



TPO Board Meeting

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

March 28, 2023

4:00 PM

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. Meeting Minutes – February 28, 2023 (Page #3)**
Recommended Action: Motion to approve
- 5. ACTION ITEMS**
 - A. TPO Director Annual Performance Evaluation (Page #25)**
Recommended Action: Marion County Human Resources is seeking review and approval of the TPO Director annual performance evaluation
 - B. 2022 Florida Department of Transportation (FDOT)/TPO Annual Joint Certification (Page #32)**
Recommended Action: Staff is seeking review and approval of the annual Joint Certification with the Florida Department of Transportation
 - C. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment #5 (Page #81)**
Recommended Action: Staff is seeking approval of a TIP amendment.
 - D. Performance Management 2023 Pavement and Bridge (PM2), System Performance (PM3) Targets (Page #344)** *Recommended Action: Staff is seeking approval of Performance Targets*
 - E. 2023 TPO Board Meeting Schedule Update (Page #384)**
Recommended Action: Staff is requesting the addition of an August meeting
 - F. SunTran Grant Letter of Support (Page #386)**
Recommended Action: SunTran is seeking a letter of support from the TPO Board for a grant application to the Federal Transit Administration

6. PRESENTATIONS

A. Community Transportation Coordinator (CTC) Annual Evaluation, 2023 (Page #398)

Staff will present the annual evaluation of the CTC, Marion Transit

7. DISCUSSION ITEMS

A. Metropolitan Planning Organization Advisory Council (MPOAC) (Page #700)

An introduction by Mark Reichert, Executive Director, Metropolitan Planning Organization Advisory Council (MPOAC)

8. COMMENTS BY FDOT

A. FDOT Construction Report (Page #701)

9. COMMENTS BY TPO STAFF

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 25, 2023.



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
February 28, 2023
4:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea
Commissioner Kathy Bryant
Commissioner Craig Curry
Councilmember Kristen Dryer
Mayor Kent Guinn (*arrived at 4:18pm*)
Councilman Tim Inskeep
Commissioner Michelle Stone

Members Not Present:

Commissioner Ray Dwyer
Commissioner Jeff Gold
Councilmember James Hilty
Councilmember Barry Mansfield
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Rakinya Hinson, FDOT
Elizabeth Alt, Senior Assistant County Attorney
Dan Desorue
Daniel Sivilich
Oscar Tovar, City of Ocala
Sean Lanier, City of Ocala
Darren Park, City of Ocala
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Craig Curry called the meeting to order at 4:07pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

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

Ms. Stone made a motion to proceed with the business of the TPO with the six board members present. Ms. Bryant seconded, and the motion passed unanimously.

A quorum of seven board members was reached with the arrival of Mayor Kent Guinn at 4:18pm.

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County meeting calendars on February 21, 2023. 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. Mr. Bethea seconded, and the motion passed unanimously.

Item 5a. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment #4

Mr. Balmes presented and said that per the request of the Florida Department of Transportation (FDOT), one project was proposed to be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP).

The project (FM#452364-2) was receiving federal funding to implement the National Electric Vehicle Infrastructure Program (NEVI). The project would consist of deployment of direct current fast charges (DCFCS) along the I-75 corridor in Marion County.

FM# 452364-2: I-75 (SR 93) “GAP” 12 – EV DCFCS (Phase 1)

- Funding: \$1,100,000
- Federal: \$1,100,000
- FY 23 Capital (CAP) phase
- Total TIP Funding: \$1,100,000

Mr. Bethea made a motion to approve the FY 2023 to 2027 TIP Amendment #4. Ms. Bryant seconded, a roll-call vote was called and the motion passed unanimously.

Item 5b. Performance Management 2023 Safety Targets

Mr. Balmes presented and said that federal law 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 became effective in 2016 was assessing the conditions of roadway safety (PM1). In May 2018, all TPO/MPOs were required to establish safety targets and approve or update on an annual basis.

Specifically, the TPO was required to update and adopt Targets for 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

Annually, the TPO may select one of two options regarding updating and submission of safety targets.

1. Adopt the state targets established by the Florida Department of Transportation (FDOT);
or
2. Develop separate quantifiable safety performance targets.

If the TPO chose to adopt the FDOT safety targets, the requirement would be to annually adopt the same targets until changes were made by the state. Presently, the FDOT has annually adopted 0 for each of the five safety targets.

Mr. Balmes said that there were no direct implications to the TPO for not reaching adopted targets.

In 2018, when the process became a federal requirement, the TPO Board adopted its own safety performance targets to better track progress and reflect more accountability to the public. Over the past five 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).

Safety Performance Measure 2022 Targets and Results

Safety Performance Measure	2022 Results	2022 Targets	Met Target?
#1 - Fatalities	109	98	No
#2 - Fatalities per 100 Million VMT	2.35	2.08	No
#3 - Serious Injuries	491	378	No
#4 - Serious Injuries per 100 Million VMT	10.59	8.02	No
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	56	57	Yes

The proposed targets for 2023 were as follows:

1. Fatalities- **101**
2. Fatalities per 100 Million VMT- **2.14**
3. Serious Injuries- **417**
4. Serious Injuries per 100 Million VMT- **8.88**
5. Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries- **56**

Mr. Balmes provided two options for the board and mentioned that the Technical and Citizens Advisory Committees as well as TPO staff recommended Option A.

Ms. Bryant stated that she did not want to adopt the states targets. She inquired about the methodology that was used by the TPO and asked if the extra population that put more vehicles on the road had been taken into consideration.

Mr. Balmes said there had been a general agreement in place with the MPOs, FDOT, FHWA and Vehicles Miles Traveled data had to be included. In terms of projections from 2022 and 2023 it had been based on historical trends and they had been accurate.

Ms. Bryant said specifically the more vehicles on the road the more crashes and the more crashes the more fatalities. Moving forward she would like to see a methodology that accounted for the extra population.

Mr. Balmes talked about adding an additional factor that accounts for population growth rather than just a straight trend line and would research an appropriate methodology.

Ms. Stone said considering Safer Streets, what educational programs were being put into place by making drivers more aware.

Mr. Balmes said that through the Commitment to Zero the TPO staff had been focused on more education, awareness, and partnerships to get more messaging throughout the community.

Ms. Stone asked about impacts on funding from FDOT for missing targets.

Mr. Balmes said there was no impacts on the MPOs for missing or meeting targets.

Ms. Stone said that the state's overall goal is zero and asked if there was any influence from FDOT to the MPOs to lean into the commitment to zero.

Mr. Balmes said that FDOT respectfully allowed the MPOs to make their own decision.

The board continued in discussion about the safety and driver behaviors.

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

Item 5c. 2022 List of Priority Projects (LOPP) Amendment

Mr. Balmes presented and said that per the request of the TPO Board Chair, Commissioner Craig Curry, the 2022 List of Priority Projects (LOPP) Strategic Intermodal System (SIS) project list was proposed to be amended.

The amendment was proposed to ensure the I-75 interchanges in Marion County are listed on the current 2022 LOPP SIS list including general project improvement descriptions. The current six interchanges were part of the ongoing I-75 Master Plan Study being conducted by the Florida Department of Transportation (FDOT).

All proposed changes had been reflected in tracked changes mode and red font for ease of review and can be viewed on pages 11-13 of this set of minutes for reference.

The amended 2022 LOPP would support the development of the 2023 LOPP process and lists, which was underway.

Ms. Bryant made a motion to approve the 2022 LOPP Amendment. Ms. Stone seconded, and the motion passed unanimously.

Item 5d. Strategic Intermodal System (SIS) TPO Board Letter

Mr. Balmes said that every five years, the Florida Department of Transportation (FDOT) District 5 coordinates with Central Office to complete a series of Strategic Intermodal System (SIS) planning documents which include three tiers or lists of future capacity improvement projects.

The SIS lists contain projects programmed (FY 2024-2028), planned to be funded (FY 2029-2033), and considered financially feasible based on projected State revenues (FY 2033-2050).

On January 27, the FDOT District 5 submitted a set of draft SIS project lists to the TPO and requested comments as soon as possible. A follow-up virtual overview meeting was requested with the TPO Director and TPO Chair on February 8. FDOT District 5 staff explained they are required to submit comments to Central Office no later than February 28.

Based on the timeframe for reviewing and submitting comments to District 5, TPO Chairman Curry requested a meeting with staff representatives of the Cities of Belleview, Dunnellon, Ocala and Marion County to coordinate and submit one set of comments.

A coordination meeting was held on February 15, 2023 at the Marion County Office of County Engineer and included: Rob Balmes, TPO; Elton Holland, Marion County; Sean Lanier, City of Ocala; Bob Titterington, City of Belleview; Troy Slattery, City of Dunnellon; Chad Ward, City of Dunnellon.

Ms. Stone made a motion to approve SIS TPO Board Letter. Ms. Dreyer seconded and the motion passed unanimously.

Item 6a. 2020 U.S. Census Update

As requested by the TPO Board at the January 24, 2023 meeting, Mr. Balmes conducted further research regarding the Census Urban Areas and whether the TPO could qualify for TMA

designation and future funding opportunities.

The FDOT Central Office and Federal Highway Administration (FHWA) had been coordinating the results of the 2020 Census Urban Areas in Florida, including the geographic boundaries and upcoming TMA designations. Some insights were shared with the TPO, including answers to two key questions.

- 1. Since the Ocala Urban Area remains separated from the Villages-Lady Lake Urban Area, would a TMA-designated MPO/TPO under 200,000 in population be eligible to select and fund projects from the sub-allocation of Surface Transportation Block Grant and Transportation Alternatives funding?**

Response: No. Per 23 USC 133: Surface Transportation Block Grant Program, the population of a contiguous Urban Area must be over 200,000 to receive a sub-allocation of funding for project and MPO/TPO programs. On February 13, 2013, the FDOT Central Office shared with the TPO a confirmation from the Federal Highway Administration (FHWA) pertaining to the current population requirement as cited in federal law.

- 2. Are the Ocala-Villages-Lady Lake separate and distinct Urban Areas or could adjustments be made to include them as one contiguous Urban Area?**

Response: On February 13, 2013, the FDOT Central Office shared with the TPO information received from the Federal Highway Administration (FHWA) regarding the process to designate TMA's. FHWA confirmed the process will strictly be based on the results of the U.S. Census and will not involve any adjustments or modifications to Urban Areas. If there are discrepancies that require corrective action, the TPO was advised to directly contact the U.S. Census Bureau.

On February 13, the TPO contacted the U.S. Census Bureau requesting an opportunity to discuss and/or receive clarification regarding the connection between the Ocala Urban Area and the Villages-Lady Lake Urban Area at SE 108th Terrace Road. Correspondence also involved a request for explanation regarding the separation of the Ocala Urban Area from the Marion Oaks Urban Area by the Cross Florida Greenway. The following includes a formal response from the Census Bureau.

Ocala-The Villages-Lady Lake Urban Areas

The Census Bureau defines urban areas to represent densely developed territory, and encompass residential, commercial, and other nonresidential urban land uses. The 2020 Census urban areas are defined based on aggregations of census blocks and are not required to respect place, county, state, or other boundaries such as military installations. This recognizes that development is not necessarily constrained or directly influenced by other types of geographic areas or boundaries.

In your specific case, Ocala and The Villages-Lady Lake were connected during the Urban Areas delineation. This is a normal part of the delineation process, where urban areas start as cores which expand out via hops and jumps, low density fill, and other steps in the delineation. In many cases such as yours, these areas form large Urban Area Agglomerations (UAAs) that encompass territory defined as separate urban areas for the 2010 Census. Where such results occurred, the Census Bureau applied split criteria.

The full criteria is available here:

<https://www.federalregister.gov/documents/2022/03/24/2022-06180/urban-area-criteria-for-the->

2020-census-final-criteria

In both the 2000 and 2010 urban area delineations, Ocala and The Villages- Lady Lake were physically separate Urban Areas. During the 2020 Urban Areas delineation, Ocala and The Villages- Lady Lake merged together as parts of a single large Urban Area Agglomeration, this agglomeration was split using commuter data to form the final 2020 Urban Areas. **For 2020, Ocala and The Villages- Lady Lake remain separate Urban Areas. This splitting of large agglomerations occurred nationwide.**

Ocala-Marion Oaks Urban Areas

During the hops phase of the urban area delineation, the gap between the Ocala area and the Marion Oaks area was too large for a hop connection. The area to the southeast of Ocala (which includes The Villages- Lady Lake UA as well as the Leesburg-Eustis-Tavares UA) combined via hops into a single large agglomeration. Because of these combined areas, that agglomeration had a higher Housing Unit (HU) count during the jump phase of the delineation than the Ocala area.

The jump phase begins with the highest HU count agglomeration, executes one set of jumps, and then moves on to the next highest HU count agglomeration. Lower HU count agglomerations cannot jump back into higher HU count agglomerations. The larger The Villages-Lady Lake and Leesburg-Eustis-Tavares agglomeration jumped into the Ocala area, adding it to the agglomeration. Since there is only one cycle of jumps, Marion Oaks could not be jumped to from that larger agglomeration (which now included Ocala) nor could it make a jump back into the larger agglomeration. **In the end, the gap between Ocala and Marion Oaks could not be connected via jumps, and the areas remained separate UAs in 2020** (as they were in the 2000 and 2010 urban areas).

Please note that in delineating urban areas and rural area, the Census Bureau does not take into account or attempt to meet the requirements of any particular programmatic uses of these areas or their associated data. **The Census Bureau does not have an appeals process for the urban areas.** Nonetheless, we will work with tribal, federal, state, or local agencies as well as other stakeholders, as appropriate, to ensure understanding of our classification. Please do not hesitate to contact us with any additional questions or concerns.

Urban Area Team

Geography Division

U.S. Census Bureau

census.gov | @uscensusbureau

Chairman Curry inquired about an appeal to the Governor to obtain a TMA status.

Mr. Balmes said that an appeal to the Governor could be made, however FDOT Central office received response from FHWA stating that an MPO could become a TMA but if the population was under 200,000 there would be no access to additional funding. The funding would be the main driving force to become a TMA. Ocala Marion would not have that option because we were under 200,000.

Ms. Stone asked if we would get to the 200,000 threshold if we received the appeal by combining Marion Oaks and Ocala.

Mr. Balmes said with Marion Oaks and Ocala combined would put us over 200,000.

Ms. Stone said that she did not want to keep raising a red flag and somehow get rolled into another county. Ms. Stone recommended to accept the Census results and move on.

Ms. Bryant said that she agreed with Ms. Stone's comments.

Item 6b. Commitment to Zero Activities

Mr. Balmes said the Board adoption of Commitment to Zero was a major milestone and that long-term success would require ongoing work to keep building momentum in the community. Some of the next steps and activities specific to the TPO in 2023 would involve the following:

- Commitment to Zero fact sheets
- Coordination with local partners for safety projects in the 2023 List of Priority Projects (LOPP)
- Commitment to Zero online public crash dashboard
- Social Media for community safety events, public awareness of safety
- Continued partnering for community safety events
- Exploration of public information and public relations opportunities
- Annual Commitment to Zero Workshop (Fall 2023, date to be determined)

Samples of the Commitment to Zero fact sheets were provided. The TPO had developed an initial listing of fact sheets to be release in 2023.

Mr. Balmes mentioned that the TAC and CAC committees had mentioned safety messages with crash statistics and more safety displays to promote safety. Also, reaching out to the schools to impart safety in the youth early on. Mr. Balmes mentioned that TPO staff member Shakayla Irby had been reaching out to the school district.

Item 6c. 2045 Long Range Transportation Plan (LRTP) Update

Mr. Balmes said the Transportation Plan (LRTP) Cost Feasible Element had been updated to include a clarifying footnote to ensure the six I-75 interchanges in Marion County are identified. The six interchanges are part of the ongoing I-75 PD&E/Master Plan Study being conducted by the Florida Department of Transportation (FDOT) and listed in the Cost Feasible Element.

Based on the status of the PD&E/Master Plan, development of the Strategic Intermodal System (SIS) Plans and Moving Florida Forward, this was the only change necessary at the time. As the plans and proposals progressed in 2023, an amendment to the LRTP would be necessary in the near future.

The footnote had been highlighted for ease of reference. The FDOT District 5 and Federal Highway Administration (FHWA) Florida Division had been consulted on the update.

Item 6d. 2022 TPO Annual Report

Mr. Balmes said that the 2022 TPO Annual Report had been published and the Annual Report highlighted the TPO program accomplishments in Ocala/Marion County over the past year. The report had been developed with a new template, which the TPO had plans to use for future versions.

The 2022 Annual Report was included in the committee packet and could also be found on the TPO's website: <https://ocalamariontpo.org/about-us/annual-report>.

Item 7. Comments by FDOT

Ms. Rakinya Hinson provided a brief presentation on Moving Florida Forward.

Governor Ron DeSantis announced January 30 the *Moving Florida Forward Infrastructure Initiative*. The proposal would invest an additional \$7 billion to prioritize and accelerate the completion of 20 critical transportation infrastructure projects across the state.

The proposal combines \$4 billion of General Revenue funding with innovative transportation project financing strategies that will allow FDOT to leverage an additional \$3 billion over the next four years.

The presentation which includes the Congestion Relief Projects and funding is attached to pages 14-19 for reference.

A construction report was also provided in the committee meeting agenda packet. Also, all information for projects were listed on www.cflroads.com.

Chairman Curry asked if the auxiliary lanes proposed for I-75 would be express lanes?

Ms. Hinson said that it had not been identified at the time.

Mr. Kenneth Campbell, Construction Engineer with FDOT addressed the board and gave an update on the Williams Street Flyover repairs.

FDOT had procured a \$1.2 million contract with Superior Construction to make repairs and were anticipating the project to be completed by March 23, 2023. There would be some disturbances to traffic with interstate lane closures and would try to make closure during off-peak hours.

Mr. Curry gave compliments to FDOT for their quick work on addressing the bridge repairs and for their hard work.

Item 8. Comments by TPO Staff

Mr. Balmes gave one comment that he had included the MPOAC 2023 Policy Positions in the agenda packet for the board to review.

Item 9. Comments by TPO Members

There were no comments by the TPO Members.

Item 10. Public Comment

Mr. Daniel Sivilich, 3575 SW 51st Terrace, Ocala, FL 34474 addressed the board and gave public comment regarding traffic safety through Timberwood.

Attached to this set of minutes on pages 20-22 are comments that Mr. Sivilich provided to the TPO board for reference.

Ms. Bryant stated for the record that the TPO board had no say so or input into PD's that were being approved by the City of Ocala and it was not something that the TPO board did.

Mr. Elton Holland, Marion County Engineer addressed the board and said that it had been programmed to update the preliminary engineering report and to proceed with design continuing the four-laning of the 38th corridor from West Port through 43rd. It was his understanding that the City of Ocala had plans to bring the 43rd corridor to the north.

Mr. Jeff Shrum, Development Services Director with the City of Ocala said that there was a pending application and the City was not able to discuss the project in specifics at the time for the record.

Item 11. Public Comment

There was no public comment.

Item 12. Adjournment

Prior to adjournment Chairman Curry reminded the board of the TPO 101 Workshop to be held on March 28, 2023 beginning at 1:00pm.

Chairman Curry adjourned the meeting at 5:16pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



2022 List of Priority Projects (LOPP)

Fiscal Years 2024 to 2028

TPO Board Adoption - June 28, 2022

Amended February 28, 2023

Project Lists

Top Priority Projects

Strategic Intermodal System (SIS)

Non-Strategic Intermodal System (SIS) Capacity

Safety and Operations

Trails

Bicycle and Pedestrian

Planning

Project Phases

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

A handwritten signature in black ink, reading 'Ire Bethea Sr.'.

Ire Bethea Sr., TPO Chair

A handwritten signature in blue ink, reading 'Rob Balmes'.

Rob Balmes, TPO Director

2022 Strategic Intermodal System (SIS) Priorities - Proposed

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	435209-1	SIS	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension on from NW 49th Avenue from NW 44th Avenue to NW 35th Street Road	CST	\$42,379,864		
2	433652-1	SIS	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,500,000
3		SIS	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
4	237988-1	SIS	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
5		SIS	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
6	410674-2	SIS	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
7	4436234-1	SIS	I-75 from SR 200 to CR 234 Alachua County	Widening, Modernization, Interchanges Master Planning for I-75-and interchanges			Planning/PD&E PE, ROW, CST	TBD
8	443623-1	SIS	I-75 from SR 91 (Turnpike) to SR 200	Widening, Modernization, Interchanges Master Planning for I-75-and interchanges			Planning/PD&E PE, ROW, CST	TBD
9		SIS	I-75 at SW 20th Street	Construction of a new interchange at SW 20th			PD&E, DES, ROW, CST	TBD
10		SIS	SR 40 from CR 314A to Levy Hammock	Reconstruction and widening to four lanes, medians			ROW, CST	\$17,900,000
11		SIS	SR 40 from CR 314 to CR 314A	Reconstruction and widening to four lanes, medians			ROW, CST	\$98,500,000
12		SIS	SR 326 from US 301 to old US 301	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
13		SIS	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
*		SIS	I-75 at CR 484 Interchange	Interchange, capacity improvements to six lanes on CR 484 from SW 49th Ave to CR 475A			PD&E, DES, ROW, CST	TBD
*		SIS	I-75 at SR 200 Interchange	Interchange and capacity improvements			PD&E, DES, ROW, CST	TBD
*		SIS	I-75 at CR 318 Interchange	Interchange, capacity improvements at CR 318 from NW Highway 225 to NW 60th Avenue			PD&E, DES, ROW, CST	TBD

*LOPP Amended projects, February 28, 2023

2022 Strategic Intermodal System (SIS) Priorities, Amended

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	435209-1	SIS	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension on NW 49th Avenue from NW 44th Avenue to NW 35th Street Road	CST	\$42,379,864		
2	433652-1	SIS	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,500,000
3		SIS	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
4	237988-1	SIS	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
5		SIS	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
6	410674-2	SIS	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
7	443624-1	SIS	I-75 from SR 200 to CR 234 Alachua County	Master Planning for I-75-and interchanges			Planning/PD&E	TBD
8	443623-1	SIS	I-75 from SR 91 (Turnpike) to SR 200	Master Planning for I-75-and interchanges			Planning/PD&E	TBD
9		SIS	I-75 at SW 20th Street	Construction of a new interchange at SW 20th			PD&E, DES, ROW, CST	TBD
10		SIS	SR 40 from CR 314A to Levy Hammock	Reconstruction and widening to four lanes, medians			ROW, CST	\$17,900,000
11		SIS	SR 40 from CR 314 to CR 314A	Reconstruction and widening to four lanes, medians			ROW, CST	\$98,500,000
12		SIS	SR 326 from US 301 to old US 301	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
13		SIS	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
14		SIS	I-75 at CR 484 Interchange	Interchange, capacity improvements to six lanes on CR 484 from SW 49th Ave to CR 475A			PD&E, DES, ROW, CST	TBD
15		SIS	I-75 at SR 200 Interchange	Interchange and capacity improvements			PD&E, DES, ROW, CST	TBD
16		SIS	I-75 at CR 318 Interchange	Interchange, capacity improvements at CR 318 from NW Highway 225 to NW 60th Avenue			PD&E, DES, ROW, CST	TBD

MOVING FLORIDA FORWARD



For Immediate Release
January 30, 2023

CONTACT FDOT: FDOT COMMUNICATIONS OFFICE
(850) 414-4590 | FDOTcommunicationsoffice@dot.state.fl.us

ICYMI: Governor Ron DeSantis Announces Moving Florida Forward Infrastructure Initiative

Governor proposes a \$4 billion investment, which will be leveraged for a total of \$7 billion, to expedite projects that will alleviate congestion and prioritize safety

AUBURNDALE, Fla. — Today, Governor DeSantis announced the *Moving Florida Forward* initiative to expedite transportation projects over the next four years. If passed by the legislature, this proposal would invest \$4 billion of general revenue, redirect an average of \$131 million annually to the State Transportation Work Program, and leverage additional funding over the next four years for a total of \$7 billion to strengthen Florida's transportation infrastructure to accommodate the growing number of people that rely on Florida's roadways. Through this record investment, the Florida Department of Transportation (FDOT) would expedite 20 priority infrastructure projects into the existing Work Program to combat congestion, improve safety, and ensure a more resilient transportation system to bolster current transportation needs and set the stage for future growth. Projects included as part of the *Moving Florida Forward* Legislative Proposal are available at [FDOT.gov/MovingFloridaForward](https://fdot.gov/MovingFloridaForward).

"This proposal will break through bureaucracy that often slows down infrastructure projects and allow FDOT to target projects that will ease congestion across the state," **said Governor Ron DeSantis**. "Expediting these projects will bring them to completion more than a decade ahead of schedule."

"Governor DeSantis' *Moving Florida Forward* proposal is truly historic and the projects included will help relieve congestion while also focusing on safety, resiliency, the supply chain, and economic growth. These are important for Floridians' quality of life and to ensure we maintain a strong transportation system to keep Florida moving forward," **said FDOT Secretary Jared W. Perdue, P.E.** "The Department has worked closely with communities and our partners through the years to plan and prepare these projects for construction. Receiving this funding will allow the vision of each project to become a reality in the immediate future to better meet the growing demands in communities throughout the state. Our team is prepared and ready to work with the Legislature to deliver these critical projects and strengthen Florida's transportation infrastructure."

Florida is home to over 22 million residents, and in just the first three quarters of 2022, we had nearly 105 million visitors to our state. In 2022, Florida experienced the largest net migration in the country at 1.9%, meaning that Florida's infrastructure must accommodate more people than ever before. The 20 projects included in the proposal will build more resilient transportation infrastructure, which is important to the integrity of roadways and corridors especially during severe weather events such as hurricanes.

FDOT will continue working on projects currently planned in the existing FDOT Five-Year Work Program in addition to projects included in the *Moving Florida Forward* package.

###

www.fdot.gov | Twitter: [@MyFDOT](https://twitter.com/MyFDOT) | Facebook: [@MyFDOT](https://facebook.com/MyFDOT)

The Florida Department of Transportation's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of the state's environment and communities. The department is committed to building a transportation system that not only fits the current needs of Florida's residents and visitors but also enhances mobility throughout the state to accommodate its consistent and rapid growth. The unique nature of the Sunshine State and its year-round warm climate provides numerous opportunities to achieve the department's mission through multiple transportation modes including highways/streets, air, rail, sea, spaceports, transit, and the ever-expanding deployment of bicycle & pedestrian facilities.

- » Governor Ron DeSantis announced January 30 the *Moving Florida Forward Infrastructure Initiative*.
- » The proposal would invest an additional \$7 billion to prioritize and accelerate the completion of 20 critical transportation infrastructure projects across the state.
- » The proposal combines \$4 billion of General Revenue funding with innovative transportation project financing strategies that will allow FDOT to leverage an additional \$3 billion over the next four years.

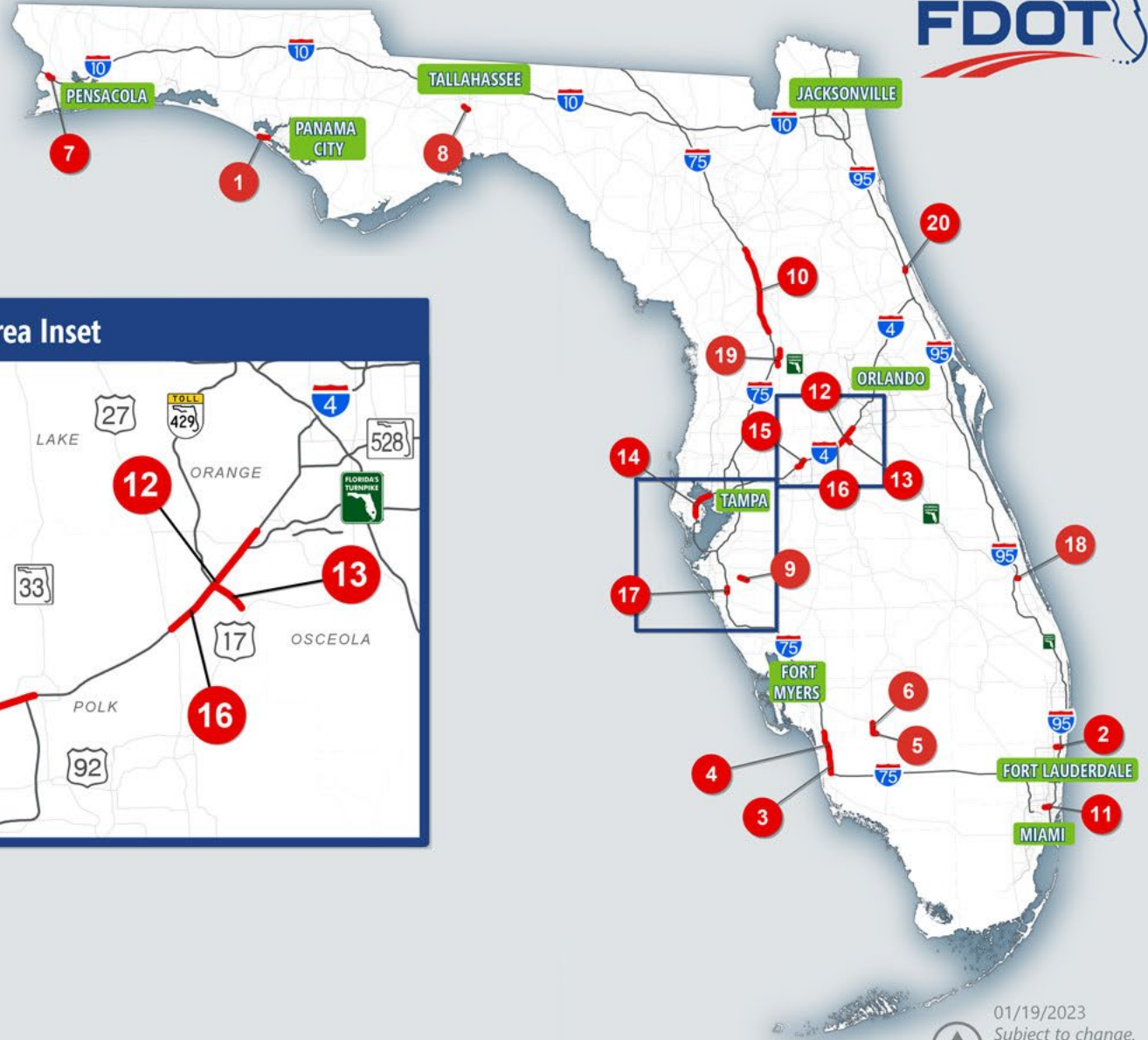


MOVING FLORIDA FORWARD



MOVING FLORIDA FORWARD

Infrastructure Initiative



Tampa Bay Inset



Orlando Area Inset



@MyFDOT
@MyFDOT



01/19/2023
Subject to change.
Listed alphabetically
by county.



