”. This section provides an opportunity for the public to complete an online survey and place comments on an online interactive map. As Board members, if you could please share the project page and opportunities for public comment with your constituents, it will be greatly appreciated.

The TPO and our consultant team will host a **Community Workshop** on **April 14, 2022** at the **College of Central Florida Klein Center**. Attached to this memo is a flyer highlighting the event. The workshop is open to all members of the community. Further details will be provided in the near future, but is expected to include a brief presentation, followed by an open-house style format.

Attachment(s)

- Community Workshop Flyer

If you have any questions about the project, please contact me any time at: 438-2631.

COMMITMENT TO ZERO: SAFETY ACTION PLAN COMMUNITY WORKSHOP



April 14, 2022

5:30 PM to 8:00 PM

COLLEGE OF CENTRAL FLORIDA
KLEIN CONFERENCE CENTER – BUILDING 40

3001 SW College Road
Ocala, FL 34474

Learn more

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



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DATE