REGION

Central Florida

PROJECT LIMITS

Interstate 75 (I-75) from State Road (S.R.) 44 to S.R. 326

FUNDING

\$479 Million

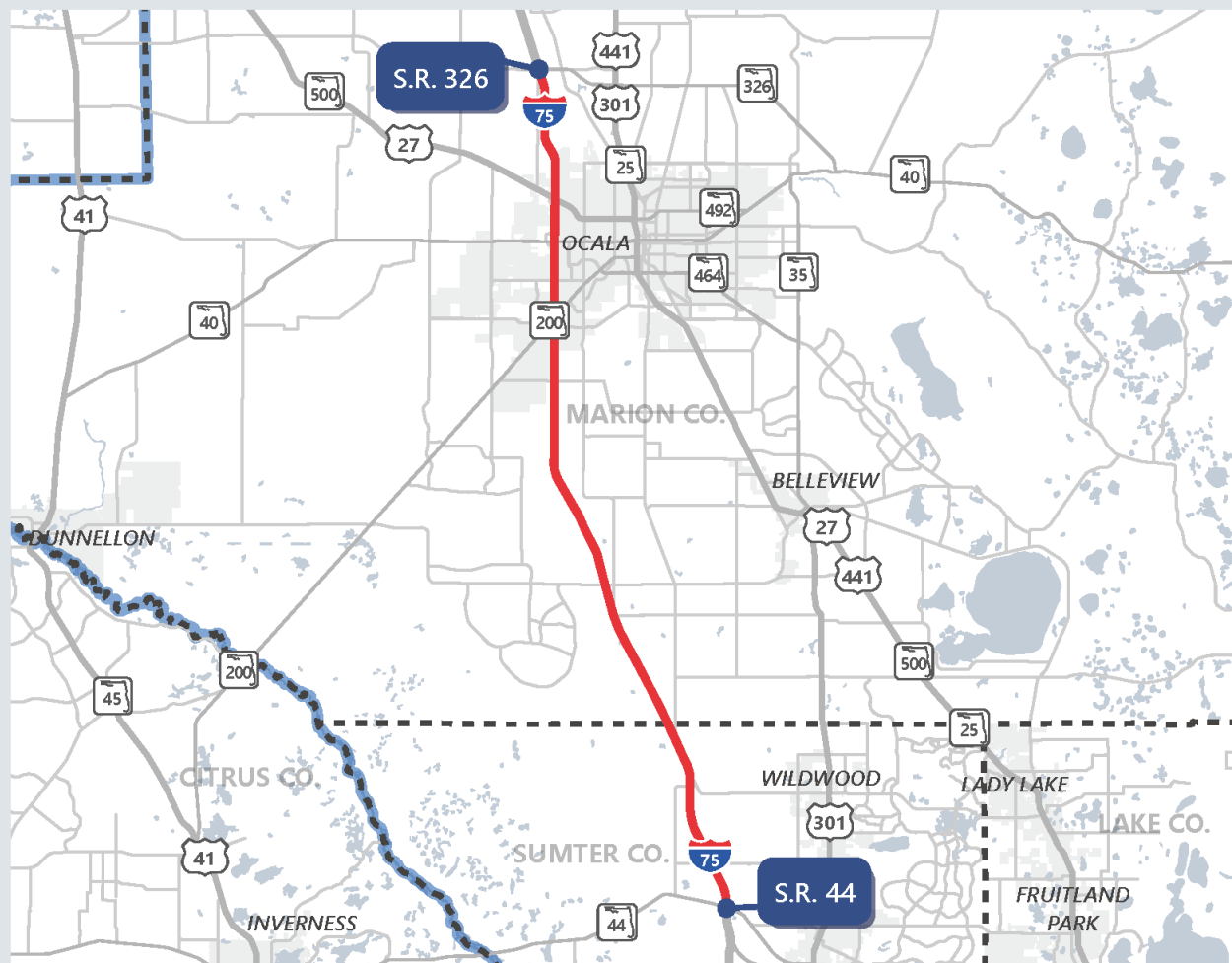
CONSTRUCTION YEAR

2025

PROJECT DESCRIPTION

This project involves adding auxiliary lanes to I-75 in each direction between S.R. 44 and S.R. 326. It will include interchange modifications and right-of-way acquisition for future widening.

10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326



01/31/2023
Subject to change.
Listed alphabetically by county.



 @MyFDOT
 @MyFDOT



REGION

Central Florida

PROJECT LIMITS

U.S. 301 from County Road (C.R.)
470 to Florida's Turnpike

FUNDING

\$26 Million

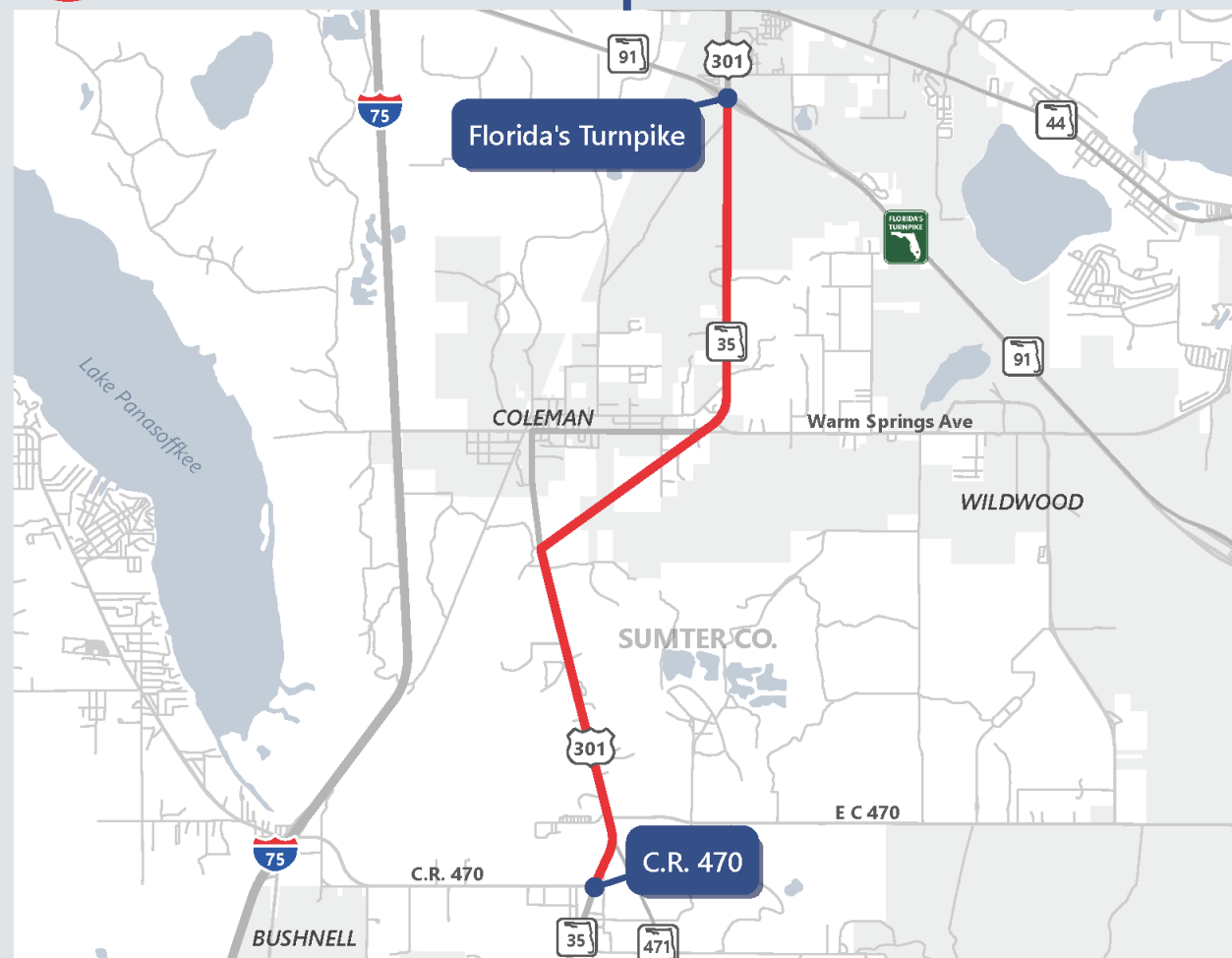
CONSTRUCTION YEAR

2025-26

PROJECT DESCRIPTION

The project will reconstruct U.S. 301 from C.R. 470 to Florida's Turnpike between the cities of Sumterville and Wildwood to increase the roadway capacity, respond to future travel demand, improve overall safety, and accommodate pedestrians and bicyclists. The project includes realigning the roadway around the City of Coleman to avoid impacts to the City's downtown businesses. For additional project details, please visit <https://www.cflroads.com/project/430132-1>.

19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike



01/31/2023
Subject to change.
Listed alphabetically by county.



 @MyFDOT
 @MyFDOT

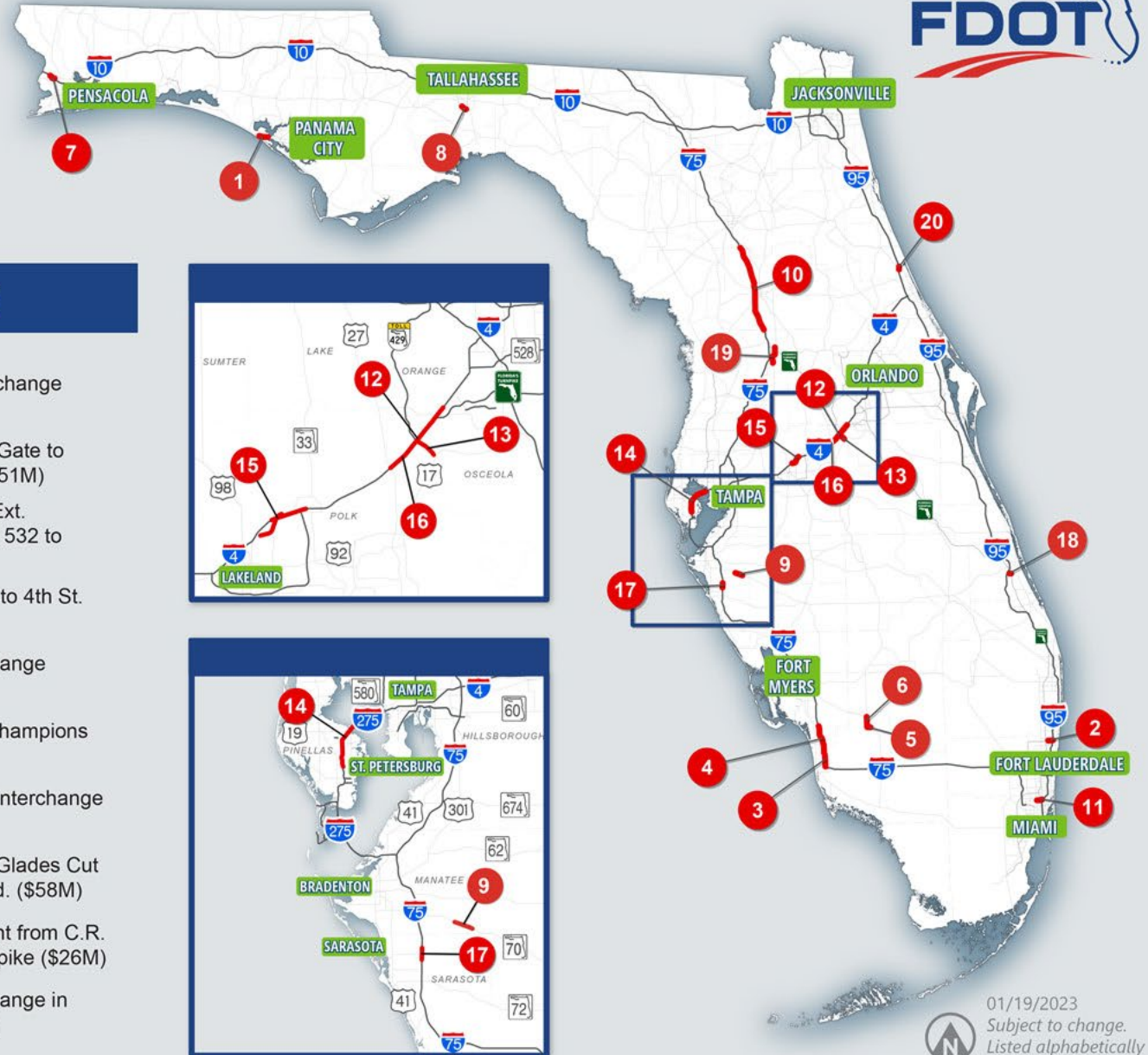
MOVING FLORIDA FORWARD

Infrastructure Initiative



CONGESTION RELIEF PROJECTS (FUNDING)

- | | |
|---|--|
| 1 U.S. 98 from R. Jackson Blvd. to Hathaway Bridge (\$98M) | 11 Golden Glades Interchange (\$150M) |
| 2 SW 10th St. (\$178M) | 12 I-4 from Champions Gate to Osceola Pkwy. (\$1,451M) |
| 3 I-75 at Pine Ridge Rd. Interchange (\$23M) | 13 Poinciana Parkway Ext. Connector from C.R. 532 to S.R. 429 (\$1,318M) |
| 4 I-75 from Golden Gate Pkwy. to Corkscrew Rd. (\$578M) | 14 I-275 from 38th Ave. to 4th St. (\$354M) |
| 5 S.R. 29 from C.R. 846 E to New Market Rd. (\$85M) | 15 I-4 at S.R. 33 Interchange (\$197M) |
| 6 S.R. 29 from New Market Rd. to S.R. 82 (\$44M) | 16 I-4 from U.S. 27 to Champions Gate (\$635M) |
| 7 I-10 from Eastbound weigh station to Nine Mile Rd. (\$162M) | 17 I-75 at Fruitville Rd. Interchange (\$192M) |
| 8 S.R. 263 from S.R. 61 to C.R. 2203 (\$90M) | 18 W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd. (\$58M) |
| 9 S.R. 70 from Bourdsie Blvd. to Waterbury Rd. (\$53M) | 19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike (\$26M) |
| 10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326 (\$479M) | 20 I-95 at U.S. 1 Interchange in Volusia Co. (\$340M) |



@MyFDOT
@MyFDOT

01/19/2023
Subject to change.
Listed alphabetically
by county.

Transportation Planning Organization Meeting - February 28, 2023

I am a resident of Timberwood and an Engineer. We are a quiet community of 195 homes on one acre lots with about 400 cars. A developer has purchased the property on SW 60th (near the airport) between SW 38th and SW 31st often referred to as the cow pasture which abuts Timberwood to the west. Per Figure 1 FLUP22-44631, 11.88 acres on the corner of SW 38th and SW 60th has already been approved for "retail/office convenience market with 16 fueling positions" at the already overstressed light. Wait until the new warehouses opposite the airport are running a full capacity and the trucks will take 38th to get to Route 75! On February 13th, the Ocala Planning and Zoning board approved zoning the remaining 49.52 acres as 750 three story high "multi-family units" without actually seeing any layouts for buildings, parking lots, retention basins etc.! This represents another 1500 cars that will saturate our road system which are county roads. That is 375% more vehicles than Timberwood and this does not include 11.88 acres of commercial/residential use. The PD has 1 emergency egress gate on SW 31st and 4 points of egress of which 3 are on SW 60th Ave. Of those 3, 2 are NORTH ONLY. This WILL WITHOUT A DOUBT cause a significant traffic increase through Timberwood due to the already overstressed light at SW 60th and SW 38th since it is the PATH OF LEAST RESISTANCE. SW 56th Ave is the most likely route to incur the largest increase of cut-through vehicles, but SW 54th Court and SW 51st Terrace, my street, are also potential cut-through routes. We are already facing 5,000 residences or 10,000 vehicles coming from the Calesa development off 80th.

We have no sidewalks. Many of our residents exercise by walking. Children and adults ride their bicycles around our quiet neighborhood. This increase in traffic flow will be dangerous to us. It is just a matter of statistics before there is a fatality in Timberwood. Because of current backups at the intersection of SW 38th and SW 60th, we are already seeing cut-throughs speeding through Timberwood. Your committee has adopted the Commitment to Zero Safety Action Plan. We are asking for your help to insure our families' safety. A while ago, we were told by the County that speed humps and roundabouts are not allowable. Maybe stop signs at every intersection on 31st will help, but doubtful.

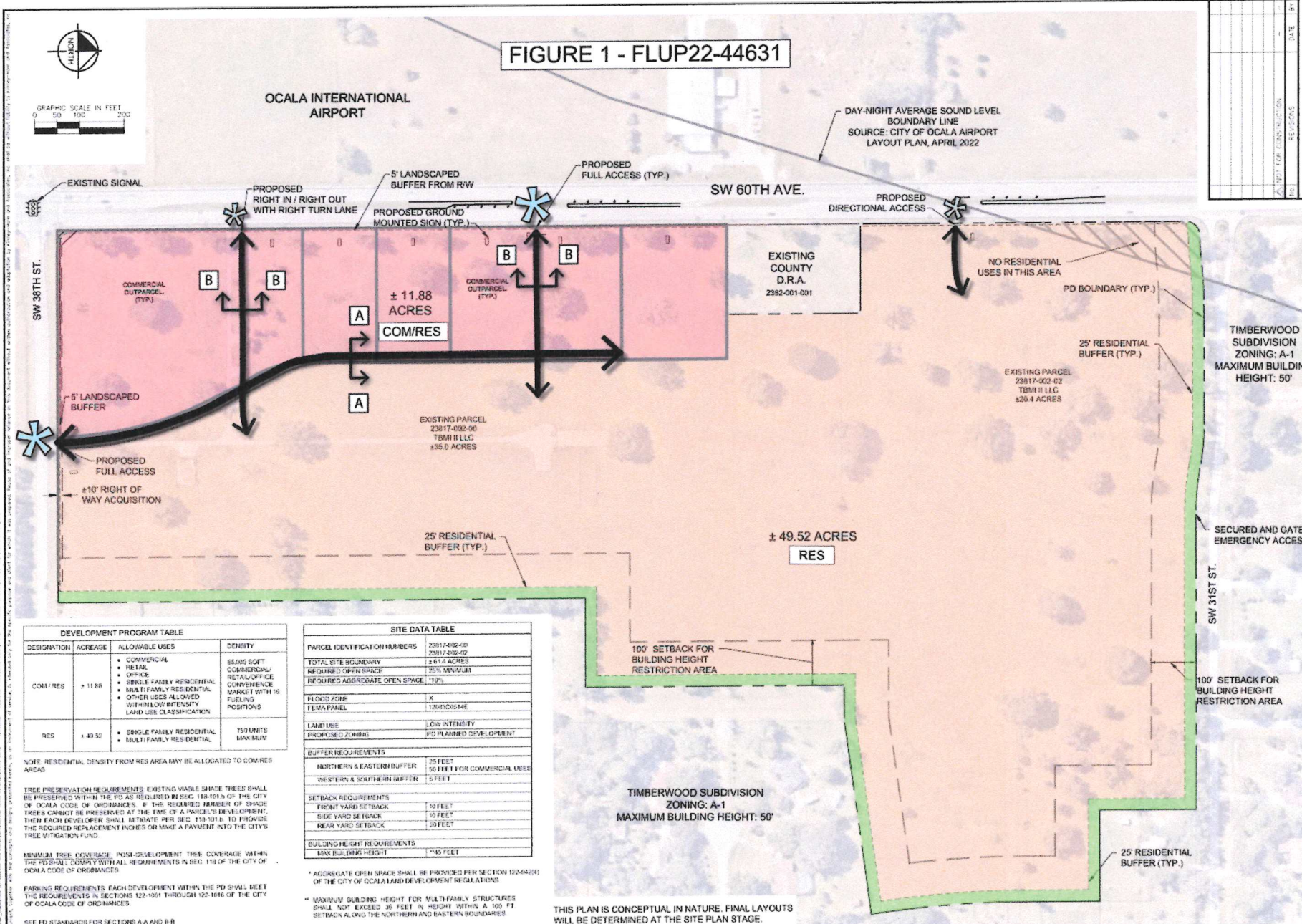
The biggest issue for the residents of the proposed development is being able to make a left turn onto SW 60th southbound. Simply putting a traffic signal at Egress #3 would make it much easier to make that left turn and could act as a buffer for the existing signal at SW 38th.

The best solution is for the City Council to insist that the developer only construct 1-3 single family homes on 1 acre lots. The entire property is 49.52 acres which would translate into approximately 40 - 120 houses taking into account roads, parking lots and retention ponds that would be required. That now represents about 80 - 240 new vehicles. This proposed land use would create the following environment for Timberwood:

- This would be consistent with the current 5,000 single family homes in the adjoining Calesa development which are on 1/3 acre lots.
- Less impact on the overcrowded schools. For the record, anyone who lives in this area of Ocala would strongly disagree with the statement that in the FLUP by Growth Management staff "This request is not expected to have an impact on area schools". Besides attendance, the traffic and safety impact on the students also have to be considered.
- Less strain on the already stressed road infrastructure. Reducing concerns about neighborhood security. Home owners typically take more pride in their property and respect ours more than renters will.

Daniel M Sivilich
3575 SW 51st Terrace (Timberwood), Ocala, FL 34474 732-995-9434

FIGURE 1 - FLUP22-44631



DEVELOPMENT PROGRAM TABLE		
DESIGNATION	ACREAGE	ALLOWABLE USES
COM/RES	± 11.88	<ul style="list-style-type: none"> COMMERCIAL RETAIL OFFICE SINGLE FAMILY RESIDENTIAL MULTI FAMILY RESIDENTIAL OTHER USES ALLOWED WITHIN LOW INTENSITY LAND USE CLASSIFICATION
RES	± 49.52	<ul style="list-style-type: none"> SINGLE FAMILY RESIDENTIAL MULTI FAMILY RESIDENTIAL

NOTE: RESIDENTIAL DENSITY FROM RES AREA MAY BE ALLOCATED TO COMMERCIAL AREAS

TREE PRESERVATION REQUIREMENTS: EXISTING VISIBLE SHADE TREES SHALL BE PRESERVED WITHIN THE PD AS REQUIRED IN SEC. 118-101.5 OF THE CITY OF OCALA CODE OF ORDINANCES. IF THE REQUIRED NUMBER OF SHADE TREES CANNOT BE PRESERVED AT THE TIME OF A PARCEL'S DEVELOPMENT, THEN EACH DEVELOPER SHALL MITIGATE PER SEC. 118-101.6 TO PROVIDE THE REQUIRED REPLACEMENT TREES OR MAKE A PAYMENT INTO THE CITY'S TREE MITIGATION FUND.

MINIMUM TREE COVERAGE: POST-DEVELOPMENT TREE COVERAGE WITHIN THE PD SHALL COMPLY WITH ALL REQUIREMENTS IN SEC. 118 OF THE CITY OF OCALA CODE OF ORDINANCES.

PARKING REQUIREMENTS: EACH DEVELOPMENT WITHIN THE PD SHALL MEET THE REQUIREMENTS IN SECTIONS 122-1001 THROUGH 122-1016 OF THE CITY OF OCALA CODE OF ORDINANCES.

SEE PD STANDARDS FOR SECTIONS A AND B

SITE DATA TABLE	
PARCEL IDENTIFICATION NUMBERS	23817-002-00
TOTAL SITE BOUNDARY	23817-002-00
REQUIRED OPEN SPACE	25% MINIMUM
REQUIRED AGGREGATE OPEN SPACE	10%
FLOOD ZONE	X
FEMA PANEL	1210C0514E
LAND USE	LOW INTENSITY
PROPOSED ZONING	PD PLANNED DEVELOPMENT
BUFFER REQUIREMENTS	
NORTHERN & EASTERN BUFFER	25 FEET
WESTERN & SOUTHERN BUFFER	15 FEET
SETBACK REQUIREMENTS	
FRONT YARD SETBACK	10 FEET
SIDE YARD SETBACK	10 FEET
REAR YARD SETBACK	20 FEET
BUILDING HEIGHT REQUIREMENTS	
MAX BUILDING HEIGHT	145 FEET

* AGGREGATE OPEN SPACE SHALL BE PROVIDED PER SECTION 122-042(4) OF THE CITY OF OCALA LAND DEVELOPMENT REGULATIONS.

** MAXIMUM BUILDING HEIGHT FOR MULTIFAMILY STRUCTURES SHALL NOT EXCEED 36 FEET IN HEIGHT WITHIN A 100 FT SETBACK ALONG THE NORTHERN AND EASTERN BOUNDARIES.

THIS PLAN IS CONCEPTUAL IN NATURE. FINAL LAYOUTS WILL BE DETERMINED AT THE SITE PLAN STAGE.

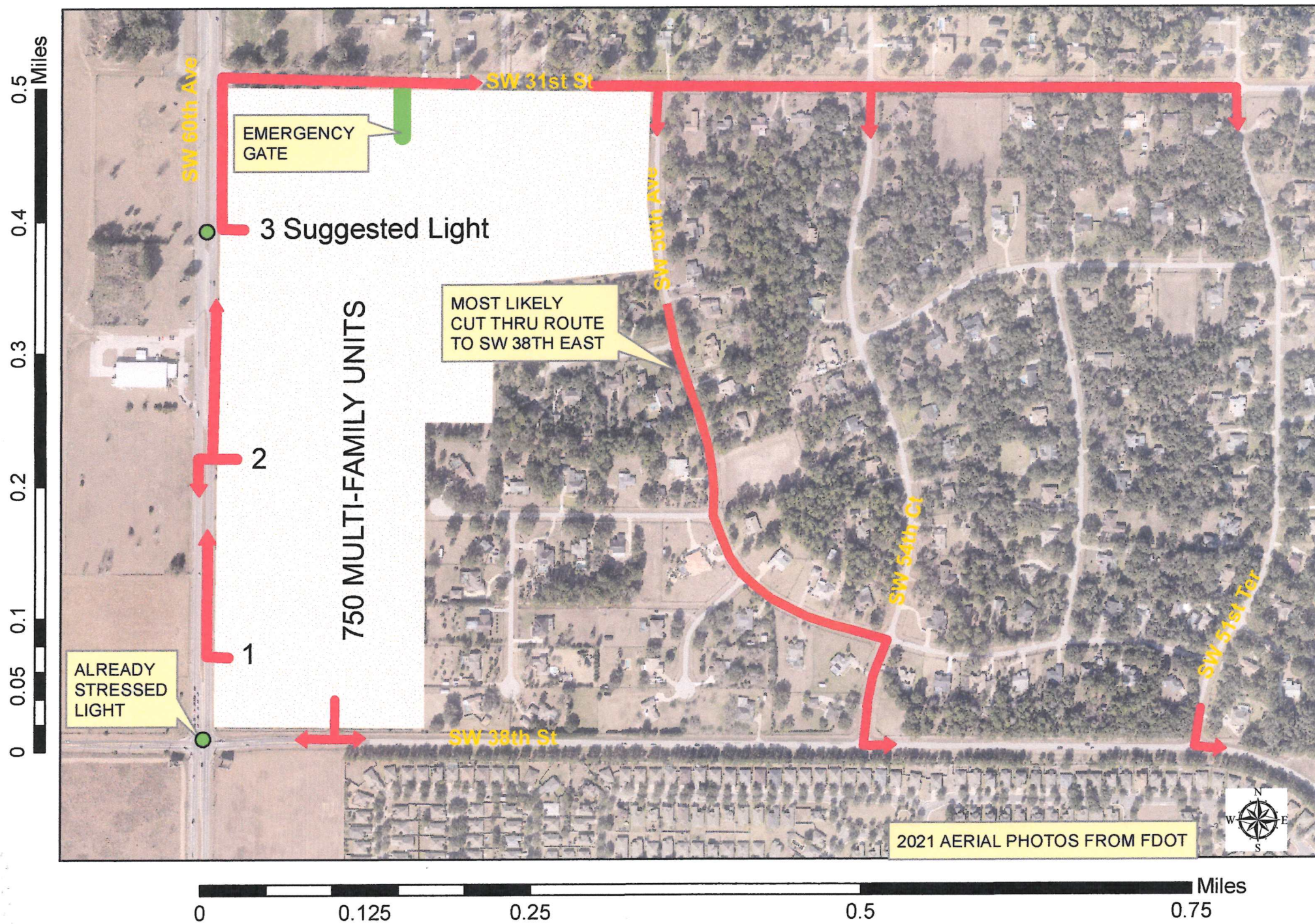
Kimley»Horn
 9 2023 KIMLEY-HORN AND ASSOCIATES, INC.
 1000 WEST 10TH AVENUE, SUITE 100
 WINTER HAVEN, FLORIDA 33880
 TEL: 888-455-4545 FAX: 888-455-4546
 WWW.KIMLEY-HORN.COM REGISTRY NO. 18398

PROJECT NO. 22-001
 DATE: 12/15/2021
 SCALE: AS SHOWN
 DESIGNED BY: JWA
 DRAWN BY: JWA
 CHECKED BY: JWA

PLANNED DEVELOPMENT PLAN

60TH AVE PARCELS PREPARED FOR TBM II, LLC
 CITY OF OCALA, FLORIDA
 SHEET NUMBER PD002

FIGURE 2 - 60th AVE PD EGRESS PATTERNS
Parcels 23817-002-00 and 23817-002-02





TO: TPO Members

FROM: Amanda Tart, Assistant County Administrator

RE: TPO Director Annual Performance Evaluation

Summary

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

On January 20, 2023, an evaluation form was submitted to each TPO Board member for completion. That information was collected by the Marion County Human Resources Director and is attached to this agenda item for review.

The TPO Director will receive a 4% merit increase based on his evaluation score.

Attachment(s)

- Evaluations

Action Requested

Marion County Human Resources is seeking review and approval of the TPO Director annual performance evaluation.

If you have any questions, please contact Amanda Tart at: 438-2348.

Director and ACA Evaluation

Curry

Organizational Principles and Values

Element	Focus	Percent Weight	Score	Points Awarded
Organizational Values	Dedication to Serve Display positive acceptance and respect towards others. Encourage others on one's team, management, subordinates and self. Adapt behavior to others' styles; interact positively with people who have different values, cultures, or backgrounds; display humbleness ; be of service to difficult people; optimize the benefits of having a diverse workforce. Cooperate with others to accomplish common goals; works with employees within and across his/her department to achieve shared goals; treat others with dignity and respect and maintains a friendly demeanor; value the contributions of others.	10%	5	0.50
	Comments			
	Professional Operations Show commitment , be tactful, maintain confidentiality and foster an ethical work environment; prevent inappropriate behavior by coworkers; give proper credit to others; handle all situations with integrity . Maintain a demeanor that demonstrates competence, reliability, consistency, composure and self-awareness; a job-appropriate personal image that represents credibility and attention-to-detail; a work environment that displays organization and order. Able to act in accordance with established guidelines; follow standard procedures in crisis situations; communicate and enforce organizational policies and procedures; recognize and constructively conform to unwritten rules or practices.	10%	5	0.50
	Comments			
	Resource Stewardship Accept accountability for actions and outcomes, both for self and for contributions as a team member; display a strong commitment to organizational success and inspire others to commit to goals; accept constructive criticism positively. Able to persist despite obstacles; exercise self-discipline; complete tasks right the first time; follow through on obligations; work extra hours when needed; maintain confidentiality and show a sense of urgency about getting results. Works with supervisor in building an effective team; objectives, talents and efforts are directed toward the needs of the department; improved methods are suggested or readily tried to improve effectiveness of employee's duties; new and additional assignments are accepted and performed. Embraces new technology implementations; troubleshoots problems; uses technology to increase productivity; keeps technical skills up to date.	10%	5	0.50
	Comments			

Leadership Values

Element	Focus	Percent Weight	Score	Points Awarded
Leadership Competencies	Initiative Employee volunteers readily, undertakes self-development, initiates and/or seeks increased responsibility. Takes independent actions and calculated risks. Looks for and takes advantage of opportunities and asks for help when needed. Participates in community outreach activities, programs and organizations that provide positive exposure and align with the organization's goals. Actively develops community contacts and creates and or strengthens community partnerships.	10%	4	0.40
	Comments			
	Judgment Employee displays willingness to make decisions. Exhibits sound and accurate judgment. Supports and explains reasoning for decisions. Includes appropriate people in decision-making process. Makes timely decisions. Able to take action in solving problems while exhibiting judgement and a realistic understanding of issues; able to use reason even when dealing with emotional topics; review facts and weigh options. Able to remain open-minded and change opinions on the basis of new information; perform a wide variety of tasks and change focus quickly as	10%	5	0.50
	Comments			
	Delegation Delegates work assignments, matches the responsibility to the person, gives authority to work independently. Sets expectations and monitors delegated activities. Provides recognition for results.	5%	5	0.25
	Comments			
	Interpersonal Skills Demonstrates accuracy and thoroughness. Exhibits confidence in self and others. Inspires respect and trust, reacts well under pressure, shows courage to take action. Motivates others to perform well. Works effectively with subordinates, peers, supervisor and the public. Exemplifies and encourages teamwork and cooperation. Partners with other departments. Welcomes and seeks constructive feedback on performance.	10%	4	0.40
Technical Competencies				
Element	Focus	Percent Weight	Score	Points Awarded

Technical Competencies	Customer Service Provides responsive and effective customer service that addresses the diverse needs of all citizens, fellow BCC employees and vendors.	10%	5	0.45
	Comments			
	Communication Able to clearly present information through the spoken or written word; read and interpret complex information; talk with customers or stakeholders; listen well.	10%	4	0.40
	Comments			
	Attention to Detail Able to be alert in a high-risk environment; follow detailed procedures and ensure accuracy in documentation and data; carefully monitor gauges, instruments, or processes; concentrate on routine work details, and organize and maintain a system of records.	10%	5	0.50
	Comments			
		5%	5	0.25
	Self Evaluation			
TOTAL SCORE				4.65

OVERALL COMMENTS	<p>Rob is very technically oriented. Factual in his presentations. He has assisted the TPO Chair in preparing for meetings. He has taken the Chair's suggestions and implemented them. Rob Needs to work on his public speaking and interpersonal skills. He should reach out to the City and the County Engineers and their counter parts to better communicate positions of the TPO> Also, he should build relationships with the same through calls, lunches, and "personal relationship building". He should reach out to the community through speaking engagements. Overall very positive.</p>
------------------	---

GOALS	<ol style="list-style-type: none"> 1. Develop Interpersonal skills. 2. Meet with each TPO Board member to develp rapport and gain feedback. 3. Communication - Reach outto Ocala, Marion County, Belleview, and Dunnellon Engineer and/or staff with llunches or personal meetings. 4. Work on setting up at least 2 community speaking opportunities in 2023.
-------	--

Director and ACA Evaluation

Bethea

Organizational Principles and Values

Element	Focus	Percent Weight	Score	Points Awarded
Organizational Values	Dedication to Serve Display positive acceptance and respect towards others. Encourage others on one's team, management, subordinates and self. Adapt behavior to others' styles; interact positively with people who have different values, cultures, or backgrounds; display humbleness ; be of service to difficult people; optimize the benefits of having a diverse workforce. Cooperate with others to accomplish common goals; works with employees within and across his/her department to achieve shared goals; treat others with dignity and respect and maintains a friendly demeanor; value the contributions of others.	10%	5	0.45
	Comments			
	Professional Operations Show commitment , be tactful, maintain confidentiality and foster an ethical work environment; prevent inappropriate behavior by coworkers; give proper credit to others; handle all situations with integrity . Maintain a demeanor that demonstrates competence, reliability, consistency, composure and self-awareness; a job-appropriate personal image that represents credibility and attention-to-detail; a work environment that displays organization and order. Able to act in accordance with established guidelines; follow standard procedures in crisis situations; communicate and enforce organizational policies and procedures; recognize and constructively conform to unwritten rules or practices.	10%	5	0.45
	Comments			
	Resource Stewardship Accept accountability for actions and outcomes, both for self and for contributions as a team member; display a strong commitment to organizational success and inspire others to commit to goals; accept constructive criticism positively. Able to persist despite obstacles; exercise self-discipline; complete tasks right the first time; follow through on obligations; work extra hours when needed; maintain confidentiality and show a sense of urgency about getting results. Works with supervisor in building an effective team; objectives, talents and efforts are directed toward the needs of the department; improved methods are suggested or readily tried to improve effectiveness of employee's duties; new and additional assignments are accepted and performed. Embraces new technology implementations; troubleshoots problems; uses technology to increase productivity; keeps technical skills up to date.	10%	5	0.50
Comments				

Leadership Values

Element	Focus	Percent Weight	Score	Points Awarded
Leadership Competencies	Initiative Employee volunteers readily, undertakes self-development, initiates and/or seeks increased responsibility. Takes independent actions and calculated risks. Looks for and takes advantage of opportunities and asks for help when needed. Participates in community outreach activities, programs and organizations that provide positive exposure and align with the organization's goals. Actively develops community contacts and creates and or strengthens community partnerships.	10%	5	0.45
	Comments			
	Judgment Employee displays willingness to make decisions. Exhibits sound and accurate judgment. Supports and explains reasoning for decisions. Includes appropriate people in decision-making process. Makes timely decisions. Able to take action in solving problems while exhibiting judgement and a realistic understanding of issues; able to use reason even when dealing with emotional topics; review facts and weigh options. Able to remain open-minded and change opinions on the basis of new information; perform a wide variety of tasks and change focus quickly as	10%	5	0.50
	Comments			
	Delegation Delegates work assignments, matches the responsibility to the person, gives authority to work independently. Sets expectations and monitors delegated activities. Provides recognition for results.	5%	5	0.23
	Comments			
	Interpersonal Skills Demonstrates accuracy and thoroughness. Exhibits confidence in self and others. Inspires respect and trust, reacts well under pressure, shows courage to take action. Motivates others to perform well. Works effectively with subordinates, peers, supervisor and the public. Exemplifies and encourages teamwork and cooperation. Partners with other departments. Welcomes and seeks constructive feedback on performance.	10%	5	0.50
	Comments			

Technical Competencies

Element	Focus	Percent Weight	Score	Points Awarded
	Customer Service Provides responsive and effective customer service that addresses the diverse needs of all citizens, fellow BCC employees and vendors.	10%	5	0.45

Comments				
Communication		Able		
to clearly present information through the spoken or written word; read and interpret complex information; talk with customers or stakeholders; listen well.		10%	5	0.50
Comments				
Attention to Detail				
Able to be alert in a high-risk environment; follow detailed procedures and ensure accuracy in documentation and data; carefully monitor gauges, instruments, or processes; concentrate on routine work details, and organize and maintain a system of records.		10%	5	0.45
Comments				
		5%	5	0.23
Self Evaluation				

TOTAL SCORE

4.70



TO: Board Members

FROM: Rob Balmes, Director

RE: 2022 Joint FDOT/TPO Annual Certification

Summary

Annually 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 2022 joint certification process was conducted from January to February 2023, including a virtual meeting with FDOT on February 23.

The development of the Joint Certification package document was conducted by TPO and FDOT District 5 staff, and is included with this memo. FDOT District 5 and TPO staff will share high level findings from the 2022 certification process at the Board meeting.

Attachment(s)

- 2022 FDOT/Ocala Marion TPO Joint Certification

If you have any questions about the 2022 Joint Certification process, 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 Ocala/Marion County TPO 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 02/23/2023.

Based on a joint review and evaluation, the Florida Department of Transportation and the Ocala/Marion County TPO recommend that the Metropolitan Planning Process for the Ocala/Marion County TPO be certified.

Name: John E. Tyler, P.E.
Title: District Secretary (or designee)

Date

Name: Craig Curry
Title: MPO Chairman (or designee)

Date



Ocala/Marion County TPO

Joint Certification 2022

1/9/2023

Part 1 – Metropolitan Planning Organization

Contents

Purpose	1
Certification Process	2
Part 1 Section 1: MPO Overview	4
Part 1 Section 2: Finances and Invoicing	7
Part 1 Section 3: Title VI and ADA.....	10
Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises	13
Part 1 Section 5: Noteworthy Practices & Achievements	17
Part 1 Section 6: MPO Comments.....	18

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 ☐

ICAR agreement signed in December 2020. This includes the TPO, City of Ocala, Marion County, East Central Florida Regional Planning Council and the Florida Department of Transportation.

Interlocal Agreement, June 21, 2016.

Metropolitan Planning Organization Agreement, May 26, 2022.

Staff Services Agreement with Marion County, January 21, 2020.

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

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

All agreements are located on the TPO's website: <https://ocalamariontpo.org/about-us/agreements/>

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

Please Check: Yes ☒ No ☐

Coordination takes place with the Lake~Sumter MPO on a regular basis. In October 2020, a Joint Planning Agreement between the TPO and MPO was executed and approved by both governing boards. In 2022, the TPO also began working more closely with Hernando-Citrus MPO to coordinate and discuss LOPP priorities and regional transportation issues. Both MPO's share urban areas with the TPO.

The TPO also works closely 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. Future coordination will involve regional TSM&O through a working group.

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

Please Check: Yes ☒ No ☐

The Planning Factors serve the TPO by guiding the transportation planning process.

The TPO integrated the planning factors in the 2045 Long Range Transportation Plan (LRTP) and the Congestion Management Plan (CMP), as referenced in page 7, Table 1.1 of the LRTP and page 8 of the CMP. The TPO also specifically highlighted the planning factors in the FY 2022/23 to 2023/24 UPWP, on page 8.

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

Please Check: Yes ☒ No ☐

The TPO makes a specific emphasis on the 3C process in the introductory section of the FY 22/23 to 23/24 UPWP, page 2. This is done to make it clear to the public and partners that the TPO considers the 3C process integral to all activities and is engrained into our approach to getting the work done.

Continuing: The TPO works continuously 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 updates 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 (FHWA-CPG, legacy 5305d) and one state grant (CTD) monthly and quarterly. Annually, the TPO manages the List of Priority Projects Process to identify the highest priority projects in Marion County for federal and/or state funding.

Cooperative: The TPO cooperates with local, regional and statewide partners. This includes our four governmental partners in 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, Marion Transit, Federal Highway Administration and Federal Transit Administration. These organizations serve on our technical committees, TPO Board, TDLCB 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), the Commitment to Zero Safety Action Plan and List of Priority Projects (LOPP). 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 ☐

The TPO adopted a revised Congestion Management Plan in November 2021. This update included a policy and procedures element and state of system report in one document. The approach to developing this document in part was to ensure it is also federally compliant if/when the TPO becomes part of a TMA. The state of system element of the CMP will be updated in 2023 and include a revised comprehensive roadway database. The CMP is located on the TPO's website:

<https://ocalamariontpo.org/congestion-management-process-cmp/>

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 ☐

The TPO completed a major update to the Public Participation Plan (PPP) in 2021, 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 ☐

The PPP public review period was from November 4, 2020 to December 19, 2020. The document is located on the TPO's website:

<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp/>

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?

The TPO ensures federal funds are expended according to applicable Federal and State laws by making purchases and paying contractors for tasks or activities referenced in the approved UPWP; as needed, coordinating in advance with our FDOT District 5 Liaison regarding a potential expense that may require review; and by researching all applicable federal and state laws. Prior to making any purchases or payments, the TPO Director 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 Director awaits proper guidance until proceeding. The TPO also is careful to only be involved in planning activities and/or events/meetings that are outlined in the UPWP and are federally reimbursable/eligible.

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

The TPO submits invoices to the FDOT District 5 Liaison on a monthly basis for the CPG grant 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 the legacy FTA 5305d grants, invoices are submitted to the FDOT Modal Development 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. Both systems allow the TPO to closely monitor and track the budget and expenditures.

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?

The TPO maintains FHWA CPG and legacy FTA 5305d invoice packets with full backup documentation in electronic folders labeled by 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 full backup documentation per invoice. As outlined in question 5, this information is available for immediate submission to FDOT when requested.

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 in 2022 with our FDOT District 5 Liaison, including following new DBE and Title VI checklists. In 2023, the TPO will submit RFQ packages for GPC and LRTP procurements to FDOT for review.

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 TPO is hosted by Marion County. The TPO provides a monthly indirect Cost Allocation through deductions to accounts by 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 rate is also submitted annually to the District, and included in full invoice packets and the UPWP appendix. The Cost Allocation 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 April 2020 and in the process of being updated in January 2023. 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. The TPO also has assurance language included in the Title VI Plan, all procurements and contracting and a recently created DBE program document in 2022.

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 UPWP, adopted by the TPO Board on April 26, 2022. Additionally, this language was included in the TPO's General Planning Consultant (GPC) Request for Qualifications (RFQ) in 2020, and being included in the upcoming solicitation process in 2023 for a new GPC procurement.

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 ☐

The TPO outlines a formal process in the Title VI Plan for complaint procedures. This document is available on the TPO website under Public Involvement.

<https://ocalamariontpo.org/public-involvement/title-vi/>

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 includes demographic data in its 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 January 2023, the TPO is updating the Title VI Plan to include revised demographic data tied to the 2020 Census.

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 ☐

Over the past three years, the following trainings have been taken by TPO staff:

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

Equity and 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

Accessibility in the workplace – April 7, 2022
Accessibility and Transportation Equity – May 5, 2022
Equity in Transportation Research and Funding – June 23, 2022
Celebration of Americans with Disabilities Act Anniversary – July 26, 2022
Title VI Requirements – Public Involvement – September 9, 2022
Equity in Future Planning – October 27, 2022
Equity and Walkability: Improving Pedestrian Infrastructure in Underserved Neighborhoods – October 13, 2022
Title VI Training - CUTR Institute – November 11, 2022

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 ☐

The TPO outlines in the Title VI Plan a process to document all complaints. Files are 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 ☐

The TPO carefully reviews federal law and state statute to ensure a qualifications-based process is undertaken in coordination and partnership with our host government department, Marion County Procurement Services. The selection process they have developed with the TPO is solely based on qualifications reflective of federal law and state statute.

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 in the Marion County cloud-based server, which includes multiple levels of backups. This information includes all procurement files, management, contracts, scopes of services, budgets and invoice packages. 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 in their respective folders.

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 a Staff Services Agreement with Marion County containing provisions for services involving 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 ☒

The answer provided to this question last year was also no – to existing contracts. Based upon the process to develop new procurements for General Planning Consultant and the 2050 LRTP in 2023, the TPO has ensured all required federal and state language is included along with future contracts. The PAR and DBE checklists are being used as guidance, along with review of the MPO Agreement and peer MPO procurements.

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

Please Check: Yes ☒ No ☐

In November 2022, the TPO developed formal documentation of compliance with the DBE plan through the adoption of a DBE program document. This document was adopted by the TPO Board and posted on the website, located at:

<https://ocalamariontpo.org/disadvantaged-business-enterprise-program-dbe/>

7. Are the MPOs tracking all commitments and payments for DBE compliance?

Please Check: Yes ☒ No ☐

The TPO tracks commitments and payments for DBE compliance. However, since July 2022, the TPO has attempted to gain access to EOC. This has included formally signing up, obtaining TPO Board Chair signature, and taking training and submission of all required paperwork. The TPO is still awaiting access privileges to EOC as of January 11, 2023.

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 took online training for GAP in December 2022. The TPO requests further guidance on professional services information required to be posted in the GAP portal.

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

Please Check: Yes ☒ No ☐

The TPO has provided an Equal Opportunity Statement that was developed in coordination with FDOT and FHWA-FL Division. Based on the development of the RFQ for consultant GPC procurement in 2023, specific DBE language has been included for this process and will be incorporated into all contracts as well.

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 ☐

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.

On November 29, 2022, the TPO adopted Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. The TPO was one of the first, if not the first non-TMA small MPO's in Florida to adopted a Vision Zero plan. This process included a significant effort to build partnerships at the state and local levels and engagement of our citizens.

In April 2022, the TPO adopted a revised List of Priority Projects (LOPP) Policies and Procedures guidance document. The document guides the TPO and partner agencies in the annual development of priority project lists. The end-result of the process is a set of multiple project lists, including an overall top 20 list.

In January 2022, the TPO completed a Transportation Resilience white paper. FDOT recognized this document as a noteworthy small MPO practice. The white paper provides guidance to the TPO and partners about transportation resilience. As part of this project, an online interactive map was developed to highlight the three major vulnerabilities to transportation assets in Marion County, including wildfires, flooding and sinkholes.

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 values the great working relationship with FDOT District 5. The TPO appreciates the emphasis placed by the District on coordination meetings regarding upcoming state projects to ensure local governments have opportunities to review proposed improvements. Additionally, based on changes made in 2022, recognizing the TPO's LOPP as the singular voice for Ocala/Marion County federal and state project priorities will be critical to success. Continuing to build on our communication will also be very important to the working relationship moving forward.



Ocala/Marion County TPO

Joint Certification 2022

1/20/2023

Part 2 – FDOT District

Contents

Purpose.....	2
Certification Process	3
Risk Assessment Process	4
Part 2 Section 1: Risk Assessment	9
Part 2 Section 2: Long-Range Transportation Plan (LRTP)	14
Part 2 Section 3: Transportation Improvement Program (TIP)	15
Part 2 Section 4: Unified Planning Work Program (UPWP)	17
Part 2 Section 5: Clean Air Act.....	19
Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding	20
Part 2 Section 7: MPO Procurement and Contract Review	21
Part 2 Section 8: District Questions.....	23
Part 2 Section 9: Recommendations and Corrective Actions	25
Part 2 Section 10: Attachments.....	26

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 10: 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 10: 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 Risk Assessment Scoring Sheet is available [here](#) on the MPO Partner Library. The frequency of review is based on the level of risk in **Table 1**.

Table 1. Risk Assessment Scoring

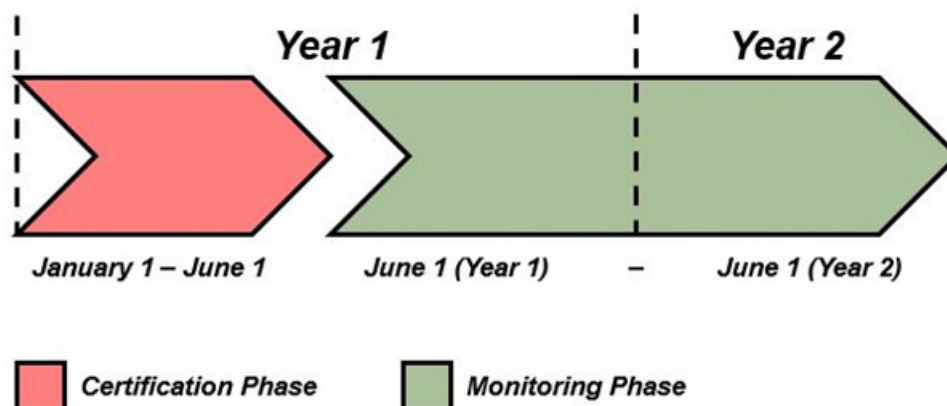
Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

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.

1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in **Figure 1***). During this 6-month period, a Risk Assessment is performed assessing the previous calendar year.
2. Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period starting on June 1 (*The green arrow, Year 1 in **Figure 1***) and ending on June 1 of the following year (*The green arrow, Year 2 in **Figure 1***).

This process takes 18 months in total. On January 1 of each year, the new Certification phase will begin, which will overlap with the previous year's Monitoring phase. **Figure 1** shows the timeline of Risk Assessment phases.

Figure 1. Risk Assessment: Certification and Monitoring Phases



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)
G1L92-17	10/26/21 – 11/19/21	12/13/21	No
G1L92-18	11/21/21 – 12/17/21	1/12/22	No
G1L92-19	12/20/21 – 1/14/22	2/16/22	No
G1L92-20	1/17/22 – 2/11/22	3/28/22	No
G1L92-21	2/14/22 – 3/11/22	4/12/22	No
G1L92-22	12/18/21 – 4/22/22	5/19/22	No
G1L92-23	4/25/22 – 5/20/22	6/14/22	No
G1L92-24	5/23/22 – 6/30/22	7/28/22	No
G2797-1	7/1/22 – 7/31/22	8/22/22	No

G2797-2	8/1/22 – 8/26/22	9/14/22	No
G2797-3	8/29/22 – 9/23/22	10/10/22	No
G2797-4	9/26/22 – 10/28/22	11/28/22	No
G2797-5	8/17/22 – 11/18/22	1/3/23	No
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			13
Total Number of Invoices Submitted			13

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
<i>G1L92-17 (PL) Review Date: 12/31/21</i>	7
<i>G1L92-18 (PL) Review Date: 1/12/22</i>	7
<i>G1L92-19 (PL) Review Date: 2/17/22</i>	7
<i>G1L92-20 (PL) Review Date: 3/28/22</i>	7
<i>G1L92-21 (PL) Review Date: 4/12/22</i>	7
<i>G1L92-22 (PL) Review Date: 5/19/22</i>	7
<i>G1L92-23 (PL) Review Date: 6/14/22</i>	7
<i>G1L92-24 (PL) Review Date: 7/28/22</i>	7
<i>G2797-1 (PL) Review Date: 8/22/22</i>	7
<i>G2797-2 (PL) Review Date: 9/14/22</i>	7
<i>G2797-3 (PL) Review Date: 10/10/22</i>	7
<i>G2797-4 (PL) Review Date: 11/28/22</i>	7
<i>G2797-5 (PL) Review Date: 1/3/23</i>	7
MPO Invoice Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	91

*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
G1L92-23 Reviewed: 01/20/2023	24
*only 24 questions applied	
MPO Supporting Documentation Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	24

**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 10: 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

--

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 10: 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

FY 2022 to 2026 TIP Document Modification # 1.pdf (10/27/2021)
Modification Letter.pdf (10/27/2021)
OM_G1L92_LOA 4_PL_PACKAGE_10-20-2021.pdf (10/27/2021)
Project Tables Original and Modified.pdf (10/27/2021)
Federal Obligations Report_TIP amended.pdf (1/26/2022)
FY 2022 to 2026 TIP Amendment2_TIPamended.pdf (1/26/2022)
January 25, 2022 TPO Board Meeting_AGN.pdf (1/26/2022)
FY 2022 to 2026 TIP Modification #2.pdf (2/11/2022)
Ocala Marion FY22-26_TIPmodified.pdf (2/11/2022)
TIP amendment request.msg (2/11/2022)
2045 LRTP Adopted November 24 2020_LRTP.pdf (3/23/2022)
FY 2022 to 2026 TIP AMENDMENT #3.pdf (3/23/2022)
FY 2022 to 2026_TIP amended.pdf (3/23/2022)
March 22 2022 TPO Board Meeting Agenda and Resolution_AGN.pdf (3/23/2022)
Draft Fiscal Years 2023 to 2027 Transportation Improvement Program.pdf (5/3/2022)
Fiscal Years 2023 to 2027 Transportation Improvement Program.pdf (6/29/2022)
Fiscal Years 2021-22 to 2025-26 Modification - #2.pdf (7/29/2022)
FM 448376-1 modified.pdf (7/29/2022)
OMTPO TIP Amend letter_8-1-22.pdf (7/29/2022)
Pages from 2045 LRTP Adopted November 24 2020.pdf (7/29/2022)
TIP Modification.pdf (7/29/2022)

Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program –
AMENDMENT #1.pdf **(8/24/2022)**

Roll Forward Report – Appendix K.pdf **(8/24/2022)**

TIP Amendments_AGN.pdf **(8/24/2022)**

TPO Page Original – FM 4393314.pdf **(8/24/2022)**

TPO Page Proposal – FM 4393314.pdf **(8/24/2022)**

UPWP Amendment MemoFDOT.pdf **(8/24/2022)**

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 10: 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

Cost Analysis Cert – Mod 9.docx.pdf (10/27/2021)
Fiscal Year 2021 to 2022 UPWP amended October 2021.pdf (10/27/2021)
Pages from October 26, 2021 TPO Board Meeting Agenda Packet.pdf (10/27/2021)
Resolution Signed.pdf (10/27/2021)
UPWP Changes Summary.pdf (10/27/2021)
UPWP Revision Form 2021-#9 jbm.pdf (10/27/2021)
UPWP Revision Form 2021-#9 RH2.pdf (10/27/2021)
UPWP Revision Form 2021-#9.pdf (10/27/2021)
Cost Analysis Cert – Revision #11.docx.pdf (1/26/2022)
FDOT Memo.pdf (1/26/2022)
Fiscal Year 2021 to 2022 UPWP Amended – January 2022.pdf (1/26/2022)
UPWP Revision 11_AGN.pdf (1/26/2022)
UPWP Revision 11_amended.pdf (1/26/2022)
UPWP Revision 11_FDOT Form.pdf (1/26/2022)
UPWP Revision 11_FDOT Form_FTA.pdf (1/26/2022)
UPWP Revision 11_Original.pdf (1/26/2022)
Cost Analysis Cert – Revision#12.docx.pdf (2/11/2022)
Fiscal Year 2021 to 2022 UPWP Modified February 2022.pdf (2/11/2022)
Modified Tables.pdf (2/11/2022)
Original Tables.pdf (2/11/2022)
UPWP Revision 12_FDOT Form rh.pdf (2/11/2022)

UPWP Revision 12_FDOT Form.pdf **(2/11/2022)**
2022-03-28 Draft Review Comments.pdf **(3/14/2022)**
DRAFT Fiscal Year 2023 to 2024 UPWP.pdf **(3/14/2022)**
UPWP Checklist – Draft Review.pdf **(3/14/2022)**
06152022 Ocala-Marion UPWP Approval Letter – Sullivan.pdf **(5/12/2022)**
CostAnalysisCert_Form_OMTPO.pdf **(5/12/2022)**
Fiscal Years 2023 to 2024 UPWP.pdf **(5/12/2022)**
UPWP Checklist – Final Review.pdf **(5/12/2022)**
2022-09-14 UPWP Revision 1_Form-signed FHWA.pdf **(8/24/2022)**
CostAnlaysisCert_Form_OMTPO.docx.pdf **(8/24/2022)**
Fiscal Year 2023 to 2024 UPWP Amendment #1.pdf **(8/24/2022)**
Pages from August 23, 2022 TPO Board Meeting Agenda Packet – UPWP Amendment.pdf **(8/24/2022)**
Proposed Tasks UPWP_amended.pdf **(8/24/2022)**
Proposed Tasks UPWP_original.pdf **(8/24/2022)**
UPWP Revision 1_Form.pdf **(8/24/2022)**
FHWA Funds Closeout Confirmation Form_OMTPO_signed.pdf **(9/12/2022)**
Internal Close-Out form letter V3_OMTPO.pdf **(9/12/2022)**
Fiscal Year 2023 to 2024 UPWP amended#2.pdf **(11/30/2022)**
Pages from Board Meeting Agenda.pdf **(11/30/2022)**
Proposed Tasks UPWP_amended.pdf **(11/30/2022)**
Proposed Tasks UPWP_current.pdf **(11/30/2022)**
Scope of Services – TPO Annual Report.pdf **(11/30/2022)**
UPWP Revision Form 2022.pdf **(11/30/2022)**
UPWP Revision Form 2022_FHWA.pdf **(11/30/2022)**

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(s), 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 CY2022, please 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 2022, the TPO addressed the goals and objectives of the LRTP through three major activities – List of Priority Projects (LOPP) Guidance, Commitment to Zero Safety Action Plan and Transportation Resilience Guidance Paper.

The development of a comprehensive List of Priority Projects (LOPP) Policies and Procedures Guidance document was directly linked to the 2045 LRTP, including all six goals and core plan elements, project lists (Cost Feasible, Needs, Boxed Funds), Freight and High Employment Areas and Equity Areas. Safety and resilience were also key aspects of the new LOPP process linked to goals 3 and 5 of the LRTP. Overall, these areas were integrated into the LOPP criteria scoring and ranking methodology. The LOPP criteria also was developed to integrate the federally required performance measures. The criteria is summarized on page 11 of the LOPP document found on the TPO website. Page 11 specifically shows how the LRTP goals and 2 performance measures were integrated into the scoring.

https://ocalamariontpo.org/wp-content/uploads/2022/05/Ocala-Marion-TPO_LOPP-Policies-Procedures_FINAL_05.02.2022.pdf

PM-1 Safety and PM-3 are reflected in the revised LOPP process.

In 2022, the TPO adopted Commitment to Zero, a Vision Zero safety action plan for our community (Goal 3, LRTP). A major aspect of this plan is the analysis of crashes, in particular fatalities and serious injuries. A High Injury Network was identified, which consists of roadway segments with high numbers of fatalities and serious injuries based on the level of traffic for that corridor. One of the recommended strategies moving forward is to monitor and assess fatalities and serious injuries over time so that project improvements can be addressed at the system-wide level and/or corridor level. Another goal moving forward is to update the LOPP with a Commitment to Zero/Operations project list category to identify high priority locations for future funding consideration.

PM-1 Safety is directly linked to this project.

In 2022, the TPO began an educational process for future resiliency planning through the development of a Resilience Guidance paper. This project is directly linked to Goal 5 of the 2045 LRTP – Protect Natural Resources and Create Quality Places and Objective 5.3 – Improve the Resiliency of the transportation system.

PM-2 Pavement and Bridge and PM-3 System Performance are impacted and/or linked to this project.

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

Further clarity would be beneficial on standard and required federal clauses, language, forms and statements for procurements and contracts. For example, if “boilerplate” information was made available to all MPOs in a similar manner as the UPWP template, that would help make the process more efficient for both procurement and contracting and also the review process for FDOT Districts.

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

The FMPP meetings are a great way to build relationships. Maintaining also one to two meetings in a year in person at the District would be a good way to enhance and maintain good relationship building.

4. Do you find the FDOT Partnering meetings to be beneficial? If so, which topics would MPO staff like to see FDOT expand upon during our partnering meetings in 2023? If not, do you have any recommendations for future workshops?

Yes, they are beneficial and highly informative.

Two ideas. A breakout session involving the TMA MPO's in one group and the non-TMA MPO's in another group. Devote a session that focuses on specific topics and allow for smaller groups to network, discuss issues and openly share ideas. I realize there are many more TMAs vs non-TMAs. So perhaps break into three – i.e. large TMA (over 750,000), TMA and non-TMA.

Some sharing of best operational and managerial practices may be beneficial, such as invoicing, contracting, staffing practices as examples.

5. N/A

N/A

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

N/A

Recommendations

N/A

Corrective Actions

N/A

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

--



TO: Board Members

FROM: Rob Balmes, Director

**RE: Amendment #5 of the FY 2023 to 2027
Transportation Improvement Program (TIP)**

Summary

Per the request of the Florida Department of Transportation (FDOT), two projects are proposed to be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP). The projects (FM#443623-1, #443624-1) have received federal highway planning grant funding to support activities of the I-75 Master Plan. Types of work this funding will support include community engagement, alternative concept identification and traffic analysis and modeling. These projects will also assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

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

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

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

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

Attachment(s)

- FDOT TIP Amendment Request
- TIP Proposed amended project pages

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

- FY 2023 to 2027 TIP document

Committee Recommendation(s)

- The Citizens Advisory Committee (CAC) approved the TIP Amendment by consent-only, and Technical Advisory Committee (TAC) approved the TIP Amendment on March 14, 2023.

Action Requested

TPO staff is recommending approval of the FY 2023 to 2027 Transportation Improvement Program (TIP) Amendment #5.

If you have any questions about the TIP amendment, please contact me at: 438-2631.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

March 6, 2023

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

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP)

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP.

Projects #443623-1 and #443624-1 have received federal highway planning grant funding to support activities of the I-75 Master Plan. Types of work this funding will support include community engagement, alternative concept identification and traffic analysis and modeling. These projects will also assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase. These projects must be added to the TIP to receive authorization to use the federal funding as programmed.

Please use the information in the table below to revise the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
443623-1	I-75 (SR 93)	Turnpike (SR 91) to SR 200	22.496 miles	PLN	HP	\$2,500,000	2023
443624-1	I-75 (SR 93)	SR 200 to CR 234	25.282 miles	PLN	HP	\$1,783,543	2023

As always, feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us if you would like to discuss further.

Sincerely,

Anna Taylor

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT
Katherine Alexander-Corbin, FDOT
FDOT D5 MPO Liaisons
FDOT D5 Work Program

Project: I-75 (SR 93) From Turnpike (SR 91) to SR 200

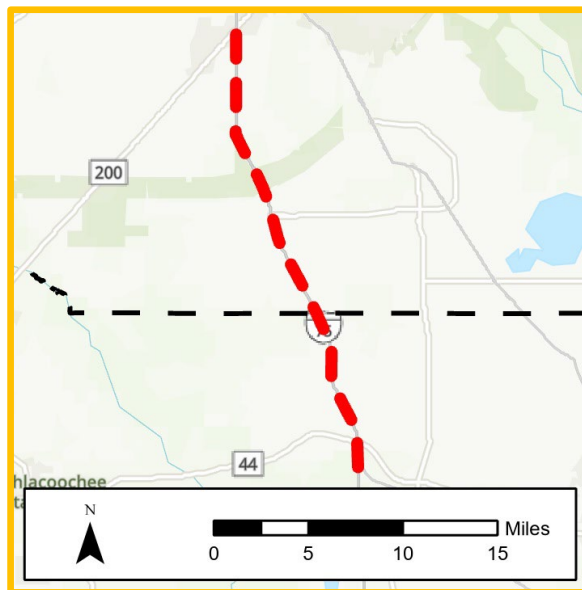
Project Type: Planning

FM Number: 4436231

Lead Agency: FDOT

Length: 22.50

LRTP (Page #): Goal 2: Objectives 2.2, 2.3 (page 14);

**Description:**

In support of the I-75 Master Plan, including community engagement, alternative concept identification and traffic analysis and modeling. The project will assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	HP	Federal	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Total:			\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000

Project: I-75 (SR 93) From SR 200 to CR 234

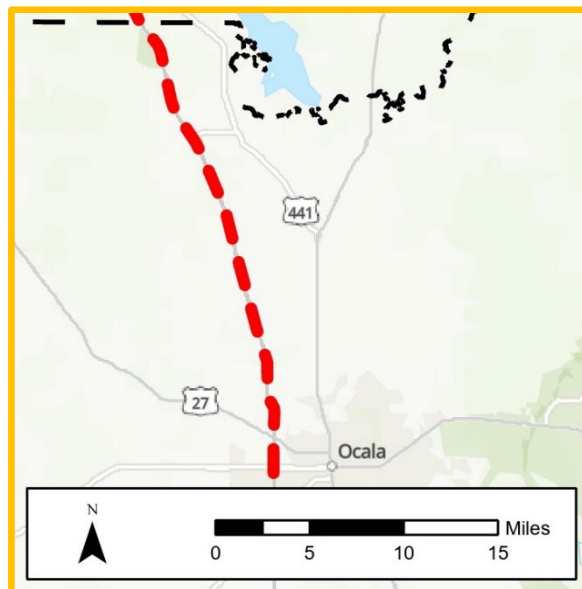
Project Type: Planning

FM Number: 4436241

Lead Agency: FDOT

Length: 25.28

LRTP (Page #): Goal 2: Objectives 2.2, 2.3 (page 14);

**Description:**

In support of the I-75 Master Plan, including community engagement, alternative concept identification and traffic analysis and modeling. The project will assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,783,543

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	HP	Federal	\$1,783,543	\$0	\$0	\$0	\$0	\$1,783,543
Total:			\$1,783,543	\$0	\$0	\$0	\$0	\$1,783,543

Transportation Improvement Program

Fiscal Years 2023 to 2027



Adopted June 28, 2022

Amendment 1: August 23, 2022

Amendment 4: February 28, 2023

Amendment 2: November 29, 2022

Amendment 5: March 28, 2023

Amendment 3: January 24, 2023



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

Resolution
No. 23-3

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
FISCAL YEAR 2023 to 2027

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

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

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

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

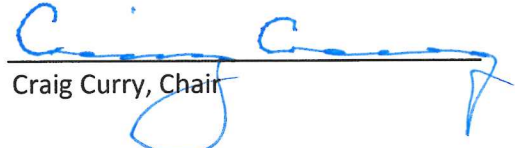
- (i) The TPO Director shall include any such revision or amendment on the agenda of the next regularly scheduled meeting for ratification by TPO Board;
- (ii) No revision or amendment performed by the TPO Director shall substantially modify any plans, programs, or document approved by the TPO Board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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the amendment of Transportation Improvement Program for FY 2023 to 2027.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 28th day of February 2023.

By:


Craig Curry, Chair

Attest:


Robert Balmes, TPO Director

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Ire Bethea Sr., City of Ocala District 2, Chair
Commissioner Craig Curry, Marion County District 1, Vice-Chair

Commissioner Kathy Bryant, Marion County District 2

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Jeff Gold, Marion County District 3

Mayor Kent Guinn, City of Ocala

Councilmember James Hilty, City of Ocala District 5

Commissioner Ronald Livsey, City of Belleview Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Commissioner Michelle Stone, Marion County District 5

Mayor Bill White, City of Dunnellon

Commissioner Carl Zalak III, Marion County District 4

John E. Tyler, P.E., FDOT District Five Secretary, Non-Voting

Mission

To plan for a future transportation system that is safe and accessible for the residents and visitors of our community.

Vision

A transportation system that supports growth, mobility and safety through leadership and planning.

www.ocalamariontpo.org

2710 East Silver Springs Boulevard, Ocala, FL 34470

352-438-2630

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

TABLE OF CONTENTS

1. INTRODUCTION	5
Purpose.....	5
TPO Planning Area	6
Development of the TIP	7
Joint Certification	8
Consistency with Other Plans.....	8
TIP Revisions.....	10
Transportation Disadvantaged.....	11
Efficient Transportation Decision Making.....	11
2. PERFORMANCE MANAGEMENT	12
Performance Based Planning	12
Performance Measures and Targets	13
3. FINANCIAL PLAN	20
4. PROJECT PRIORITIZATION PROCESS.....	24
Overview.....	24
Methodology	24
Project Ranking.....	24
5. PROJECTS.....	27
Overview.....	27
TIP Online Interactive Map.....	29
Performance Management and TIP Projects	29
TIP Project Summary Pages	31
Interstate 75 (I-75) Projects	32
U.S. Route (U.S.) Projects	41
State and Local Projects	50
Bicycle and Pedestrian Projects	68
Aviation (Airport) Projects.....	75
Transit, Funding and Grants	85
ITS and Maintenance Projects.....	92
APPENDIX	
APPENDIX A: List of Figures	A-1
APPENDIX B: List of Federally Obligated Projects	B-1
APPENDIX C: National Highway System (NHS) and Strategic Intermodal System (SIS)	C-1
APPENDIX D: Transportation Performance Management Fact Sheets.....	D-1
APPENDIX E: Public Notice Records	E-1
APPENDIX F: Public and Partner Comments	F-1
APPENDIX G: Glossary of Terms and Acronyms	G-1
APPENDIX H: Project Changes from Prior TIP	H-1
APPENDIX I: List of Projects in 2045 LRTP	I-1
APPENDIX J: FDOT TIP Project Detailed Report	J-1
APPENDIX K: Roll Forward Amendment Report.....	K-1

1. INTRODUCTION

Purpose

The Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The Fiscal Years (FY) 2023 to 2027 TIP is a five-year schedule of transportation projects to be implemented by government agencies within the Metropolitan Planning Area (MPA) of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is developed on an annual basis (23 C.F.R. 450.326(a)). The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, maintenance, repaving, bicycle and pedestrian, transit and aviation.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the “3C” planning process, is reflected in the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The 2045 LRTP, which is also developed by the TPO, outlines the Ocala/Marion County transportation vision and goals 20 years into the future. The TIP outlines the short-term “action steps” necessary for achieving the long-term vision by programming specific transportation improvements.

Fiscal Constraint

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

Consistency

All projects in the TIP are supported and documented in the 2045 LRTP. The TIP is also used to coordinate transportation projects between local, state and federal agencies, thereby ensuring the efficient use of transportation funding to Marion County. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments, and must be fully consistent.

A list of the most current Annually Federally Obligated projects is provided in **Appendix B**. The Obligation list is a continuation of projects in the prior TIP, and in some cases started in previous TIPs (23 CFR 450.334). The Obligated list will be updated and amended in September 2022.

TPO Planning Area

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

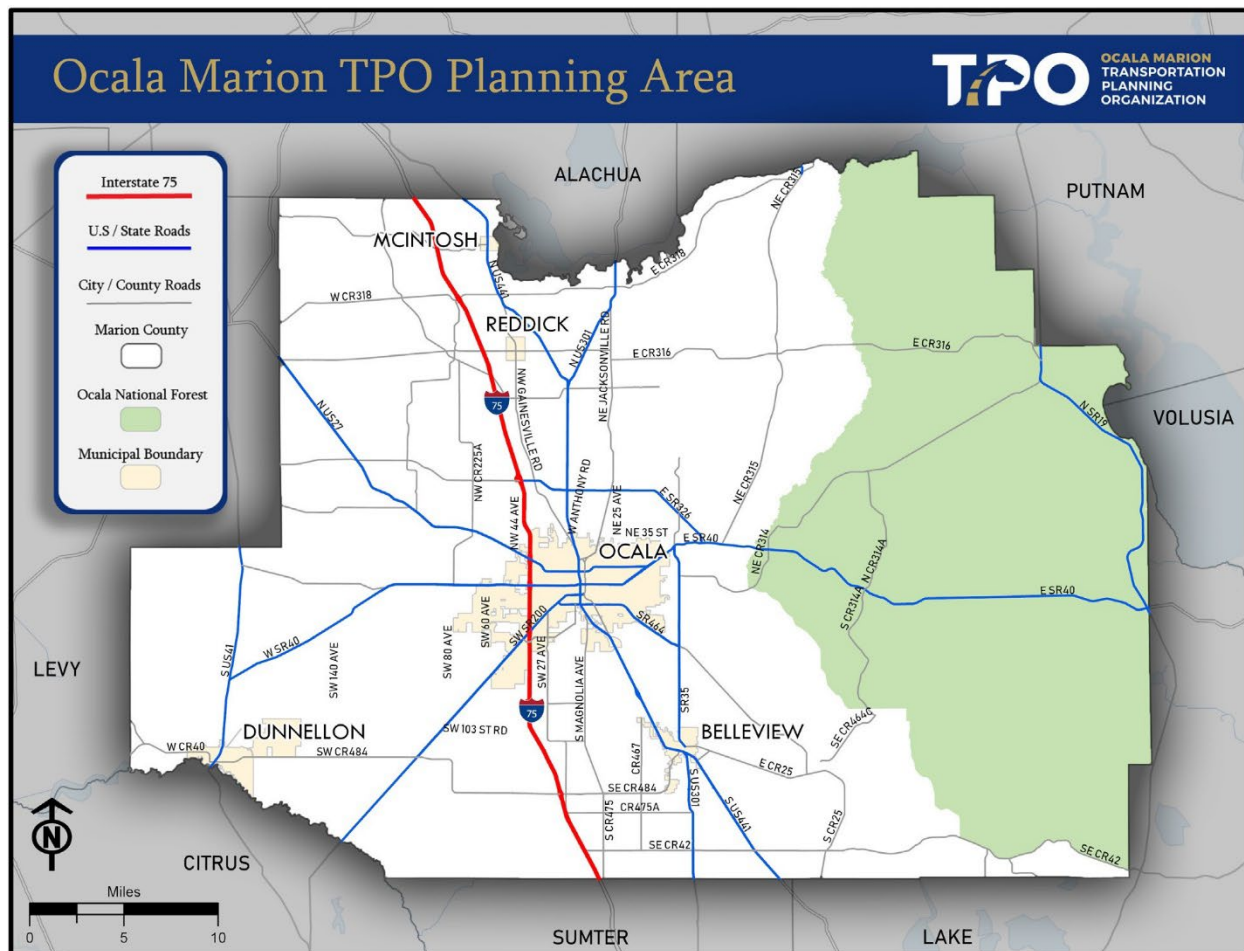


Figure 1: Map of TPO Planning Area

Development of the TIP

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

TPO Boards and Committees

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

The TPO also submits a draft TIP to the TPO Board for review and to receive feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is then presented to the TPO Board for adoption in May or June of each year. In 2022, TPO staff presented the draft TIP to the TAC and CAC on May 10th and June 14th, the TPO Board on May 24th and June 28th.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (PPP) (<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp>). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC and TPO Board meetings. The TAC and CAC meetings were held virtually and in person and therefore were also accessible to those with internet access. The TPO Board meetings were held both virtually and in-person. Advance public notices were provided for all committee and board meetings per Florida Sunshine Law and the TPO's PPP. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter) and sending e-blast notifications. Beginning on May 4th, a legal notice of the draft version of the TIP was advertised in the Ocala Star Banner. The public comment period for the TIP began on May 3, 2022 and concluded on June 28, 2022. A copy of the public notice can be found in **Appendix E** and a list of public comments, including the TPO's response to each

comment, can be found in **Appendix F**. On May 3rd, the TPO sent the Draft TIP for review and comment to the following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

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

Joint Certification

The most recent joint certification between the Ocala Marion TPO and FDOT was completed on March 22, 2022 through action by the TPO Board. FDOT certified the TPO's transportation planning process for Fiscal Year 2022. The next certification review will occur from February to March of 2023.

Consistency with Other Plans

The projects and project phases listed in the FY 2023 to 2027 TIP are consistent with the local public transit development plan (SunTran), aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2045 LRTP, Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan (SHSP), Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), TPO Congestion Management Process (CMP) and SunTran Transportation Development Plan (TDP).

2045 Long Range Transportation Plan (LRTP)

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

Florida Transportation Plan (FTP)

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

Strategic Intermodal System (SIS) 2022 Policy Plan

The Strategic Intermodal System (SIS) 2022 Policy Plan establishes the policy framework for planning and managing Florida’s Strategic Intermodal System, a network of transportation facilities that serves as the state’s highest priority for transportation capacity investments. The Governor and Legislature established the SIS in 2003 to focus state resources on facilities most significant for promoting the state’s economic competitiveness, including interregional, interstate and international travel. The SIS is the primary tool for implementing the Florida Transportation Plan (FTP). A map of the SIS can be found in **Appendix C**. Additionally, TIP projects supporting the SIS are noted in the individual project pages (SIS Project).

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

Florida’s Strategic Highway Safety Plan (SHSP)

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

Freight Mobility and Trade Plan (FMTP)

FDOT’s Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP’s Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. FDOT updated the FMTP in spring 2020.

(<https://www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan>)

Transportation Asset Management Plan (TAMP)

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

Congestion Management Plan (CMP)

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

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

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

Transit Development Plan (TDP)

The Transit Development Plan (TDP) represents the vision for public transportation in Marion County for a 10-year horizon. A TDP is updated by SunTran every five years to ensure transit services offered meet the mobility needs of local communities. Specifically, the TDP details SunTran’s transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies in Marion County. SunTran is completing a major TDP update in 2022.

TIP Revisions

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added or deleted. TIP Amendments require TPO Board action and opportunity for public comment. TIP modifications to not require TPO Board action or public comment (23 C.F.R. 450.104). As summarized in the FDOT MPO Management Handbook, there are four types of TIP revisions.

TIP Modification

A TIP modification includes minor changes such as to project phase costs, funding sources and project initiation dates. TIP Modifications are less than 20 percent and \$2 million.

TIP Amendment

A TIP amendment involves major changes to project such as a deletion, addition, project cost increase (over 20 percent and \$2 million), design concept or project scope.

Roll Forward Amendment

Projects programmed in the prior TIP that were not authorized by the end of the state fiscal year (June 30) may be authorized between July 1 and September 30, and included in an annual Roll-Forward TIP report to be amended in the new TIP. The Roll Forward amendment process must occur prior to the start of the federal fiscal year, which is October 1. The TPO Board adopts Roll Forward TIP Amendment each year.

Administrative TIP Amendment

Projects that are added to year one of the FDOT Tentative Work Program will not be recognized by FHWA until their fiscal year on October 1. Administrative amendments are permitted between the state fiscal year period of July 1 to September 30 to fill the gap until the federal fiscal year begins on October 1.

Transportation Disadvantaged

The Transportation Disadvantaged (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

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

Efficient Transportation Decision Making

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

2. PERFORMANCE MANAGEMENT

Performance Based Planning

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

1- Safety

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

2- Infrastructure Condition

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

3- Congestion Reduction

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

4- System Reliability

To improve the efficiency of the surface transportation system

5- Freight Movement and Economic Vitality

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

6- Environmental Sustainability

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

7- Reduced Project Delivery Delays

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

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

Performance Measures and Targets

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

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt state and/or transit agency targets, or develop their own targets. Appendix D provides Transportation Performance Management Fact Sheets published by FDOT in April 2022.



Safety



Pavement and Bridge Condition



System Performance



Transit Asset Management and Transit Safety



Safety

In March 2016, the FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final Rule (PM1), effective April 14, 2016. The Safety PM Final Rule established safety performance measures to assess serious injuries and fatalities on all public roadways and carry out the HSIP. Additionally, the Safety PM Finals Rule established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether State DOTs have met, or are making significant progress toward meeting, their safety targets. The legislation works to improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. The HSIP annual report documents the statewide performance targets.

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

On February 27, 2018, the Ocala Marion TPO Board adopted its own safety performance targets to better track progress and reflect greater accountability to the public. The TPO is also developing Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion in 2022. Integrating the adopted targets with Commitment to Zero will be a part of the planning process. By adopting its own safety performance targets, the TPO is required to update targets annually. The TPO updated its annual safety targets on February 22, 2022. Figure 2 displays the safety performance targets in 2022 and 2021 from FDOT and the TPO.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which are addressed in the Commitment to Zero planning project. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

Safety Performance Measures	FDOT Targets (2022)	TPO Targets (not to exceed) (2022)	TPO Targets (not to exceed) (2021)	TPO Target Results (2021)
Number of Fatalities	0	98	97	91
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	2.08	1.96	1.98
Number of Serious Injuries	0	378	432	263
Rate of Serious Injuries per 100 Million VMT	0	8.01	8.74	5.71
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	57	61	50

Figure 2: Safety Performance Measure Targets and Results



Pavement and Bridge Condition

In January 2017, the FHWA published the Pavement and Bridge Condition Performance Measures Final Rule (PM2). The second FHWA performance measure rule established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). A map of the NHS in Marion County can be found in **Appendix C**.

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

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

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

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

Pavement and Bridge Condition Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2021)
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 – Pavement and Bridge Condition



System Performance

In January 2017, FHWA published the System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Performance Measures Final Rule (PM3). The third and final Performance Measures Rule, established six measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person- miles traveled on the Interstate and non-Interstate NHS that are reliable.

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

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

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO and all MPO/TPO's in Florida agreed to support the FDOT statewide targets in October 2018. Figure 4 displays the most current System Performance measure targets and results.

System Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥ 75%	≥ 70 %	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	≥ 50 %	95.9%
Truck Travel Time Reliability (TTTR)	1.75	2.00	1.74

Figure 4: Performance Measure Targets and Results - System Performance



Transit Asset Management and Safety

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

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

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

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

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

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

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

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

The TIP shall include a financial element that demonstrates how the approved projects can be implemented, indicates the sources of funding that are reasonably expected to be made available, and recommends any additional financing strategies for needed projects and programs (23 CFR 350.326).

The FY 2023 to 2027 is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran and Marion Transit. A summary of funding categories, distribution of funding by category and funding sources are summarized in Figures 7 to 9.

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

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

Figure 7: List of Funding Categories and Associated Funding Sources

Funding Category	2023	2024	2025	2026	2027	Total
ACFP	\$969,054	\$47,520	\$0	\$0	\$0	\$1,016,574
ACNP	\$1,626,564	\$0	\$15,977,866	\$0	\$0	\$17,604,430
ACNR	\$8,852,307	\$0	\$9,576,547	\$0	\$0	\$18,428,854
ACSS	\$1,704,105	\$65,228	\$0	\$0	\$0	\$1,769,333
ART	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
BRRP	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CARB	\$5,850,000	\$0	\$0	\$0	\$0	\$5,850,000
CARL	\$674,619	\$0	\$0	\$0	\$0	\$674,619
CIGP	\$4,695,763	\$0	\$7,995,735	\$0	\$0	\$12,691,498
D	\$6,667,809	\$5,555,789	\$5,419,026	\$5,432,657	\$5,502,186	\$28,577,467
DDR	\$33,520,016	\$9,313,066	\$17,559,946	\$3,586,244	\$823,080	\$64,802,352
DIH	\$1,374,387	\$26,400	\$41,720	\$27,975	\$0	\$1,470,482
DPTO	\$733,602	\$755,610	\$1,740,682	\$801,626	\$825,675	\$4,857,195
DRA	\$24,303,111	\$0	\$0	\$0	\$0	\$24,303,111
DS	\$7,774,011	\$0	\$400,424	\$0	\$0	\$8,174,435
DU	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
DWS	\$0	\$0	\$0	\$532,902	\$0	\$532,902
FAA	\$0	\$0	\$2,250,000	\$5,850,000	\$0	\$8,100,000
FCO	\$5,615,100	\$0	\$0	\$0	\$0	\$5,615,100
FTA	\$20,677,587	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$31,071,076
GFSL	\$28,528	\$0	\$0	\$0	\$0	\$28,528
GR23	\$10,537,000	\$0	\$0	\$0	\$0	\$10,537,000
GFEV	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000
HP	\$4,283,543	\$0	\$0	\$0	\$0	\$4,283,543
LF	\$18,126,308	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$37,410,659
PL	\$898,984	\$669,715	\$676,473	\$683,366	\$683,366	\$3,611,904
RHH	\$0	\$0	\$0	\$0	\$0	\$0
SL	\$6,462,629	\$2,647,750	\$9,213,782	\$460,700	\$4,452,800	\$23,237,661
SN	\$391,725	\$1,069,388	\$3,005,068	\$561,853	\$0	\$5,028,034
TALL	\$20,988	\$11,289	\$253,001	\$622,203	\$0	\$907,481
TALN	\$0	\$166,133	\$0	\$0	\$0	\$166,133
TALT	\$83,855	\$1,610,141	\$0	\$513,244	\$0	\$2,207,240
TRIP	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
TRWR	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:	\$184,419,611	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$354,434,465

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

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

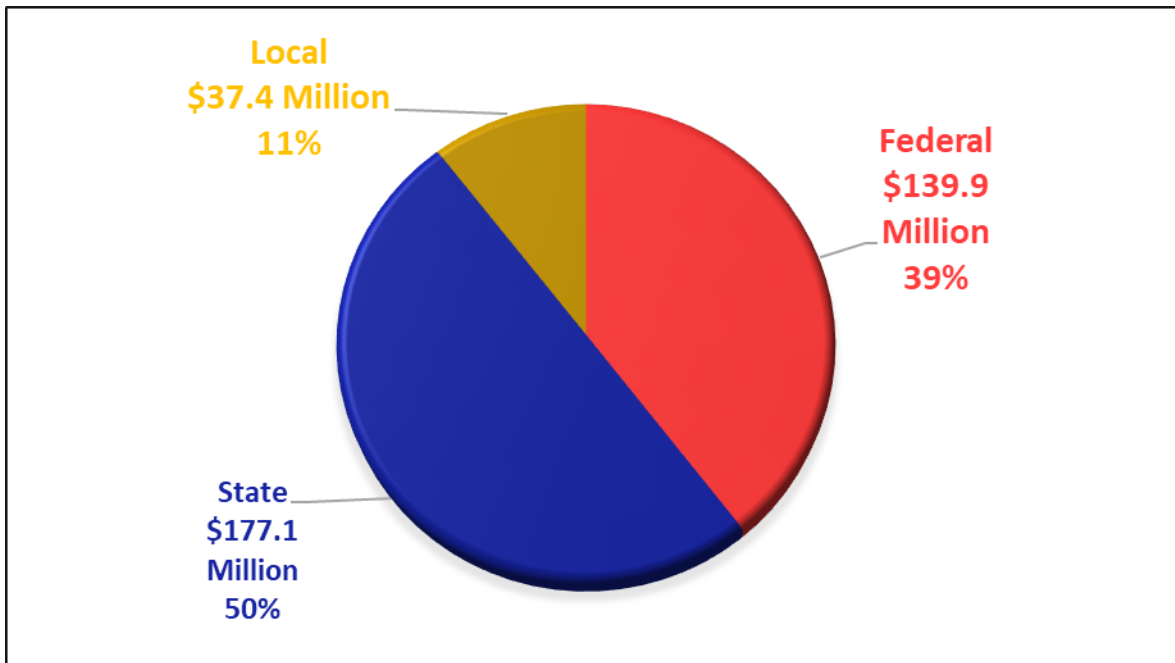


Figure 9: 5-Year Funding Summary by Source

4. PROJECT PRIORITIZATION PROCESS

Overview

The project prioritization process of the TPO is undertaken during the development of the LRTP and annual List of Priority Projects (LOPP). During the development of the LRTP, once the identified projects have been determined as “needs”, TPO committees, TPO staff and the TPO Board prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The result is the ‘Cost Feasible Plan’ of the LRTP, which then becomes a prioritized project list. This list becomes part of the TPO’s annual List of Priority Projects (LOPP) process. On an annual basis, a revised LOPP is developed collaboratively by the TPO with local partners, committee input and TPO Board approval. The LOPP is submitted to FDOT annually for projects to be considered in the next Tentative Work Program for funding. FDOT will decide which projects from the LOPP can be reasonably funded with the cost/funding projections. The LOPP is a process undertaken to identify the highest priority projects in Marion County to receive consideration for federal and state funding. For further information about the LOPP process, please access the TPO website at: <https://ocalamariontpo.org/priority-project-list>.

Methodology

In 2022, the TPO modified its annual LOPP prioritization process. The revised process continues to place an emphasis on prioritizing projects based on criteria score. This includes an emphasis on projects closest to receiving construction funding; meet federal performance measures; are multimodal; improve safety and resilience; programmed funding; and/or include local funding and partnerships. A strategic refinement methodology is also applied to include necessary adjustments to address partner feedback. Overall, this approach involves collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop an annual LOPP. The end-results of the process are a set of nine project lists, including an overall Highest Priority Project List.

The TPO’s project prioritization process is consistent with state statute (F.S. 339.1758b), federal law (23 C.F.R 450.332b), the 2045 LRTP, and with local aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO planning area, to the maximum extent feasible [339.175(8)(c)(7), F.S.].

Project Ranking

The priority projects ranking criteria is tied directly to the adopted 2045 LRTP Goals and Objectives, federally required performance measures and local priorities. The goals from the

2045 LRTP that are used in this prioritization and selection process include:

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

The ranking criteria are grouped into the following ten categories and are summarized as follows:

1. **Prior Year Rank:** An emphasis on prior project ranking to help support program stability and advancement toward implementation.
2. **Project Cycle:** The status of projects in their development phase with an emphasis on the most weight given to projects that are ready for construction.
3. **Local Funding Commitment:** Projects receive points for including a local match commitment.
4. **Regional Connectivity and Partnerships:** Projects that involve a formal partnership between two or more jurisdictions and coordination between two or more jurisdictions.
5. **Safety:** Points given for being located on a roadway segment with a five-year history of serious injury and fatality crashes. Additional points for projects located on the Commitment to Zero High Injury Network.
6. **Congestion Management:** Points given for being located on the most up to date Congestion Management Plan Congested Corridors.
7. **Multimodal:** A sidewalk, trail and/or bicycle facility are given points and also receive additional points for connecting to existing multimodal facilities in Marion County.
8. **Transportation Resilience:** Points given for being located on an existing Florida Evacuation Route or connection to an Evacuation Route.
9. **Economic Development and Logistics:** Points given for connecting to or serving employment growth areas of Marion County, along with connecting to or being located on a facility that supports freight activity centers.
10. **Equity:** Projects that are located in one of three disadvantaged areas of Marion County as identified and mapped in the 2045 LRTP.

A complete summary of the LOPP ranking and scoring methodology and most up to date project lists are available on the TPO website.

The **2022 List of Priority Projects (LOPP), Top Priorities** is provided in Figure 10 on the next page. The remaining six lists may be found on the TPO's website:

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

Figure 10: 2022 List of Priority Projects (LOPP), Top Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	435209-1	Top Priorities	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension of NW 49th from NW 44th to NW 35th	CST	\$42,379,864		
2	433652-1	Top Priorities	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,500,000
3		Top Priorities	NW 44th Avenue, SR 40 to NW 11th St	Construction of four new roadway lanes			CST	\$14,000,000
4		Top Priorities	NW 80th/70th from N/O SR 40 to S/O US 27	Widening to four lanes			CST	\$30,000,000
5		Top Priorities	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction	*CST	\$9,000,000		
6		Top Priorities	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway			CST	\$5,000,000
7		Top Priorities	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park	*CST	\$2,537,000		
8		Top Priorities	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
9	450340-1	Top Priorities	Emerald Road Extension	92nd Loop to FN Railroad Connection	ROW, CST	\$9,650,000	CST	\$4,700,000
10	237988-1	Top Priorities	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
11		Top Priorities	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway			CST	\$18,000,000
12	238651-1	Top Priorities	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway			CST	\$37,800,000
13	433660-1	Top Priorities	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$3,277,299		
14	238648-1	Top Priorities	US 41 from SW 110th to North of SR 40	Widening to four lanes, sidewalks/path, shoulders			CST	\$38,100,000
15	410674-2	Top Priorities	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
16		Top Priorities	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75			PD&E, DES, ROW, CST	\$55,000,000
17	449443-1	Top Priorities	NE 8th Avenue from SR 40 to SR 492	Construction of roundabouts on NE 8th Avenue	CST	\$4,452,800		
18		Top Priorities	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes			DES, ROW, CST	\$35,000,000
19		Top Priorities	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
20		Top Priorities	SW 80th Avenue from north of 38th Street to SR 40	Widening of roadway to four lanes			PE, DES, ROW, CST	\$25,000,000
21		Top Priorities	SR 35 and SR 464 Intersection Flyover	Flyover of SR 35 at SR 464			PE, DES, CST	\$35,000,000

5. PROJECTS

Overview

The FY 2023 to 2027 TIP projects are grouped into seven categories. All projects are also summarized in individual project pages by category to support a more accessible and user-friendly format for the citizens of Marion County.

Seven TIP Project Categories:

- **Interstate:** I-75
- **U.S. Routes:** US 27, US 41, US 301, US 441
- **State and Local Routes:** City and County Roads, State Roads (e.g., SR 200)
- **Bicycle and Pedestrian:** Park Trails, Sidewalks and Trails on City, County and State Roads
- **Aviation (Airport):** Ocala International Airport, Marion County Airport
- **Transit, Funding and Grants:** Marion Transit, SunTran, TPO, Others
- **ITS and Maintenance:** Operations, Aesthetics, Asset Management (repaving, rehabilitation, shoulders, bridges, lighting), ongoing Maintenance

Appendix H contains a summary of changes to major regional transportation projects from the previous Fiscal Years 2022 to 2026 TIP. **Appendix J** contains a companion “snapshot” listing of the TIP projects as submitted to the TPO by FDOT in April 2022.

Appendix K contains a summary report and listing of transportation projects included with the annual Roll Forward TIP Amendment process (Amendment #1). The project funding amounts are part of the year one (Fiscal Year 2023) summary totals as displayed in **Figures 8 and 9**.

Figure 11 provides a summary chart of the acronyms used for various project phases/activities and the terms associated with the projects displayed in the TIP summary pages. This chart may be used as a reference when reviewing the project summary pages in this section.

Acronym	Project Phase and Information
ADM	Administration
CST	Construction (includes Construction, Engineering and Inspection)
CAP	Capital Grant
CEI	Construction, Engineering and Inspection
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
FM	FDOT Financial Management Number
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development and Environment Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Offices Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Right-of-Way Support & Acquisition
RRU	Railroad and Utilities
RT MNT	Routine Maintenance
SEG	Project Segment Number
UTIL	Utilities Construction

Figure 11: Project Phase/Activity and Information Acronym List

TIP Online Interactive Map

The FY 2023 to 2027 TIP online map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g. TPO grants, Marion Transit, SunTran grants) are not included in the interactive map. The map may be accessed through the TPO website or directly at the following link:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=81b909295c9447d7adf4b38bc232adcf>

Performance Management and TIP Projects

The following provides a summary of the projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local transit system, including: safety; bridge and pavement condition; system performance; and transit asset management and safety. Safety projects include the entire federal aid transportation system. In some cases, a project may support meeting more than one federal performance measure.

Safety (PM1) (10 projects)

FM Number	Project	Limits	TIP Funding
4348441	CR 482 at 182nd Avenue (1)	at 182nd Avenue	\$350,000
4348442	CR 482 at 182nd Avenue (2)	at 182nd Avenue	\$67,980
4493171	CR 484 at SW 135th Street	at SW 135th Street	\$458,310
4492771	CR 484 at Marion Oaks Blvd	at Marion Oaks Boulevard	\$536,625
4494431	NE 8th Avenue	SR 40 to SR 492	\$4,452,800
4492611	SW 60th Avenue	SW 54th Street to SECO Energy Driveway	\$247,061
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4375962	SR 40/Silver Springs Boulevard	NW 27th Avenue to SW 7th Avenue	\$909,279
4392382	SR 25/U.S. 441/301	SR 25 to SR 200/SW 10th Street	\$2,975,178
Total:			\$13,322,052

Pavement and Bridge Condition (PM2) (7 projects)

FM Number	Project	Limits	TIP Funding
4483761	SR 93 (I-75)	SR 200 to N. of U.S. 27	\$17,416,866
4486351	SR 25 (U.S. 441)	CR 25A to Avenue I	\$7,571,976
4452181	SR 25 (U.S. 441)	Avenue I to Alachua County Line	\$7,095,081
4485261	SR 45 (U.S. 41)	N/O Citrus County Line to SW 110th	\$4,937,992
4452121	SR 200 (U.S. 301)	South of NE 175th to Alachua County	\$4,729,689
4453021	SR 35/U.S. 301	North of CR 42 to North of SE 144th Place	\$3,054,497
4452171	SR 326	NW 12th Avenue to SR 40	\$11,875,930
Total:			\$56,682,031

System Performance (PM3) (7 projects)

FM Number	Project	Limits	TIP Funding
4352091	I-75 (SR 93) at NW 49th Street	NW 49th Street to end of NW 35th Street	\$42,379,864
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336611	U.S. 441	SR 40 to SR 40A (SW Broadway)	\$17,767
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4336521	SR 40 Intersections	at SW 40th Avenue, at SW 27th Avenue	\$1,398,654
4456881	U.S. 27/U.S. 441/Abshiver	at County Road 42	\$1,099,429
4497641	I-75 ITS Communications	I-75 Corridor, 24 miles in Marion County	\$954,356
Total:			\$49,174,889

Transit Asset Management (TAM) and Transit Safety

FM Number	Grant	TIP Funding
4271882	Small Urban Capital Fixed Route	\$16,075,958
4424551	Block Grant Operating Assistance	\$7,790,583
Total:		\$23,866,541

TIP Project Summary Pages

Summary pages are provided in the following pages for all programmed projects and are organized by the seven project categories.

Summary Page Definitions

Project: Includes the project name, project limits and location.

Project Type: Identifies the type of project improvement(s).

FM Number: References the financial management number in FDOT's project tracking system.

Lead Agency: Identifies the agency with project management oversight.

LRTP (Page #): References how the project reflects the 2045 LRTP goals and planning consistency.

SIS: Denotes if a project is on the state's Strategic Intermodal System (SIS) network.

Description: Summarizes the project and highlights major improvements to be implemented.

Prior <Year: Identifies the amount of funding programmed in years prior to the current five-year TIP period.

Future >Year: Identifies the amount of funding programmed in years beyond the current five-year TIP period.

Total Project Cost: Lists the total project cost programmed for the project, including prior year, current five-year and future year funding.

Phase: Identifies the stage in project development for which funding is programmed.

Fund Category: Identifies the type of funding programmed by phase for the project.

Funding Source: Identifies the source of funding by phase for the project (Federal, State and/or Local).

Fiscal Year: Identifies the federal fiscal year(s) when funding is programmed for the project.

Interstate 75 (I-75) Projects



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

Project Type: Interchange

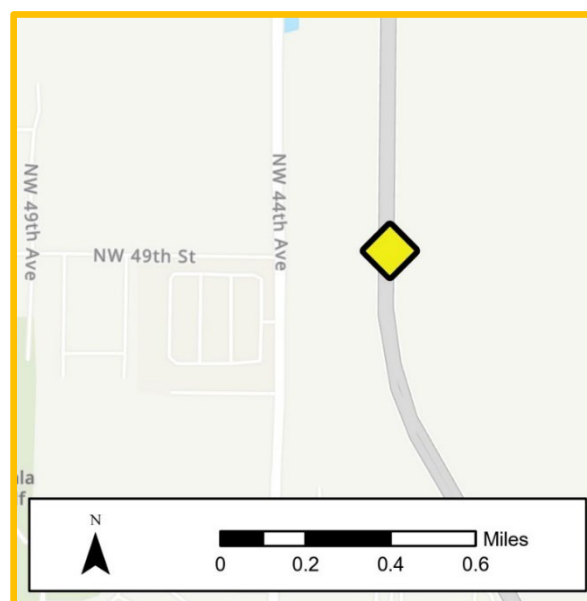
FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

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

SIS Project

**Description:**

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

Prior <2023:

\$18,087,376

Future >2027:

\$0

Total Project Cost:

\$60,467,240

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

Project: SR 93 (I-75) from SR 200 to North of SR 500 (U.S. 27)

Project Type: Resurfacing
 FM Number: 4483761
 Lead Agency: FDOT
 Length: 4.47 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Project

**Description:**

Resurfacing of I-75 from SR 200 to north of the U.S. 27 interchange.

Prior <2023:

\$0

Future >2027:

\$0

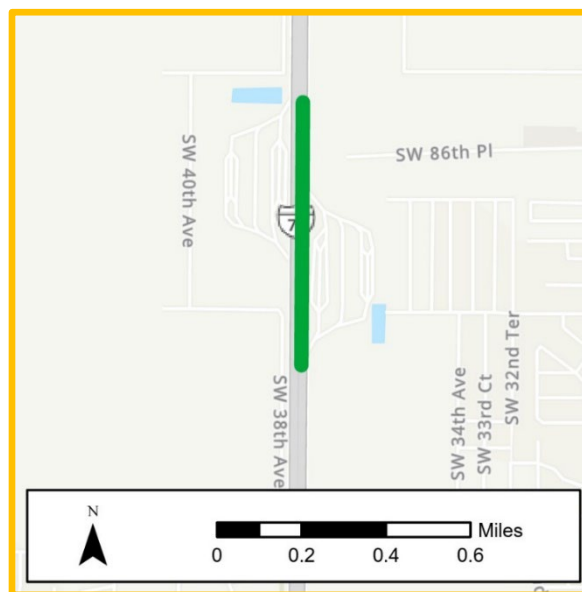
Total Project Cost:

\$17,416,866

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	ACNP	Federal	\$1,439,000	\$0	\$0	\$0	\$0	\$1,439,000
CST	ACNP	Federal	\$0	\$0	\$15,977,866	\$0	\$0	\$15,977,866
Total:			\$1,439,000	\$0	\$15,977,866	\$0	\$0	\$17,416,866

Project: I-75 Marion County Rest Areas Landscaping

Project Type: Landscaping
 FM Number: 4378261
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$411,284

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$0	\$0	\$10,860	\$0	\$0	\$10,860
CST	DS	State	\$0	\$0	\$400,424	\$0	\$0	\$400,424
Total:			\$0	\$0	\$411,284	\$0	\$0	\$411,284

Project: I-75 (SR 93) Rest Area Marion County from North of CR 484 to South of SR 200

Project Type: Rest Area Maintenance
 FM Number: 4385621
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



SIS Project

Description:

Complete reconstruction of all facilities for the northbound rest area on I-75. This includes a reconstructed rest area building, picnic shelters, maintenance facility and increases in parking capacity.

Prior <2023:

\$3,364,206

Future >2027:

\$0

Total Project Cost:

\$45,743,230

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$11,499,944	\$0	\$0	\$0	\$0	\$11,499,944
CST	DIH	State	\$51,350	\$0	\$0	\$0	\$0	\$51,350
CST	DRA	State	\$24,303,111	\$0	\$0	\$0	\$0	\$24,303,111
CST	CARB	Federal	\$5,850,000	\$0	\$0	\$0	\$0	\$5,850,000
CST	CARL	Federal	\$674,619	\$0	\$0	\$0	\$0	\$674,619
Total:			\$42,379,024	\$0	\$0	\$0	\$0	\$42,379,024

Project: I-75 Wildwood Weigh Station Inspection Barn Upgrades

Project Type: Weigh Station
 FM Number: 4478611
 Lead Agency: FDOT
 Length: 1.13
 LRTP (Page #): Goal 6: Objective 6.2 (15)



SIS Project

Description:

Inspection of barn upgrades at weigh-in-motion facility.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$532,902

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DWS	State	\$0	\$0	\$0	\$532,902	\$0	\$532,902
Total:			\$0	\$0	\$0	\$532,902	\$0	\$532,902

Project: I-75 (SR 93) "GAP" 12 Electric Vehicle (EV) Direct Current Fast Charges (DCFCS), Phase 1

Project Type: Electric Vehicle Charging

FM Number: 4523642

Lead Agency: FDOT

Length: 2.0

LRTP (Page #): Goal 6: Objective 6.4 (page 15)

**Description:**

Implementation of the National Electric Vehicle Infrastructure Program (NEVI). Deployment of direct current fast charges (DCFCS) along the I-75 corridor in Marion County, Phase 1.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,100,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	GFEV	Federal	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000
Total:			\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000

Project: I-75 (SR 93) From Turnpike (SR 91) to SR 200

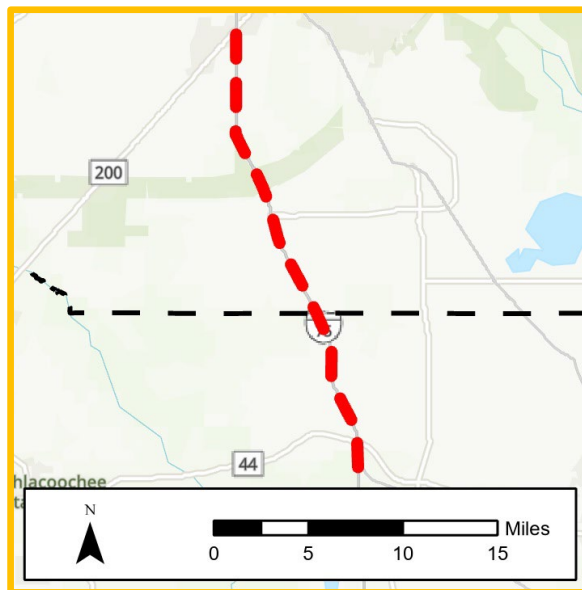
Project Type: Planning

FM Number: 4436231

Lead Agency: FDOT

Length: 22.50

LRTP (Page #): Goal 2: Objectives 2.2, 2.3 (page 14);

**Description:**

In support of the I-75 Master Plan, including community engagement, alternative concept identification and traffic analysis and modeling. The project will assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	HP	Federal	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Total:			\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000

Project: I-75 (SR 93) From SR 200 to CR 234

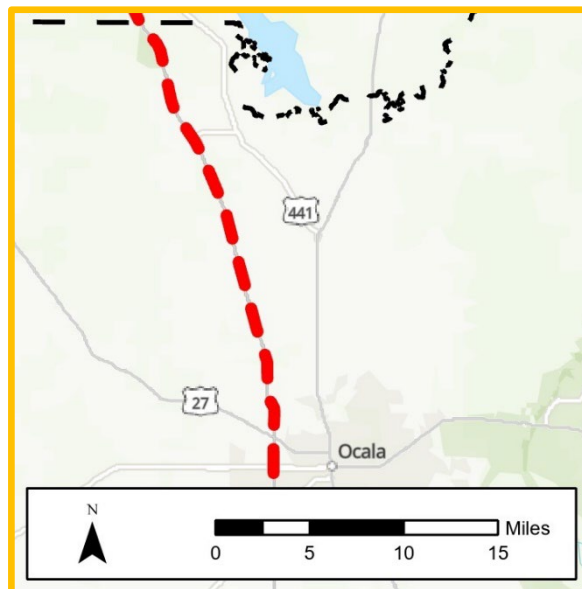
Project Type: Planning

FM Number: 4436241

Lead Agency: FDOT

Length: 25.28

LRTP (Page #): Goal 2: Objectives 2.2, 2.3 (page 14);

**Description:**

In support of the I-75 Master Plan, including community engagement, alternative concept identification and traffic analysis and modeling. The project will assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,783,543

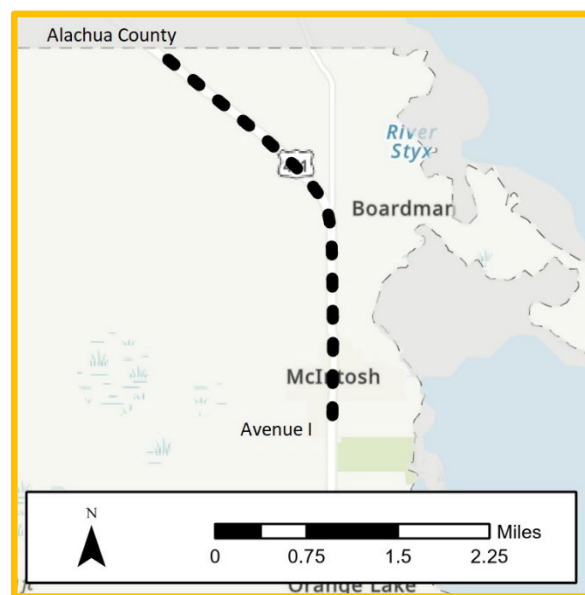
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	HP	Federal	\$1,783,543	\$0	\$0	\$0	\$0	\$1,783,543
Total:			\$1,783,543	\$0	\$0	\$0	\$0	\$1,783,543

U.S. Route (U.S.) Projects



Project: SR 25 (U.S. 441) from Avenue I to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452181
 Lead Agency: FDOT
 Length: 3.15 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 441 from Avenue I in the Town of McIntosh to the Alachua County Line.

Prior <2023:

\$0

Future >2027:

\$0

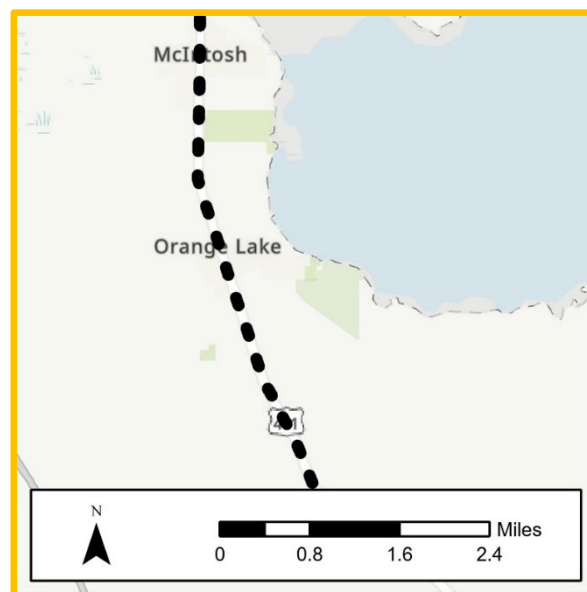
Total Project Cost:

\$7,095,081

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$917,369	\$0	\$0	\$0	\$0	\$917,369
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State	\$0	\$0	\$6,156,852	\$0	\$0	\$6,156,852
CST	DIH	State	\$0	\$0	\$10,860	\$0	\$0	\$10,860
Total:			\$927,369	\$0	\$6,167,712	\$0	\$0	\$7,095,081

Project: SR 25 (U.S. 441) from County Road 25A to Avenue I

Project Type: Resurfacing
 FM Number: 4486351
 Lead Agency: FDOT
 Length: 3.17 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 441 from County Road 25A to Avenue I in the Town of McIntosh.

Prior <2023:

\$0

Future >2027:

\$0

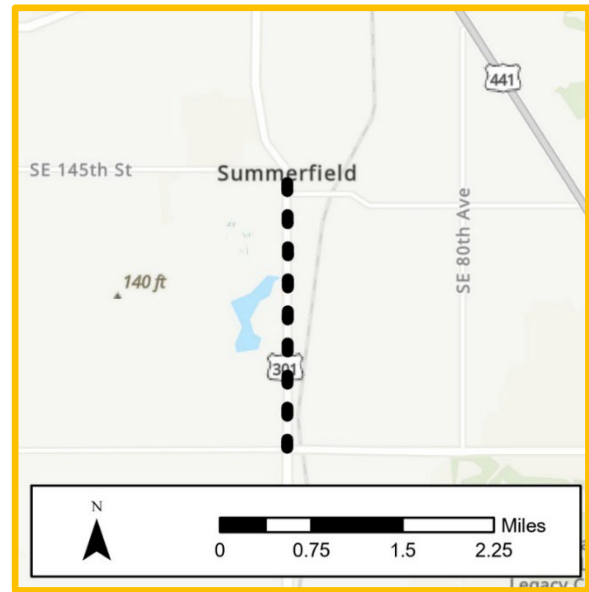
Total Project Cost:

\$7,571,976

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$1,032,000	\$0	\$0	\$0	\$0	\$1,032,000
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	ACNR	Federal	\$0	\$0	\$5,923,545	\$0	\$0	\$5,923,545
CST	DDR	State	\$0	\$0	\$596,431	\$0	\$0	\$596,431
CST	DIH	State	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$1,042,000	\$0	\$6,529,976	\$0	\$0	\$7,571,976

Project: SR 35/U.S. 301 from North of CR 42 to North of SE 144th Place Road

Project Type: Resurfacing
 FM Number: 4453021
 Lead Agency: FDOT
 Length: 2.2 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 301 in southern Marion County.

Prior <2023:

\$758,364

Future >2027:

\$0

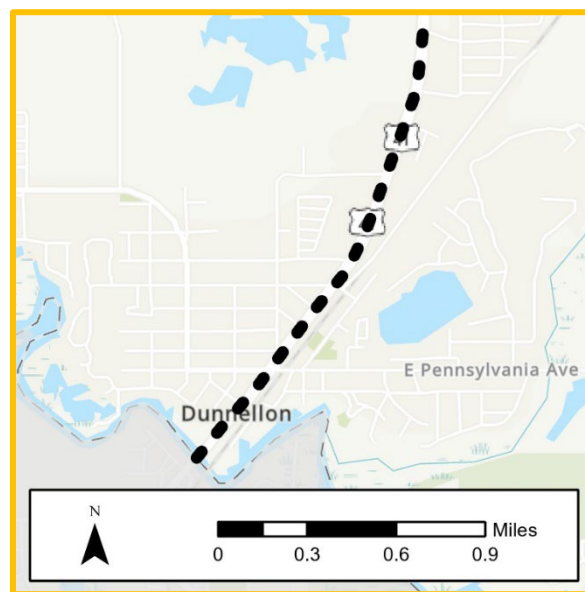
Total Project Cost:

\$3,812,861

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$3,043,937	\$0	\$0	\$0	\$3,043,937
CST	DIH	State	\$0	\$10,560	\$0	\$0	\$0	\$10,560
Total:			\$0	\$3,054,497	\$0	\$0	\$0	\$3,054,497

Project: SR 45 (U.S. 41)/Williams Street from North of Citrus County Line to SW 110th Street

Project Type: Resurfacing
 FM Number: 4485261
 Lead Agency: FDOT
 Length: 1.41 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 41 from north of the Citrus County Line to SW 110th Street in the City of Dunnellon.

Prior <2023:

\$0

Future >2027:

\$0

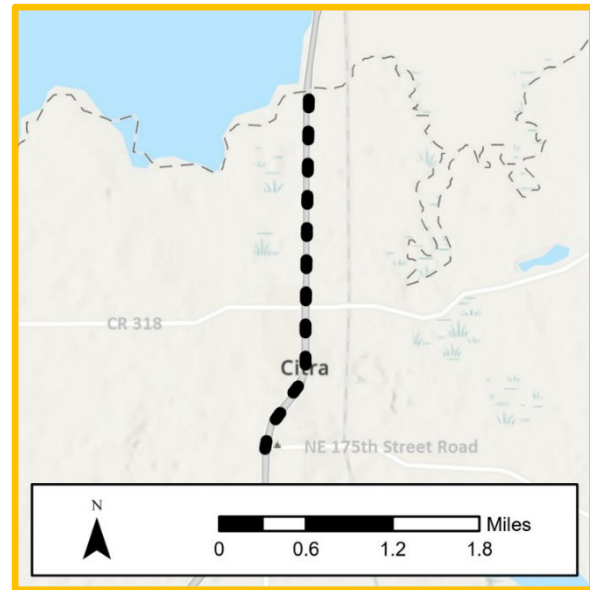
Total Project Cost:

\$4,937,992

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$878,000	\$0	\$0	\$0	\$0	\$878,000
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	ACNR	Federal	\$0	\$0	\$3,653,002	\$0	\$0	\$3,653,002
CST	DDR	State	\$0	\$0	\$386,990	\$0	\$0	\$386,990
CST	DIH	State	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$888,000	\$0	\$4,049,992	\$0	\$0	\$4,937,992

Project: SR 200 (U.S. 301) from South of NE 175th Street to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452121
 Lead Agency: FDOT
 Length: 2.4 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 301 in northern Marion County.

Prior <2023:

\$954,950

Future >2027:

\$0

Total Project Cost:

\$5,684,639

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$4,719,129	\$0	\$0	\$0	\$4,719,129
CST	DIH	State	\$0	\$10,560	\$0	\$0	\$0	\$10,560
Total:			\$0	\$4,729,689	\$0	\$0	\$0	\$4,729,689

Project: U.S. 27/U.S. 441/Abshiver Boulevard at CR 42

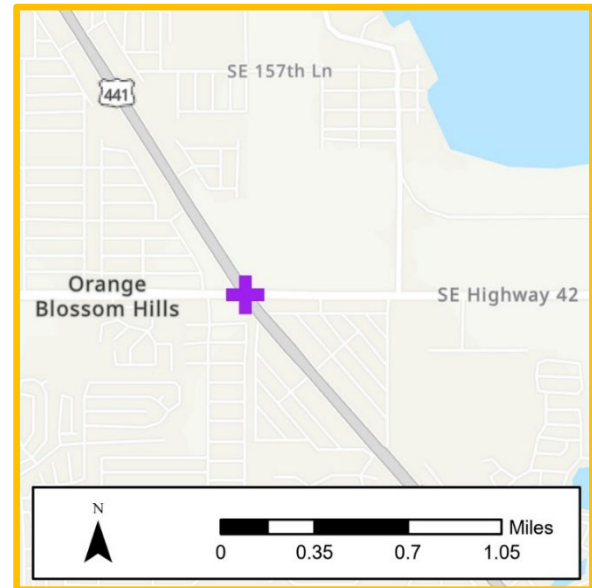
Project Type: Intersection

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.5 (15)

**Description:**

Traffic signals and operational improvements at the intersection.

Prior <2023:

\$241,913

Future >2027:

\$0

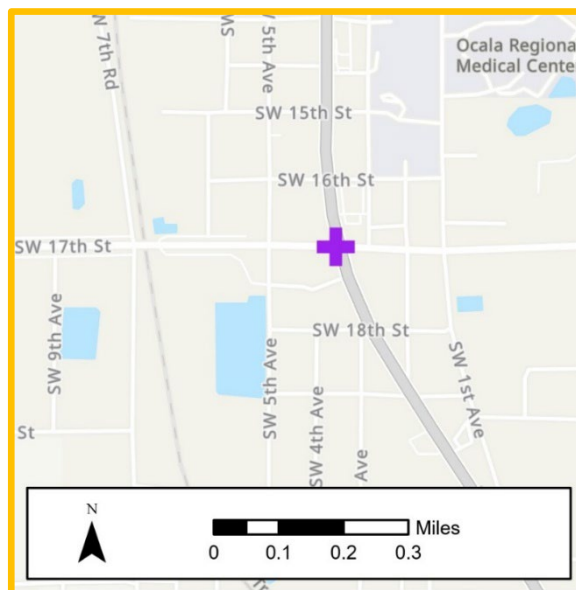
Total Project Cost:

\$1,341,342

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$1,094,294	\$0	\$0	\$0	\$0	\$1,094,294
CST	DIH	State	\$5,135	\$0	\$0	\$0	\$0	\$5,135
Total:			\$1,099,429	\$0	\$0	\$0	\$0	\$1,099,429

Project: U.S. 441 at SR 464

Project Type: Intersection/Turn Lane
 FM Number: 4336601
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

Traffic operational improvements at the Pine Avenue/SE 17th Street intersection, including the addition of a northbound left turn lane and a modified right turn lane.

Prior <2023:

\$1,506,337

Future >2027:

\$0

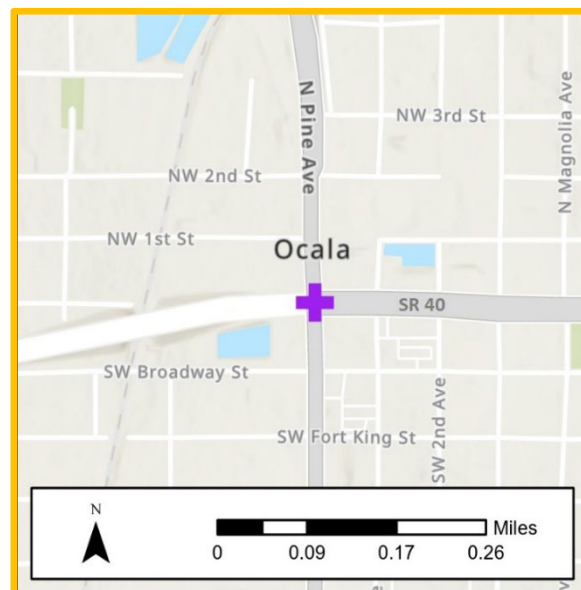
Total Project Cost:

\$4,783,636

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$0	\$0	\$3,066,244	\$23,080	\$3,089,324
PE	DDR	State	\$0	\$0	\$160,000	\$0	\$0	\$160,000
CST	DIH	State	\$0	\$0	\$0	\$27,975	\$0	\$27,975
Total:			\$0	\$0	\$160,000	\$3,094,219	\$23,080	\$3,277,299

Project: U.S. 441 from SR 40 to SR 40A (Broadway)

Project Type: Intersection/Turn Lane
 FM Number: 4336611
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

Extension of the northbound left-turn queue south to Broadway Street to increase storage capacity of the intersection.

Prior <2023:

\$6,398,450

Future >2027:

\$0

Total Project Cost:

\$6,416,217

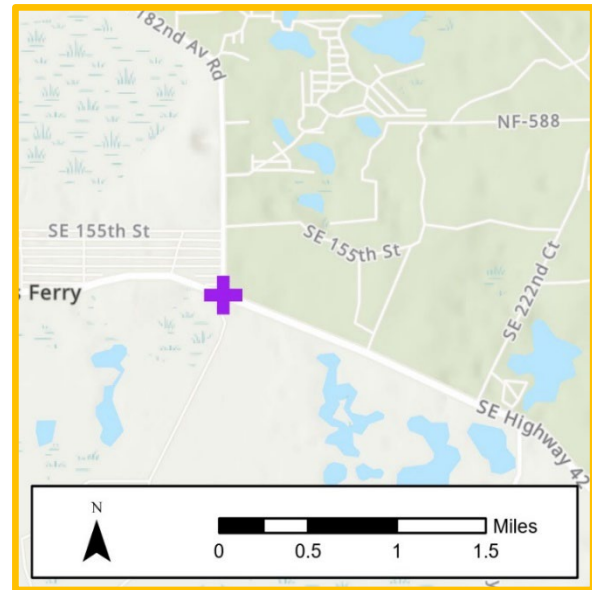
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$17,767	\$0	\$0	\$0	\$0	\$17,767
Total:			\$17,767	\$0	\$0	\$0	\$0	\$17,767

State and Local Projects



Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348441
 Lead Agency: Marion County
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$46,012

Future >2027:

\$0

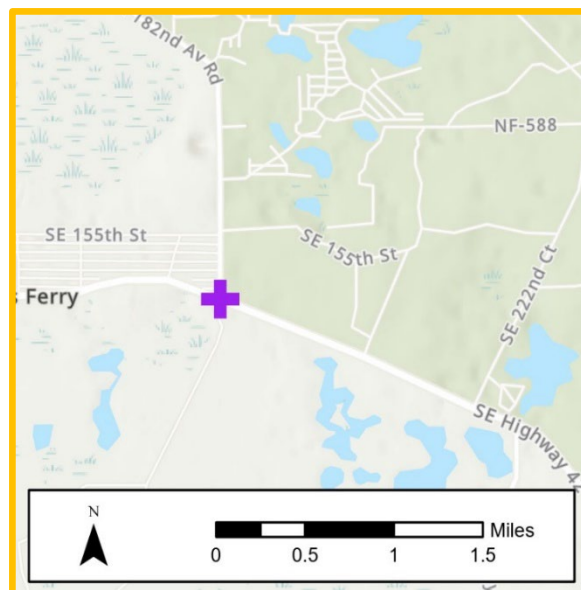
Total Project Cost:

\$396,012

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Total:			\$350,000	\$0	\$0	\$0	\$0	\$350,000

Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348442
 Lead Agency: FDOT
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)

**Description:**

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

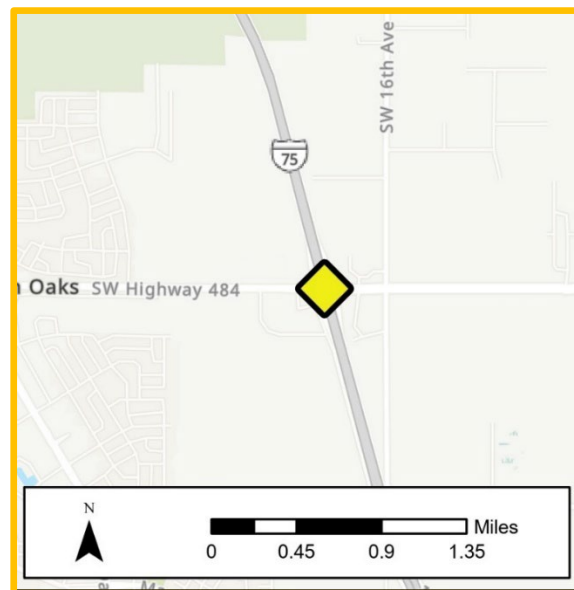
\$67,980

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$67,980	\$0	\$0	\$0	\$0	\$67,980
Total:			\$67,980	\$0	\$0	\$0	\$0	\$67,980

Project: CR 484 from SW 20th Avenue to CR 475A

Project Type: Interchange/Intersection
 FM Number: 4336511
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)

SIS Project

**Description:**

Addition of turn lanes and turn lane extensions at the CR 484 interchange with I-75 and the CR 484/CR 475A intersection. Reconstruct westbound through lanes and modify the I-75 bridge to accommodate the widening. Bicycle and pedestrian facilities also part of project. Project will improve traffic flow and safety.

Prior <2023:

\$18,596,665

Future >2027:

\$0

Total Project Cost:

\$18,644,185

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACFP	Federal	\$0	\$47,520	\$0	\$0	\$0	\$47,520
Total:			\$0	\$47,520	\$0	\$0	\$0	\$47,520

Project: CR 484 from SW 20th Avenue to CR 475A

Project Type: Interchange/Intersection
 FM Number: 4336514
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)

**Description:**

Landscaping in support of project 4336511.

Prior <2023:

\$61,067

Future >2027:

\$0

Total Project Cost:

\$245,792

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SN	Federal	\$179,725	\$0	\$0	\$0	\$0	\$179,725
PE	SN	Federal	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Total:			\$184,725	\$0	\$0	\$0	\$0	\$184,725

Project: CR 484 at the intersection of Marion Oaks Boulevard

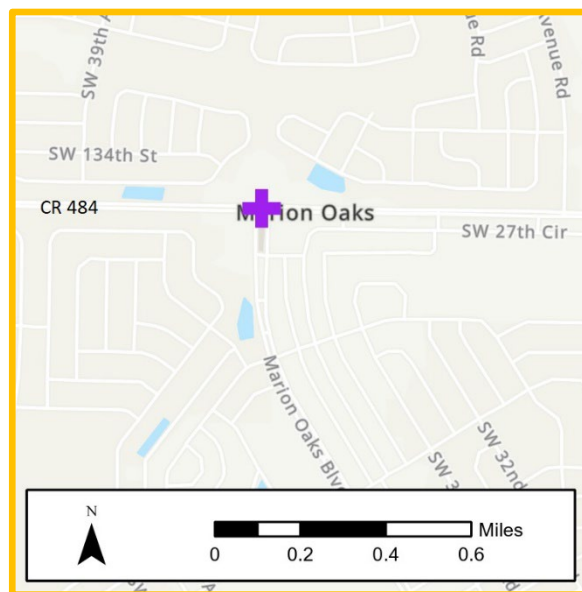
Project Type: Intersection

FM Number: 4492771

Lead Agency: Marion County

Length: 0.02 miles

LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$536,625

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$60,795	\$0	\$0	\$0	\$0	\$60,795
CST	LF	Local	\$0	\$30,000	\$0	\$0	\$0	\$30,000
CST	SN	Federal	\$0	\$445,830	\$0	\$0	\$0	\$445,830
Total:			\$60,795	\$475,830	\$0	\$0	\$0	\$536,625

Project: CR 484 at SW 135th Street Road

Project Type: Intersection

FM Number: 4493171

Lead Agency: Marion County

Length: 0.24 miles

LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

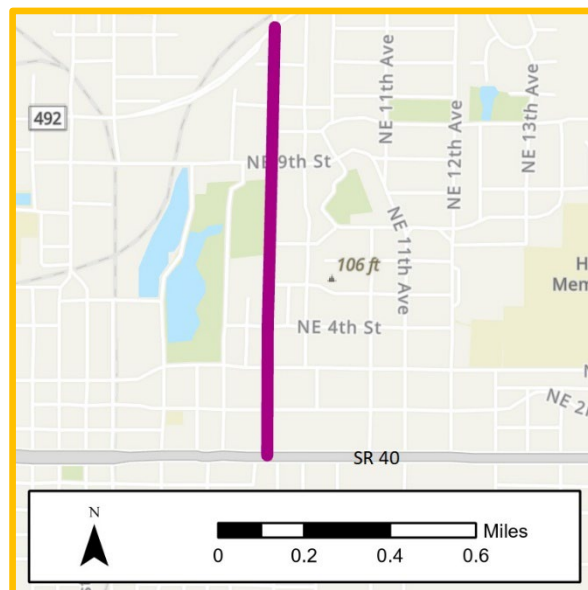
Total Project Cost:

\$458,310

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$88,705	\$0	\$0	\$0	\$0	\$88,705
CST	SN	Federal	\$0	\$369,605	\$0	\$0	\$0	\$369,605
Total:			\$88,705	\$369,605	\$0	\$0	\$0	\$458,310

Project: NE 8th Avenue from SR 40 to SR 492

Project Type: Roundabout
 FM Number: 4494431
 Lead Agency: City of Ocala
 Length: 0.9 miles
 LRTP (Page #): Goal 3, Objectives 3.2, 3.4 (14);

**Description:**

Construction of a roundabout on NE 8th Avenue in the City of Ocala.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$4,452,800

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SL	Federal	\$0	\$0	\$0	\$0	\$4,452,800	\$4,452,800
Total:			\$0	\$0	\$0	\$0	\$4,452,800	\$4,452,800

Project: Emerald Road Extension from 92nd Loop to CR 424

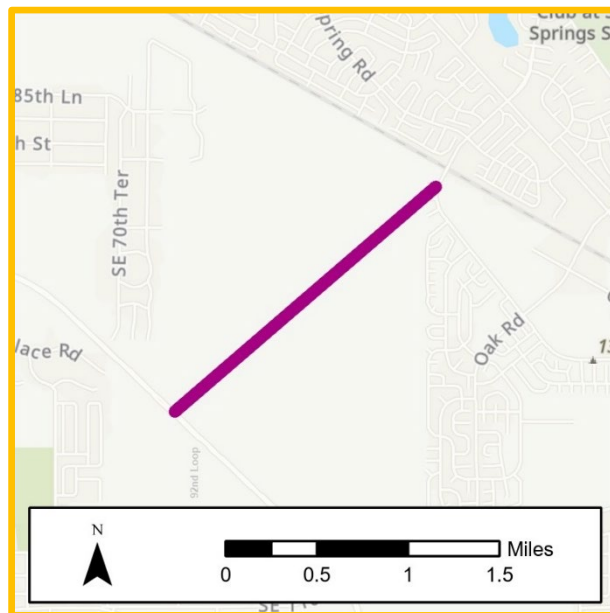
Project Type: New Road Construction

FM Number: 4503401

Lead Agency: Marion County

Length: 1.6 miles

L RTP (Page #): Goal 2, Objective 2.1; Goal 3, Objective 3.2 (14);

**Description:**

Construction of a new roadway connection between 92nd Loop and CR 424 in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,650,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
ROW	CIGP	State	\$325,000	\$0	\$0	\$0	\$0	\$325,000
ROW	LF	Local	\$325,000	\$0	\$0	\$0	\$0	\$325,000
CST	CIGP	State	\$4,370,763	\$0	\$0	\$0	\$0	\$4,370,763
CST	LF	Local	\$4,629,237	\$0	\$0	\$0	\$0	\$4,629,237
Total:			\$9,650,000	\$0	\$0	\$0	\$0	\$9,650,000

Project: NW 10th/NE 14th Street (SR 492) to NE 25th Avenue

Project Type: Traffic Signals

FM Number: 4476031

Lead Agency: FDOT

Length: 0.2 miles

LRTP (Page #): Goal 6, Objective 6.5 (15)

**Description:**

Replacement of traffic signals.

Prior <2023:

\$525,130

Future >2027:

\$0

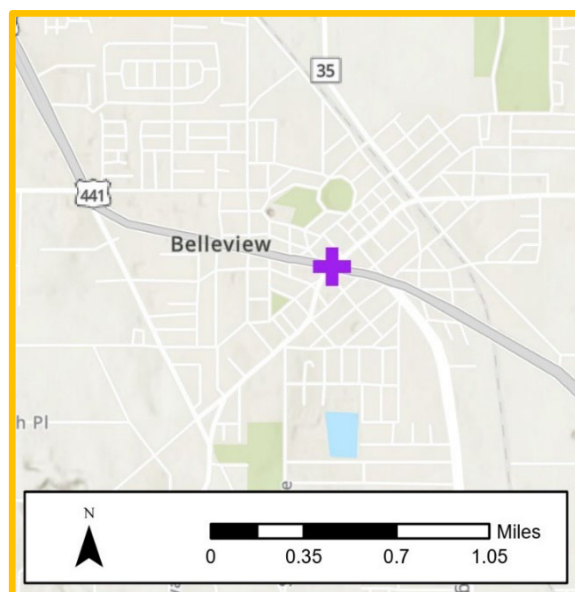
Total Project Cost:

\$1,347,308

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$0	\$65,228	\$0	\$0	\$0	\$65,228
CST	LF	Local	\$0	\$174,240	\$0	\$0	\$0	\$174,240
CST	SL	Federal	\$0	\$528,000	\$0	\$0	\$0	\$528,000
CST	SN	Federal	\$0	\$54,710	\$0	\$0	\$0	\$54,710
Total:			\$0	\$822,178	\$0	\$0	\$0	\$822,178

Project: SE Abshier Boulevard from SE Hames Road to North of SE Agnew Road

Project Type: Intersection
 FM Number: 4457011
 Lead Agency: FDOT
 Length: 0.18 miles
 LRTP (Page #): Goal 6, Objective 6.5 (15)

**Description:**

Traffic signal replacement and maintenance at the intersection.

Prior <2023:

\$471,378

Future >2027:

\$0

Total Project Cost:

\$2,533,518

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$151,868	\$0	\$0	\$0	\$0	\$151,868
CST	DDR	State	\$1,900,002	\$0	\$0	\$0	\$0	\$1,900,002
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
Total:			\$2,062,140	\$0	\$0	\$0	\$0	\$2,062,140

Project: SW 60th Avenue from SW 54th Street to SECO Energy Driveway

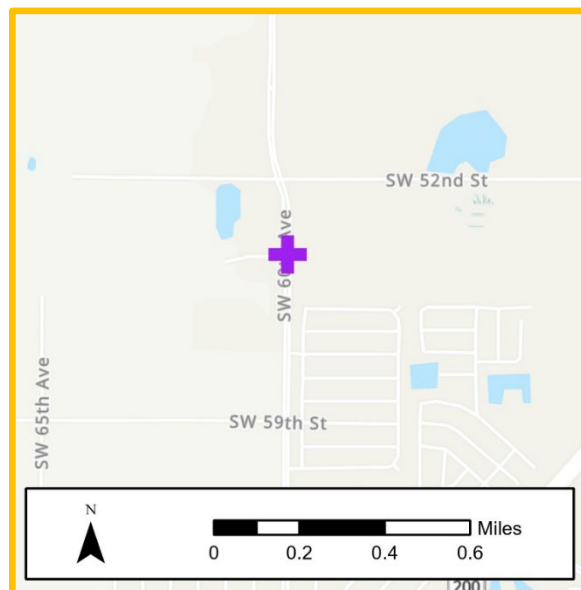
Project Type: Intersection

FM Number: 4492611

Lead Agency: Marion County

Length: 0.44 miles

LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

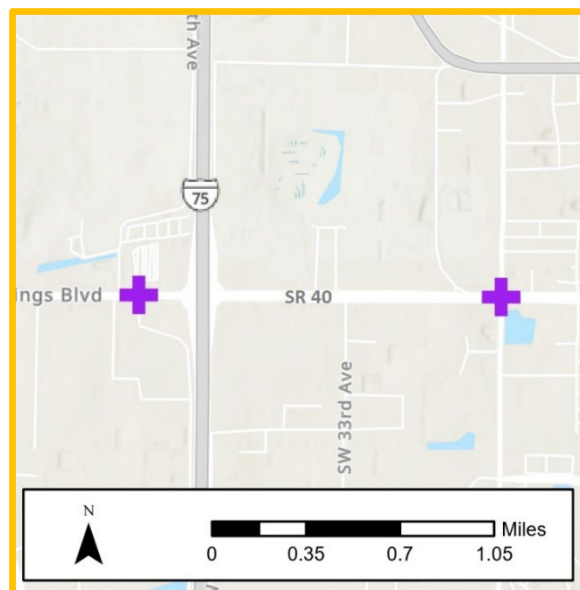
Total Project Cost:

\$247,061

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$47,818	\$0	\$0	\$0	\$0	\$47,818
CST	SN	Federal	\$0	\$199,243	\$0	\$0	\$0	\$199,243
Total:			\$47,818	\$199,243	\$0	\$0	\$0	\$247,061

Project: SR 40 intersections at SW 40th Avenue and SW 27th Avenue

Project Type: Intersection/Turn Lane
 FM Number: 4336521
 Lead Agency: FDOT
 Length: 1.3 miles
 LRTP (Page #): Goal 3, Objective 3.4(14); Goal 6, Objectives 6.1, 6.5 (15)

**Description:**

Improvement of traffic operations at the intersections by extending left turn lanes along both directions at the I-75 interchange; dual left-turn lanes and a right turn lane for the northbound and southbound I-75 ramps; create dual left turn lanes to all approaches at the SW 27th Avenue intersection and an exclusive right turn lane for eastbound SR 40 onto southbound SW 27th Avenue.

Prior <2023:

\$5,146,723

Future >2027:

\$0

Total Project Cost:

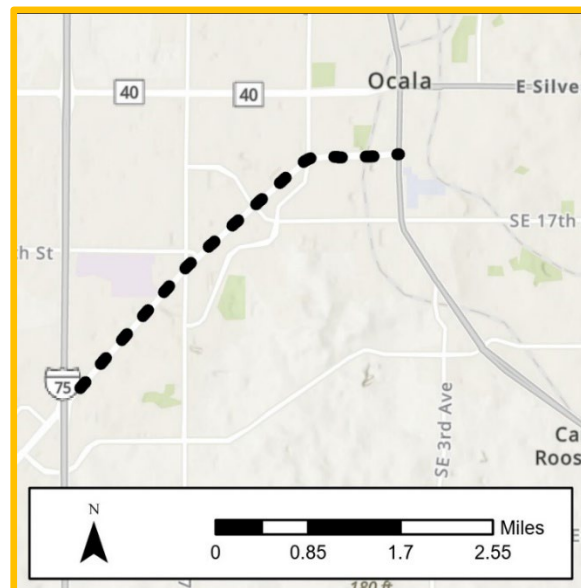
*\$6,546,377

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
ROW	DIH	State	\$30,000	\$0	\$0	\$0	\$0	\$30,000
ROW	SL	Federal	\$1,122,500	\$247,154	\$0	\$0	\$0	\$1,369,654
Total:			\$1,152,500	\$247,154	\$0	\$0	\$0	\$1,399,654

*Total project cost estimate: \$10.1 million

Project: SR 200 from I-75 to U.S. 301

Project Type: Resurfacing
 FM Number: 4392341
 Lead Agency: FDOT
 Length: 3.2 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 200 (College Road) from I-75 to U.S. 301 (Pine Avenue).

Prior <2023:

\$826,412

Future >2027:

\$0

Total Project Cost:

\$14,171,399

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$6,438,783	\$0	\$0	\$0	\$0	\$6,438,783
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	DS	State	\$2,292,309	\$0	\$0	\$0	\$0	\$2,292,309
CST	SA	Federal	\$3,712,443	\$0	\$0	\$0	\$0	\$3,712,443
CST	SL	Federal	\$891,182	\$0	\$0	\$0	\$0	\$891,182
Total:			\$13,344,987	\$0	\$0	\$0	\$0	\$13,344,987

Project: SR 326 from NW 12th Avenue to SR 40

Project Type: Resurfacing
 FM Number: 4452171
 Lead Agency: FDOT
 Length: 8.4 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 326 from east of US 441/301 to SR 40.

Prior <2023:

\$1,185,308

Future >2027:

\$0

Total Project Cost:

\$13,061,238

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACNR	Federal	\$8,852,307	\$0	\$0	\$0	\$0	\$8,852,307
CST	DDR	State	\$1,412,976	\$0	\$0	\$0	\$0	\$1,412,976
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	DS	State	\$402,640	\$0	\$0	\$0	\$0	\$402,640
CST	SL	Federal	\$1,197,737	\$0	\$0	\$0	\$0	\$1,197,737
Total:			\$11,875,930	\$0	\$0	\$0	\$0	\$11,875,930

Project: SR 464 from SR 500 (U.S. 27/U.S. 301) to SR 35

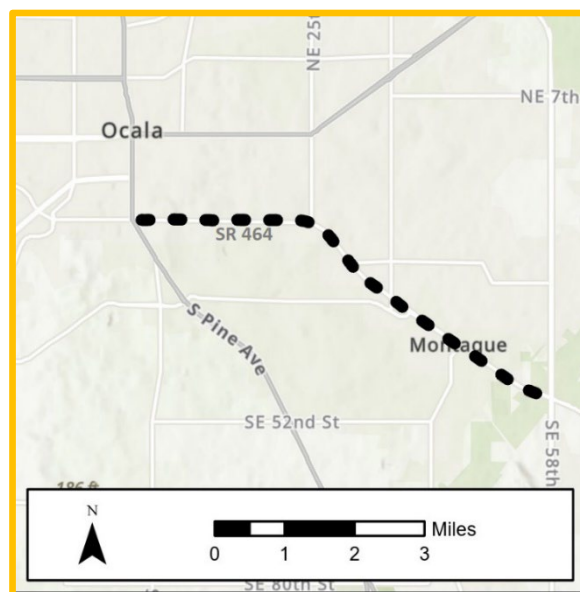
Project Type: Resurfacing

FM Number: 4411411

Lead Agency: FDOT

Length: 5.9 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.4(14); Goal 6,
Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 464 (SE 17th Avenue, SE Maricamp Road), including traffic signal upgrades, Americans with Disability Act (ADA) improvements, intersection street lighting, bus stop improvements, sidewalk installation and addition of bike lanes and paved shoulders.

Prior <2023:

\$2,880,151

Future >2027:

\$0

Total Project Cost:

\$24,525,123

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$7,623,175	\$0	\$0	\$0	\$0	\$7,623,175
CST	DS	State	\$4,480,227	\$0	\$0	\$0	\$0	\$4,480,227
CST	SA	Federal	\$7,235,763	\$0	\$0	\$0	\$0	\$7,235,763
CST	SL	Federal	\$2,305,807	\$0	\$0	\$0	\$0	\$2,305,807
Total:			\$21,644,972	\$0	\$0	\$0	\$0	\$21,644,972

Project: SR 492 over CSX Railroad Line

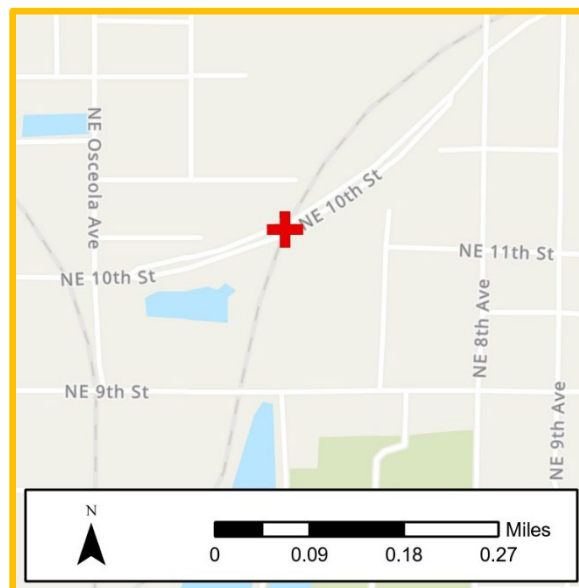
Project Type: Bridge Repair/Rehabilitation

FM Number: 4489241

Lead Agency: FDOT

Length: 0.10 miles

LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Bridge and bridge deck repair and rehabilitation on SR 492/Bonnie Heath Boulevard over the CSX Railroad Line in the City of Ocala.

Prior <2023:

\$45,595

Future >2027:

\$0

Total Project Cost:

\$436,844

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	BRRP	State	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CST	DIH	State	\$2,054	\$0	\$0	\$0	\$0	\$2,054
PE	DIH	State	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Total:			\$391,249	\$0	\$0	\$0	\$0	\$391,249

Project: NW 44th Street from SR 40 to NW 11th Street

Project Type: New Road Construction

FM Number: 4355473

Lead Agency: City of Ocala

Length: 0.80 miles

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

**Description:**

Construction of a new four-lane roadway connection from SR 40 to NW 11th Street.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$14,269,963

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	GR 23	State	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
CST	LF	Local	\$6,269,963	\$0	\$0	\$0	\$0	\$6,269,963
Total:			\$14,269,963	\$0	\$0	\$0	\$0	\$14,269,963

Bicycle and Pedestrian Projects



Project: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park

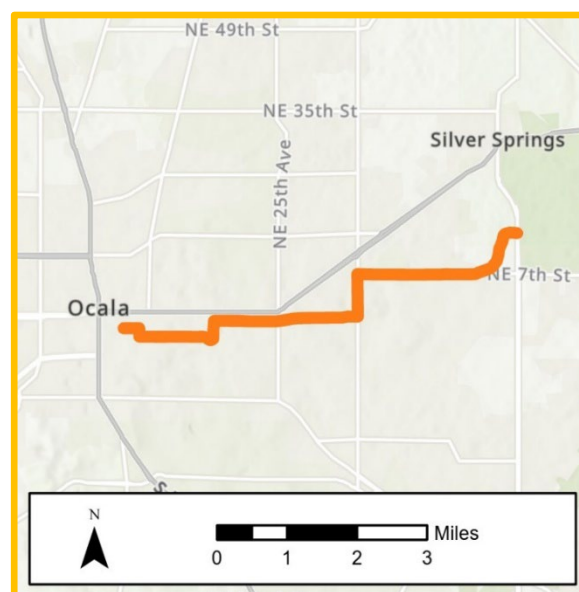
Project Type: Bike Path/Trail

FM Number: 4367561

Lead Agency: City of Ocala

Length: 7 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14); Goal 5,
Objective 5.4 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$253,001

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	TALL	Federal	\$0	\$0	\$253,001	\$0	\$0	\$253,001
Total:			\$0	\$0	\$253,001	\$0	\$0	\$253,001

*Total project cost estimate: \$1.25 million

Project: Pruitt Trail from SR 200 to Pruitt Trailhead

Project Type: Bike Path and Trail

FM Number: 4354842

Lead Agency: Marion County

Length: 5.5 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 5, Objective 5.4 (15)

**Description:**

Construct 12-foot wide multi-use trail from SR 200 to the Pruitt Trailhead, south of CR 484.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,158,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SL	Federal	\$0	\$0	\$0	\$460,700	\$0	\$460,700
CST	SN	Federal	\$0	\$0	\$0	\$561,853	\$0	\$561,853
CST	TALL	Federal	\$0	\$0	\$0	\$622,203	\$0	\$622,203
CST	TALT	Federal	\$0	\$0	\$0	\$513,244	\$0	\$513,244
Total:			\$0	\$0	\$0	\$2,158,000	\$0	\$2,158,000

Project: Silver Springs State Park Pedestrian Bridges

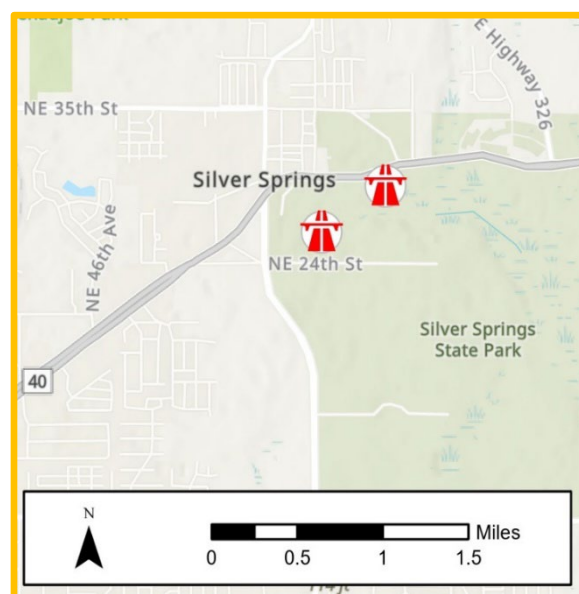
Project Type: Pedestrian Bridges

FM Number: 4261791

Lead Agency: FDOT

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 5, Objective 5.4 (15)

**Description:**

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

Prior <2023:

\$1,484,867

Future >2027:

\$0

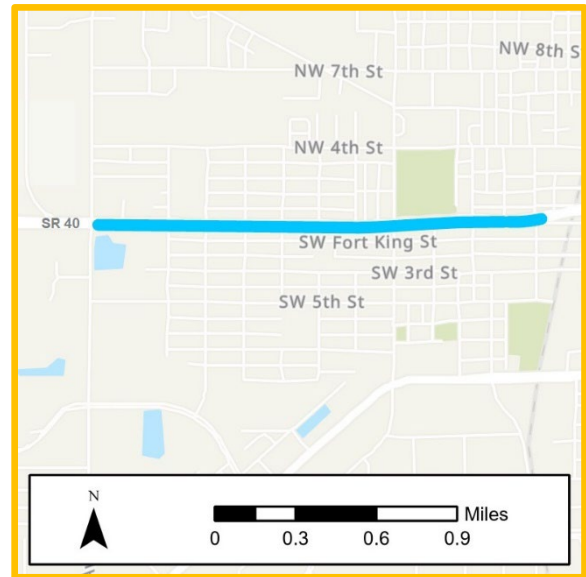
Total Project Cost:

\$5,150,306

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$0	\$5,280	\$0	\$0	\$0	\$5,280
CST	SL	Federal	\$0	\$1,872,596	\$0	\$0	\$0	\$1,872,596
CST	TALL	Federal	\$0	\$11,289	\$0	\$0	\$0	\$11,289
CST	TALN	Federal	\$0	\$166,133	\$0	\$0	\$0	\$166,133
CST	TALT	Federal	\$0	\$1,610,141	\$0	\$0	\$0	\$1,610,141
Total:			\$0	\$3,665,439	\$0	\$0	\$0	\$3,665,439

Project: SR 40/Silver Springs Boulevard from NW 27th Avenue to SW 7th Avenue

Project Type: Sidewalk
 FM Number: 4375962
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.2 (14)

**Description:**

Construction of new sidewalks on SR 40 (Silver Springs Boulevard).

Prior <2023:

\$434,029

Future >2027:

\$0

Total Project Cost:

\$1,343,308

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	SL	Federal	\$899,009	\$0	\$0	\$0	\$0	\$899,009
Total:			\$909,279	\$0	\$0	\$0	\$0	\$909,279

Project: SR 25/U.S. 441/SR 500 from SR 35/SE Baseline Road to SR 200/SW 10th Street

Project Type: Sidewalks/Bike
 FM Number: 4392382
 Lead Agency: FDOT
 Length: 10.6 miles
 LRTP (Page #): Goal 1, Objectives 1.2; Goal 3, Objective 3.2 (14)

**Description:**

Addition of bike lanes and sidewalks to the resurfacing project on US 441/301.

Prior <2023:

\$1,697,850

Future >2027:

\$0

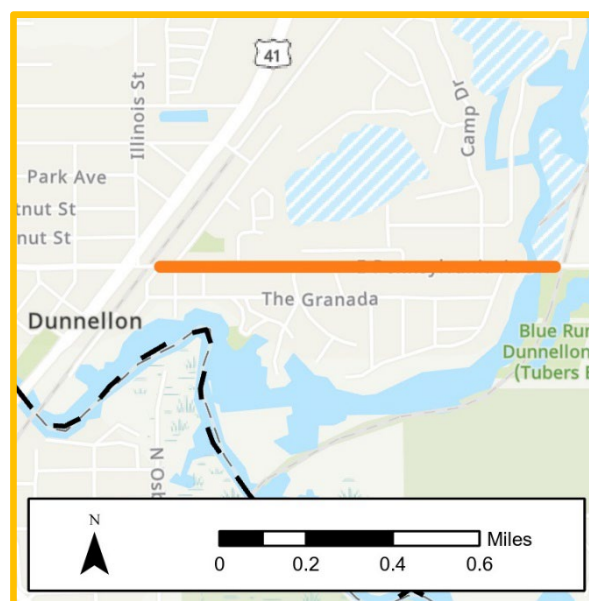
Total Project Cost:

\$4,673,028

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$0	\$2,975,178	\$0	\$0	\$2,975,178
Total:			\$0	\$0	\$2,975,178	\$0	\$0	\$2,975,178

Project: Dunnellon Trail from River View to Rainbow River Bridge

Project Type: Bike Path/Trail
 FM Number: 4509181
 Lead Agency: Marion County
 Length: 0.82 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (13);
 Goal 3, Objective 3.2 (14)

**Description:**

Construction of a multi-use trail and safety barrier separation on CR 484 (Pennsylvania Avenue) in the City of Dunnellon.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,537,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	GR23	State	\$375,000	\$0	\$0	\$0	\$0	\$375,000
CST	GR23	State	\$2,162,000	\$0	\$0	\$0	\$0	\$2,162,000
Total:			\$2,537,000	\$0	\$0	\$0	\$0	\$2,537,000

Aviation (Airport) Projects



Project: Marion County Airport Runway Improvements

Project Type: Airport

FM Number: 4384171

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Runway improvements to the Marion County Airport at Dunnellon Field.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$437,500

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$350,000	\$0	\$0	\$0	\$350,000
CAP	LF	Local	\$0	\$87,500	\$0	\$0	\$0	\$87,500
Total:			\$0	\$437,500	\$0	\$0	\$0	\$437,500

Project: Marion County Airport Airfield Pavement Improvements

Project Type: Airport

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport pavement improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DPTO	State	\$0	\$0	\$200,000	\$0	\$0	\$200,000
CAP	FAA	Federal	\$0	\$0	\$2,250,000	\$0	\$0	\$2,250,000
CAP	LF	Local	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Total:			\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project: Marion County Airport Fuel System

Project Type: Airport

FM Number: 4497601

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport improvements to the fuel system.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$312,500

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$250,000	\$0	\$0	\$0	\$0	\$250,000
CAP	LF	Local	\$62,500	\$0	\$0	\$0	\$0	\$62,500
Total:			\$312,500	\$0	\$0	\$0	\$0	\$312,500

Project: Marion County Airport Hangar

Project Type: Airport

FM Number: 4497741

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Improvements to the airport hangar.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$1,237,596	\$0	\$0	\$1,237,596
CAP	DPTO	State	\$0	\$0	\$762,404	\$0	\$0	\$762,404
CAP	LF	Local	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Total:			\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project: Ocala International Airport Pavement Rehabilitation

Project Type: Airport

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airfield pavement rehabilitation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
CAP	LF	Local	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Total:			\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

Project: Ocala International Airport ARFF Building

Project Type: Airport

FM Number: 4485751

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport Rescue and Fire Fighting (ARFF) Building.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,000,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$0	\$0	\$800,000	\$800,000
CAP	LF	Local	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total:			\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Project: Ocala International Airport Hanger Development

Project Type: Airport

FM Number: 4498581

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,875,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
CAP	LF	Local	\$375,000	\$0	\$0	\$0	\$0	\$375,000
Total:			\$1,875,000	\$0	\$0	\$0	\$0	\$1,875,000

Project: Ocala International Airport Hangar

Project Type: Airport

FM Number: 4448771

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,250,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
CAP	LF	Local	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Total:			\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000

Project: Ocala International Airport Taxiway Improvements

Project Type: Airport

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport taxiway improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$6,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$0	\$520,000	\$0	\$520,000
CAP	FAA	Federal	\$0	\$0	\$0	\$5,850,000	\$0	\$5,850,000
CAP	LF	Local	\$0	\$0	\$0	\$130,000	\$0	\$130,000
Total:			\$0	\$0	\$0	\$6,500,000	\$0	\$6,500,000

Transit, Funding and Grants



Project: Marion-SunTran Block Grant Operating Assistance

Project Type: Transit

FM Number: 4424551

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)

**Description:**

Grant for SunTran operating assistance in support of fixed route service.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,790,538

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
OPS	DPTO	State	\$733,602	\$755,610	\$778,278	\$801,626	\$825,675	\$3,894,791
OPS	LF	Local	\$733,602	\$755,610	\$779,279	\$801,626	\$825,675	\$3,895,792
Total:			\$1,467,204	\$1,511,220	\$1,557,557	\$1,603,252	\$1,651,350	\$7,790,583

Project: SunTran/Ocala/Marion Urban Capital/Urban Fixed Route FTA Section 5307-2009

Project Type: Transit

FM Number: 4271882

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)

**Description:**

Grant for SunTran fixed route operational and capital.

Prior <2023:

\$20,277,171

Future >2027:

\$0

Total Project Cost:

\$56,630,300

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	FTA	Federal	\$18,688,918	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$29,082,407
CAP	LF	Local	\$4,672,229	\$635,299	\$654,398	\$654,398	\$654,398	\$7,270,722
Total:			\$23,361,147	\$3,176,495	\$3,271,829	\$3,271,829	\$3,271,829	\$36,353,129

Project: Marion Senior Services Section 5311 Rural Transportation

Project Type: Transit

FM Number: 4424601

Lead Agency: Marion Transit

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.1, 1.3. 1.4 (14)

**Description:**

Section 5311 operating and administrative grant assistance.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,612,386

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
OPS	DU	Federal	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
OPS	LF	Local	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
Total:			\$0	\$1,819,698	\$1,874,292	\$1,930,518	\$1,987,878	\$7,612,386

Project: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

Project Type: Transportation Planning
 FM Number: 4393314
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2022/23 and FY 2023/24.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,568,699

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$898,984	\$669,715	\$0	\$0	\$0	\$1,568,699
Total:			\$898,984	\$669,715	\$0	\$0	\$0	\$1,568,699

Project: Ocala/Marion Urban Area FY 2024/2025 to 2025/2026 UPWP

Project Type: Transportation Planning

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2024/25 and FY 2025/26.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,359,839

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$0	\$0	\$676,473	\$683,366	\$0	\$1,359,839
Total:			\$0	\$0	\$676,473	\$683,366	\$0	\$1,359,839

Project: Ocala/Marion Urban Area FY 2026/2027 to 2027/2028 UPWP

Project Type: Transportation Planning
 FM Number: 4393316
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2026/27 and FY 2027/28.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$683,366

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$0	\$0	\$0	\$0	\$683,366	\$683,366
Total:			\$0	\$0	\$0	\$0	\$683,366	\$683,366

ITS and Maintenance Projects



Project: Aesthetics Area Wide

Project Type: Routine Maintenance
 FM Number: 4466911
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine aesthetic maintenance.

Prior <2023:

\$1,721,305

Future >2027:

\$0

Total Project Cost:

\$2,571,305

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total:			\$850,000	\$0	\$0	\$0	\$0	\$850,000

Project: Asphalt Resurfacing Various Locations

Project Type: Routine Maintenance
 FM Number: 4233912
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine resurfacing maintenance.

Prior <2023:

\$4,542,202

Future >2027:

\$0

Total Project Cost:

\$4,742,202

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total:			\$200,000	\$0	\$0	\$0	\$0	\$200,000

Project: Asset Maintenance Marion County

Project Type: Routine Maintenance
 FM Number: 4469101
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Ongoing asset management.

Prior <2023:

\$3,964,905

Future >2027:

\$0

Total Project Cost:

\$19,627,885

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$15,662,980
Total:			\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$15,662,980

Project: Unpaved Shoulder Repair

Project Type: Routine Maintenance
 FM Number: 4291781
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine maintenance to unpaved shoulders.

Prior <2023:

\$1,564,038

Future >2027:

\$0

Total Project Cost:

\$1,784,038

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Total:			\$220,000	\$0	\$0	\$0	\$0	\$220,000

Project: City of Ocala MOA

Project Type: Routine Maintenance
 FM Number: 4427381
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine maintenance.

Prior <2023:

\$92,850

Future >2027:

\$0

Total Project Cost:

\$192,850

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$0	\$50,000	\$0	\$0	\$50,000	\$100,000
Total:			\$0	\$50,000	\$0	\$0	\$50,000	\$100,000

Project: Lighting Agreements

Project Type: Routine Maintenance

FM Number: 4136153

Lead Agency: FDOT

Length: N/A

LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine and ongoing lighting maintenance.

Prior <2023:

\$5,424,277

Future >2027:

\$0

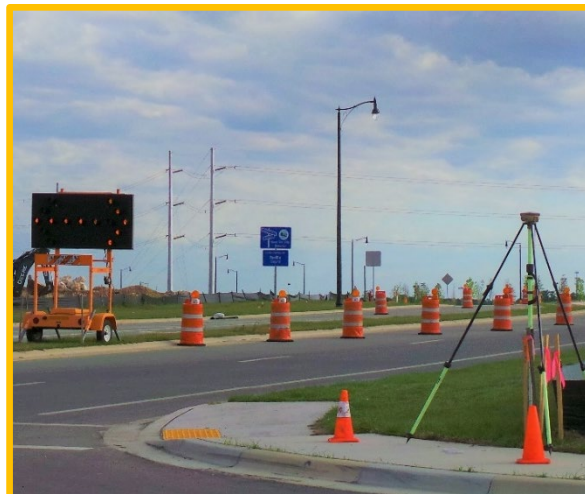
Total Project Cost:

\$7,708,899

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$433,240	\$441,220	\$454,457	\$468,088	\$487,617	\$2,284,622
Total:			\$433,240	\$441,220	\$454,457	\$468,088	\$487,617	\$2,284,622

Project: Marion Primary In-House

Project Type: Routine Maintenance
 FM Number: 4181071
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine maintenance.

Prior <2023:

\$40,439,904

Future >2027:

\$0

Total Project Cost:

\$49,599,769

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$9,159,865
Total:			\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$9,159,865

Project: I-75 ITS Communication

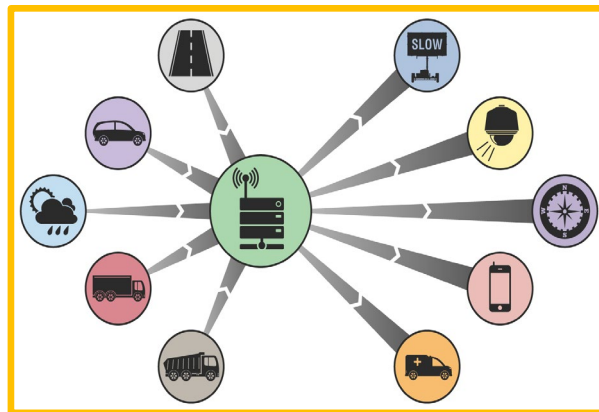
Project Type: ITS Communication System

FM Number: 4497641

Lead Agency: FDOT

Length: 24.1 miles

LRTP (Page #): Goal 6, Objective 6.1 (15)



SIS Project

Description:

Intelligent Transportation System (ITS) communication system installation on 24.1 miles of I-75 in Marion County from Mile Marker 325 to 349.

Prior <2023:

\$185,856

Future >2027:

\$0

Total Project Cost:

\$1,140,212

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACFP	Federal	\$949,221	\$0	\$0	\$0	\$0	\$949,221
CST	DIH	State	\$5,135	\$0	\$0	\$0	\$0	\$5,135
Total:			\$954,356	\$0	\$0	\$0	\$0	\$954,356

Project: Ocala Operations Center Demo of Old Buildings

Project Type: Fixed Capital Outlay

FM Number: 4501651

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for demolition of old buildings.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$100,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Total:			\$0	\$100,000	\$0	\$0	\$0	\$100,000

Project: Ocala Operations Center Construction Renovation

Project Type: Fixed Capital Outlay

FM Number: 4501251

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Operations Center Construction Renovation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$5,536,100

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	FCO	State	\$534,900	\$0	\$0	\$0	\$0	\$534,900
CST	FCO	State	\$5,001,200	\$0	\$0	\$0	\$0	\$5,001,200
Total:			\$5,536,100	\$0	\$0	\$0	\$0	\$5,536,100

Project: Ocala Operations Center Security – Integrated Electronic Security Systems on Gate

Project Type: Fixed Capital Outlay

FM Number: 4501681

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Ocala Operations building security.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	FCO	State	\$9,000	\$0	\$0	\$0	\$0	\$9,000
Total:			\$9,000	\$0	\$0	\$0	\$0	\$9,000

Project: Ocala Operations Center Security – Fencing/Gate Updates

Project Type: Fixed Capital Outlay

FM Number: 4501691

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Ocala Operations building fencing/gate security updates.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$70,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	FCO	State	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Total:			\$70,000	\$0	\$0	\$0	\$0	\$70,000

APPENDIX

APPENDIX A: List of Figures

Figure 1: Map of TPO Planning Area	Page 6
Figure 2: Safety Performance Measure Targets and Results	Page 15
Figure 3: Performance Measure Targets and Results – Pavement and Bridge Condition	Page 16
Figure 4: Performance Measure Targets and Results – System Performance	Page 17
Figure 5: Performance Measure Targets and Results – Transit Asset Management	Page 18
Figure 6: Performance Measure Targets and Results – Transit Safety Targets	Page 19
Figure 7: List of Funding Categories and Associated Funding Sources	Page 21
Figure 8: 5-Year Summary of Total Funding by Category and Fiscal Year	Page 22
Figure 9: 5-Year Funding Summary by Source	Page 23
Figure 10: 2022 List of Priority Projects (LOPP), Top 20 Priorities	Page 26
Figure 11: Project Phase/Activity and Information Acronym List	Page 28

APPENDIX B: List of Federally 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.

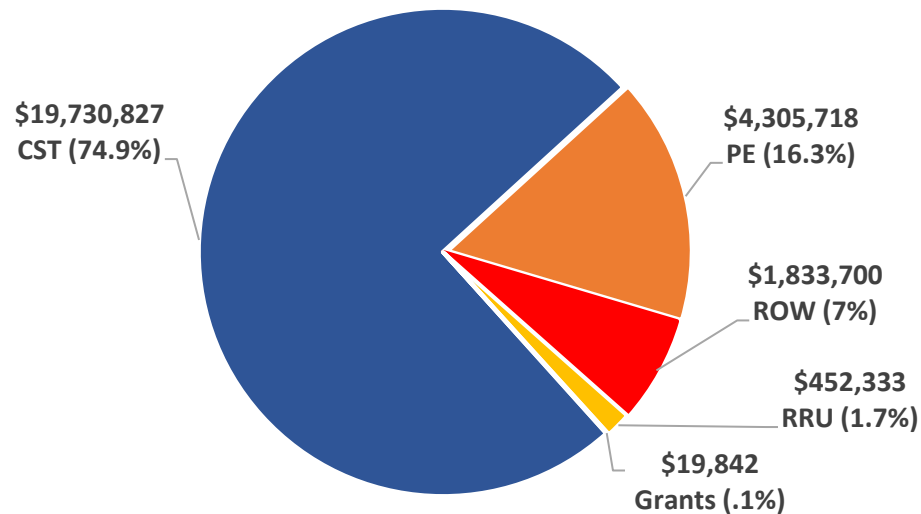
Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

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
=====

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
=====

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
		OFFICE OF WORK PROGRAM	TIME RUN: 07.35.46
OCALA-MARION TPO		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

PLANNING
=====

ITEM NUMBER:439331 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	-107,327
TOTAL 439331 2	-107,327
TOTAL 439331 2	-107,327

ITEM NUMBER:439331 3
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	687,026
TOTAL 439331 3	687,026
TOTAL 439331 3	687,026
TOTAL DIST: 05	579,699
TOTAL PLANNING	579,699

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	

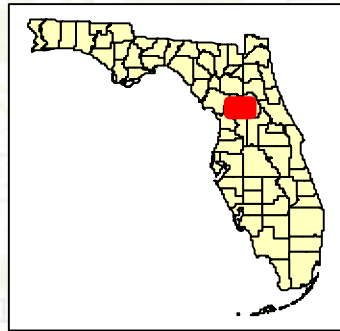
ITEM NUMBER:442203 4	PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE 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: National Highway System (NHS) and Strategic Intermodal System (SIS)



Legend

Interstate

STRAHNET Route

STRAHNET Connector

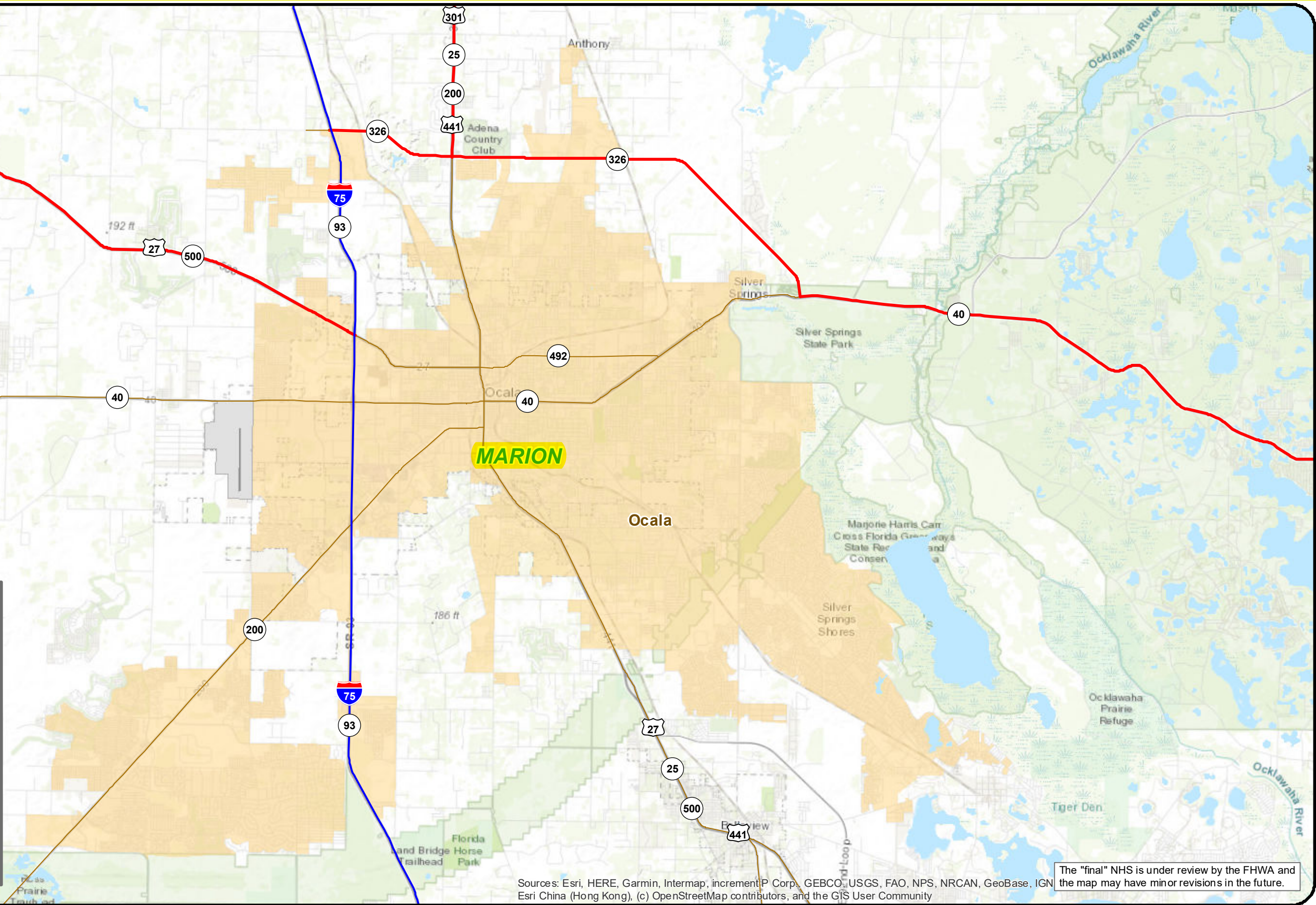
Unbuilt

Other Principal Arterials

Intermodal Connector

MAP-21 Principal Arterials

Urban areas



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

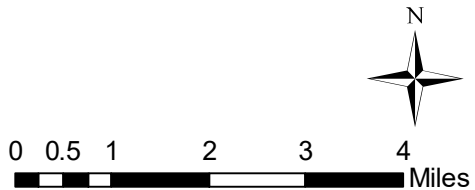
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

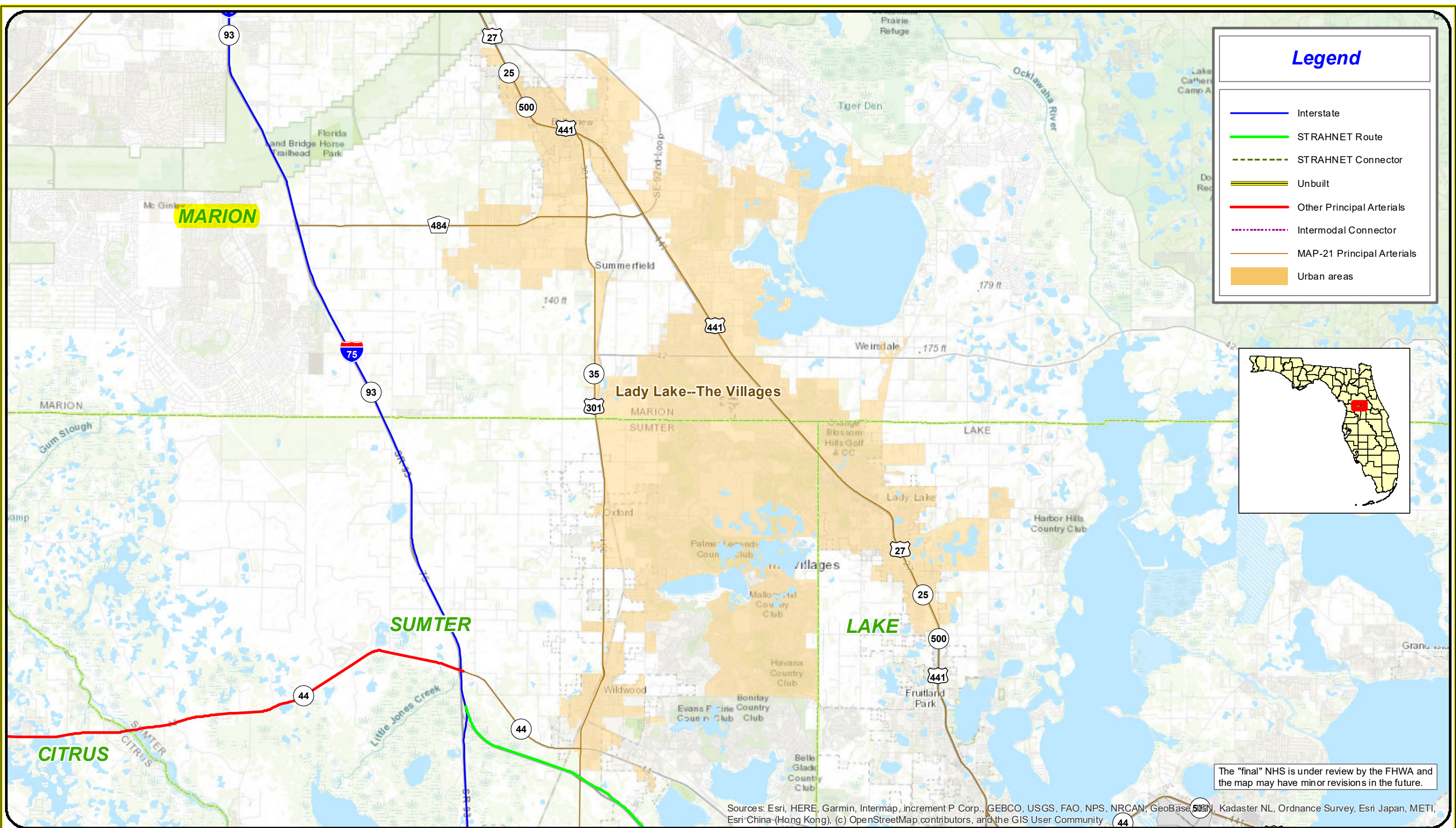


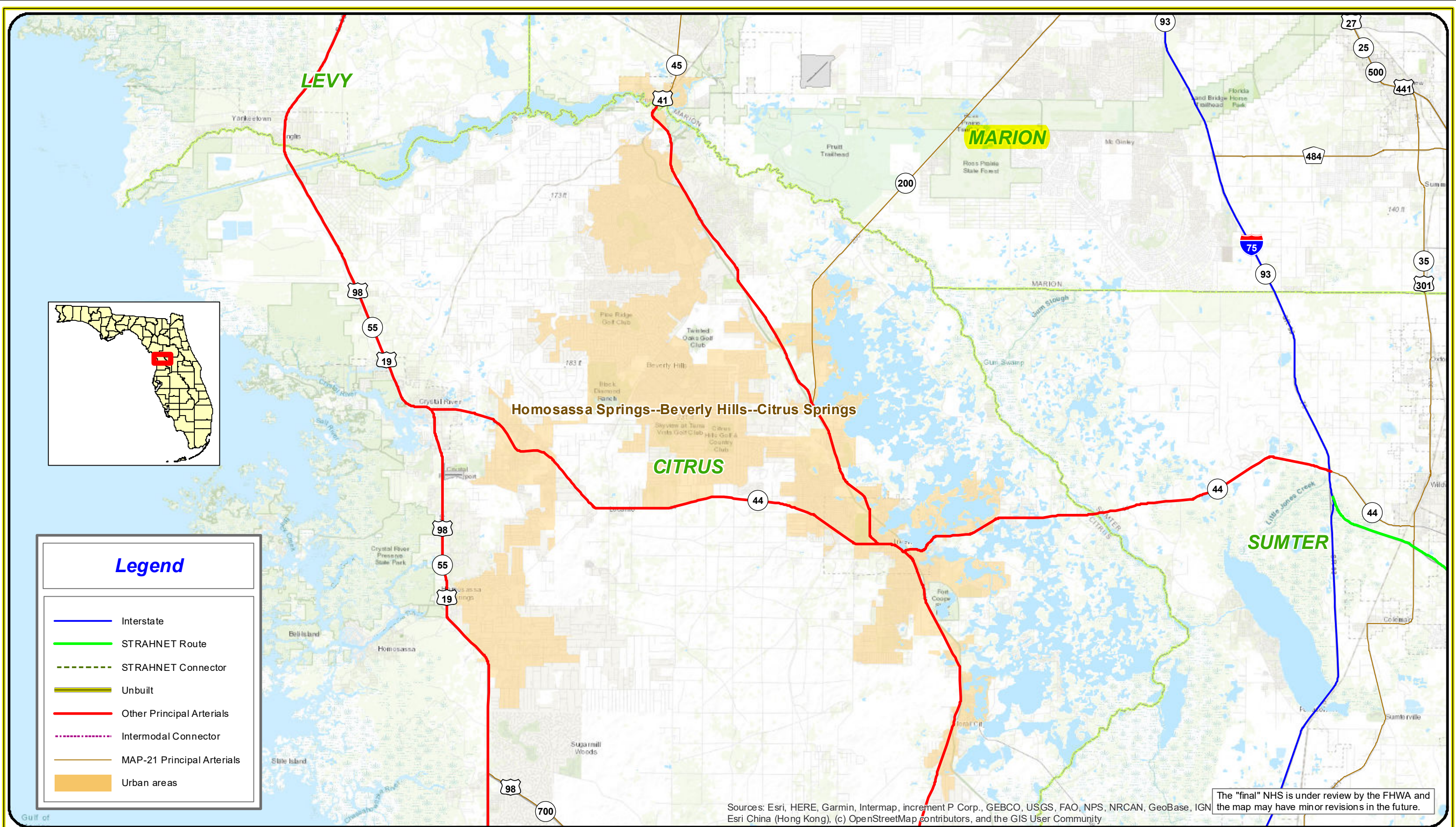
Florida Department
of Transportation
Transportation Data & Analytics

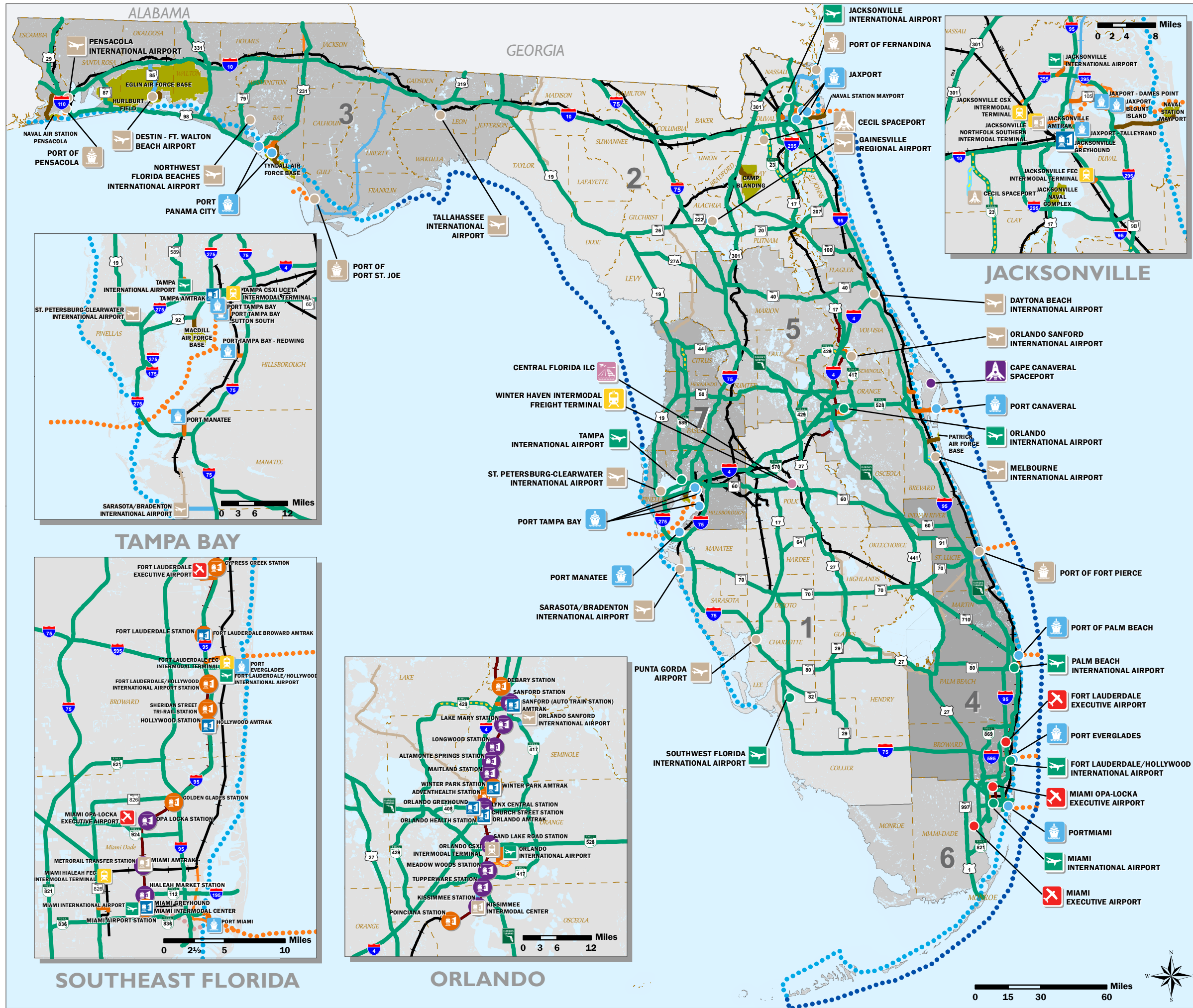
Florida's National Highway System


Ocala - 3/2/2022


















Strategic Intermodal System
System Map



Airports & Spaceports

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


Seaports

-  SIS Seaport
-  Strategic Growth Seaport



Freight Rail Terminals

-  SIS Freight Rail Terminal
-  Strategic Growth Freight Rail Terminal



Intermodal Logistic Center

-  Strategic Growth Intermodal Logistic Center








Interregional Passenger Terminals

-  SIS Passenger Terminal
-  Strategic Growth Passenger Terminal

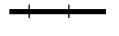




Urban Fixed Guideway Transit Terminal

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





Highway

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

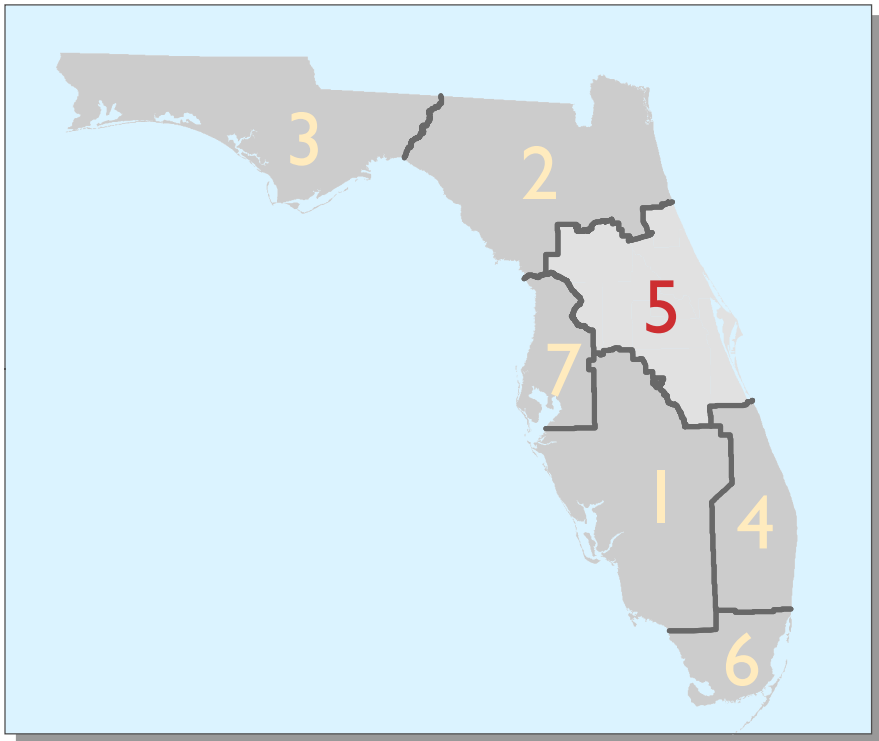
Rail & Urban Fixed Guideway

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

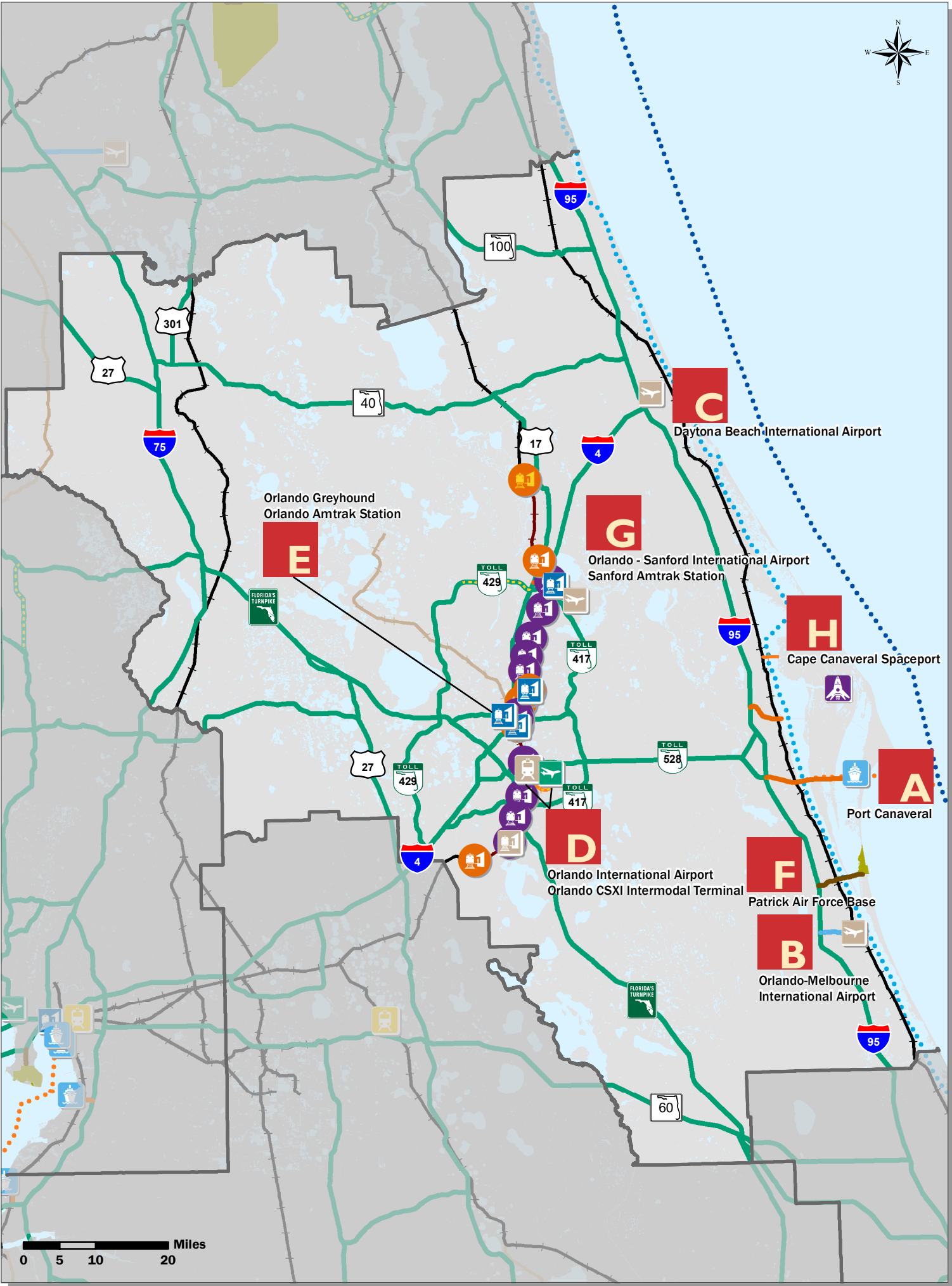
Waterways

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

DISTRICT 5 overview



DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	1	3	-	-	-	-
Spaceports	1					
Seaports	1	-	-	-	-	-
Freight Terminals	-	1	-	-	-	-
Passenger Terminals	4	1	-	-	-	-
UFG Hubs / Stations	5 / 11	-	-	-	-	1 / 0
Rail Miles	301	54	2	3	-	6
Urban Fixed Guideway	52	-	-	-	-	12
Highway Miles (Centerline)	796	-	28	17	6	13
Highway Miles (Lane)	3717	-	110	71	26	11
Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included						



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

APPENDIX D: Transportation Performance Management Fact Sheets

Transportation Performance Management

April 2022

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.



Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

- » Describe the federal performance measures and performance targets used in assessing the performance of the transportation system.
- » Include a System Performance Report that:
 - Evaluates the condition and performance of the transportation system with respect to performance targets.
 - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- » Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

Transportation Improvement Programs

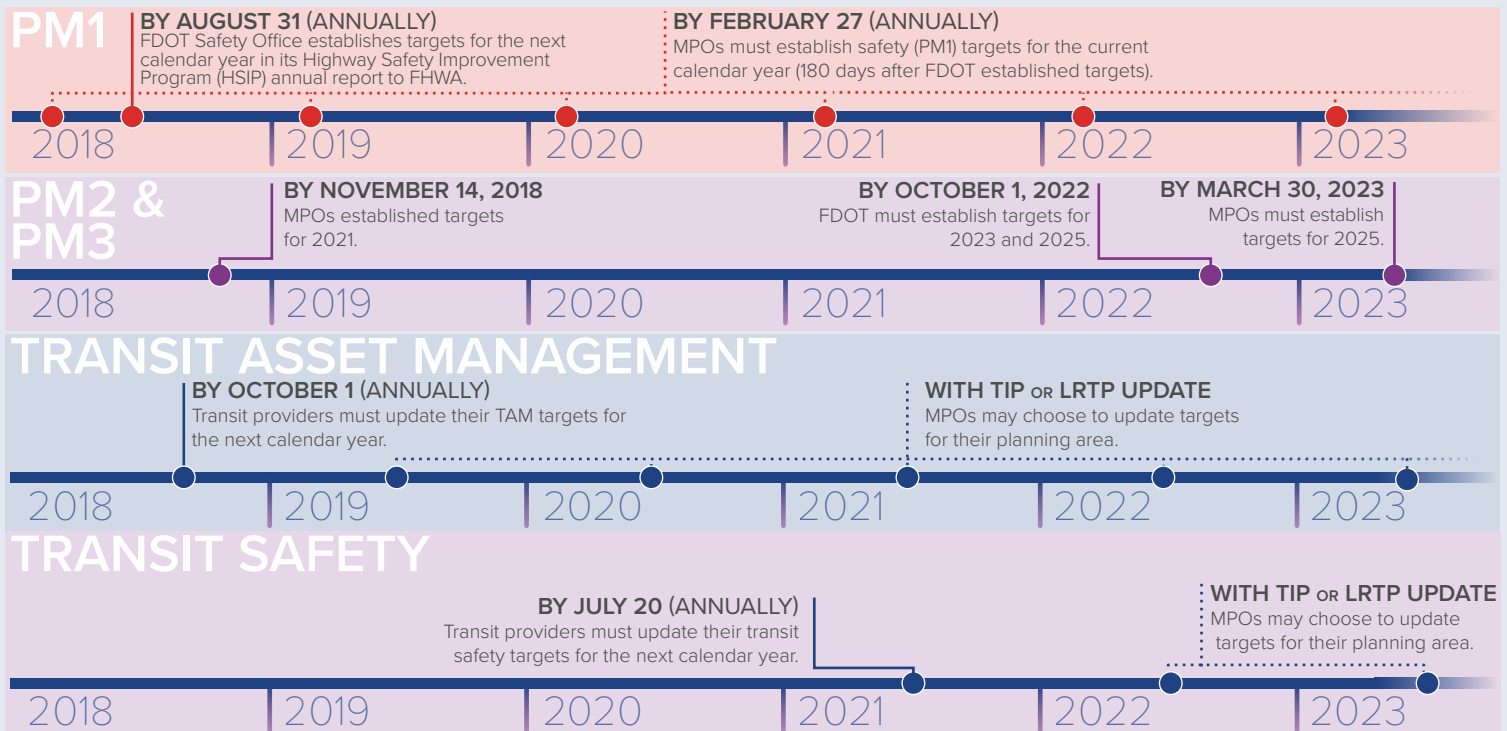
The TIP must:

- » Reflect the investment priorities established in the current long-range transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs

*Please refer to the five accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rules.

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's statewide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

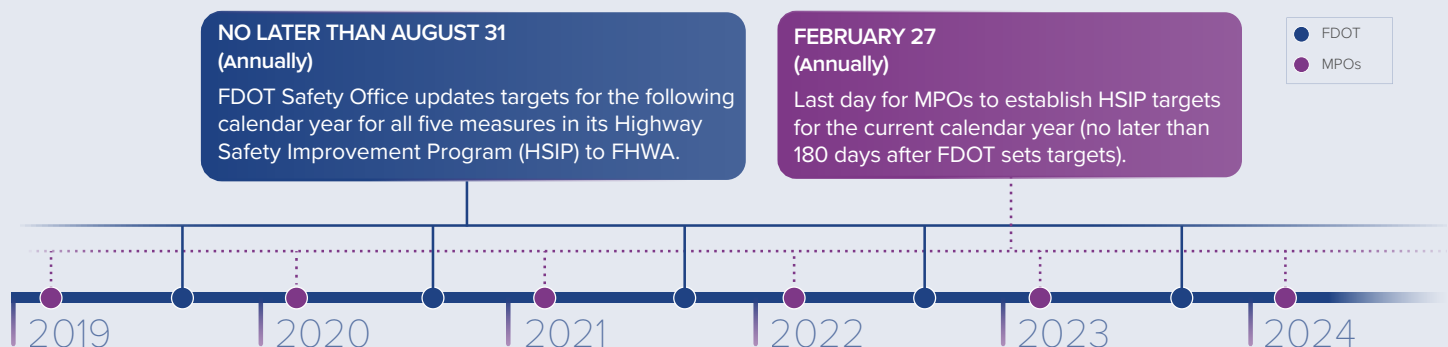
OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets. Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP.
RATE OF FATALITIES	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The total number of serious injuries per 100 million VMT in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

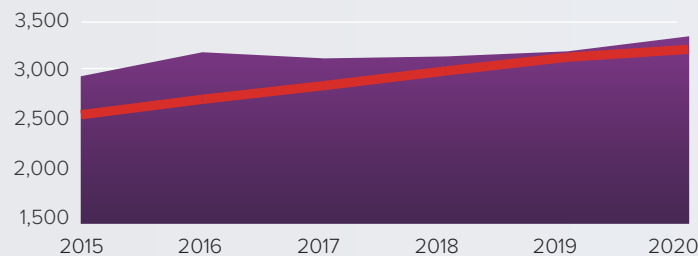
TIMELINE



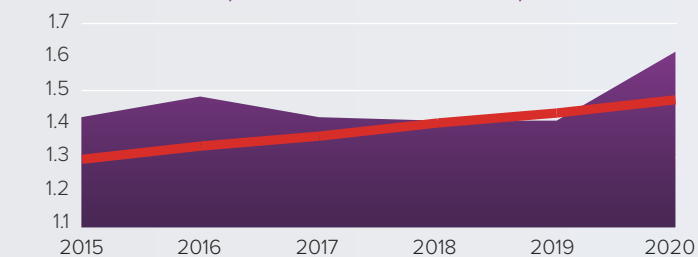
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

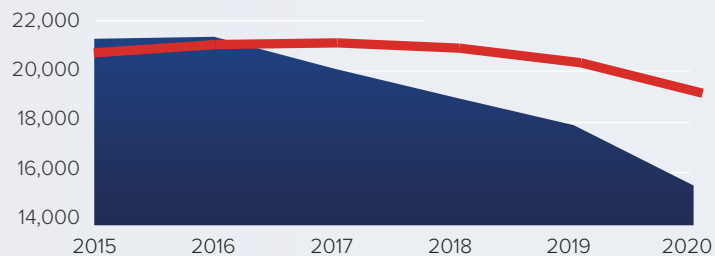
ANNUAL FATALITIES



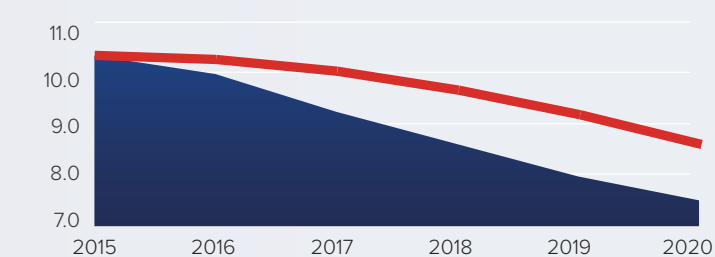
FATALITY RATE (PER HUNDRED MILLION VMT)



ANNUAL SERIOUS INJURIES



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



Source: FLHSMV, 2021.

STATEWIDE TARGETS

- » FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is **ZERO**.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs must annually update their targets by February 27 of each year.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Based on FHWA's review, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges (by deck area) classified as in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) classified as in **POOR** condition.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

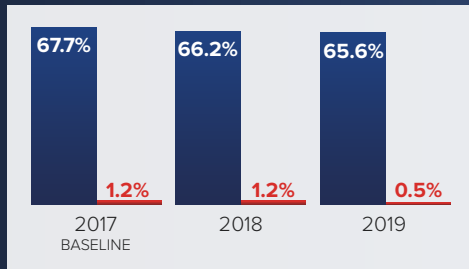
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



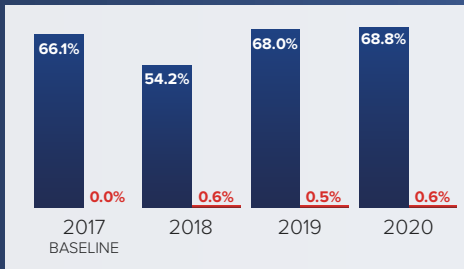
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

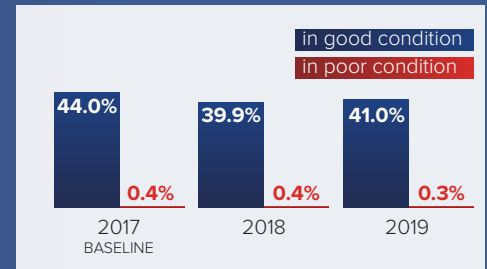
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Pavement		
% of Interstate pavements in GOOD condition	Not required	≥ 60%
% of Interstate pavements in POOR condition	Not required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in POOR condition	≤ 5%	≤ 5%
Bridge		
% of NHS bridges (by deck area) classified in GOOD condition	≥ 50%	≥ 50%
% of NHS bridges (by deck area) classified in POOR condition	≤ 10%	≤ 10%

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non- Interstate NHS that are reliable	Non-Interstate reliability	
Truck travel time reliability (TTTR) index	Truck reliability	Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

SECOND Performance Period
(January 1, 2022 to December 31, 2025)



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

Percent of the person-miles traveled on the Interstate that are reliable



NON-INTERSTATE NHS RELIABILITY

Percent of the person-miles traveled on the non-Interstate NHS that are reliable



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS)

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

Performance Measure	2-Year Target	4-Year Target
Interstate reliability	≥ 75%	≥ 70%
Non-Interstate NHS reliability	Not required	≥ 50%
Truck reliability	≤ 1.75	≤ 2.00

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation
erika.thompson@dot.state.fl.us | (850) 414-4807

TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

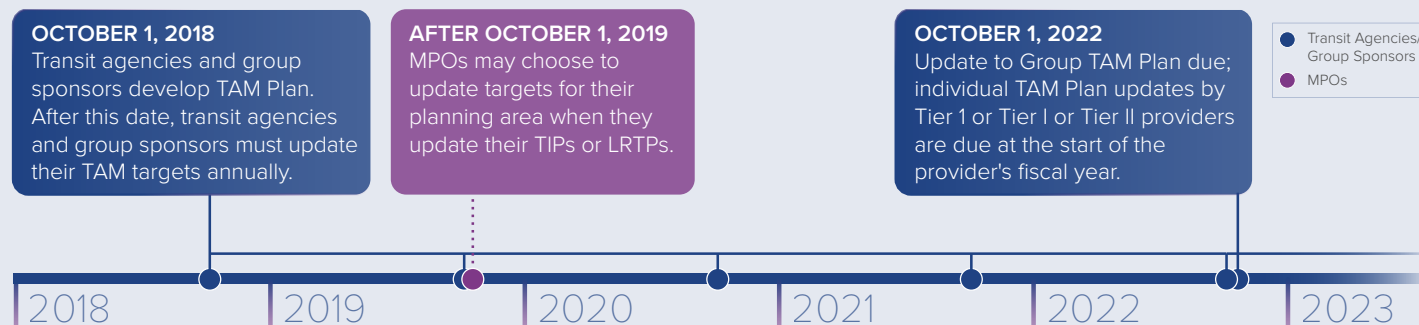
Transit Asset Categories and Related Performance Measures

FTA Asset Categories	Type of Measure	Performance Measures
EQUIPMENT Non-revenue support-service and maintenance vehicles	Age	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Age	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Performance	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Condition	Percentage of facilities within an asset class rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investments have been met or recovered.

TIMELINE



Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II transit providers and establishes different requirements for them.

TIER I

Owns, operates, or manages either:

- > = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route mode**
- OR**
- Rail transit

TIER II

Owns, operates, or manages either:

- < = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route mode**
- OR**
- Subrecipient under the 5311 program
- OR**
- Native American Tribe

TAM Plan Elements

1. Inventory of Capital Assets	ALL PROVIDERS (Tiers I and II)
2. Condition Assessment	
3. Decision Support Tools	
4. Investment Prioritization	
5. TAM and SGR Policy	TIER I ONLY
6. Implementation Strategy	
7. List of Key Annual Activities	
8. Identification of Resources	
9. Evaluation Plan	

A **TIER I** provider must develop its own TAM Plan. The Tier I provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

- » Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- » MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- » MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

PUBLIC TRANSIT

Safety Performance



MAP-21 Performance Management

April 2022

OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)	Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.



INJURIES

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

SAFETY EVENTS

Total number of reportable events and rate per total vehicle revenue miles by mode.



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE

BY JULY 20, 2021

Transit providers must have in place a Public Transportation Agency Safety Plan that meets federal requirements and must have established transit safety targets. After this date, transit providers must update transit safety targets annually.

AFTER JULY 20, 2021

Update or amendments to the LRTP and TIP after this date must be developed according to the Transit Safety Rule.

WITHIN 180 DAYS AFTER DATE OF TRANSIT PROVIDER ACTION

Safety targets must be established by MPOs.

WITH TIP OR LRTP UPDATE

MPOs may choose to update targets for their planning area.

- Transit Providers
- MPOs

2021 2022 2023 2024

PTASP CERTIFICATION AND REVIEW

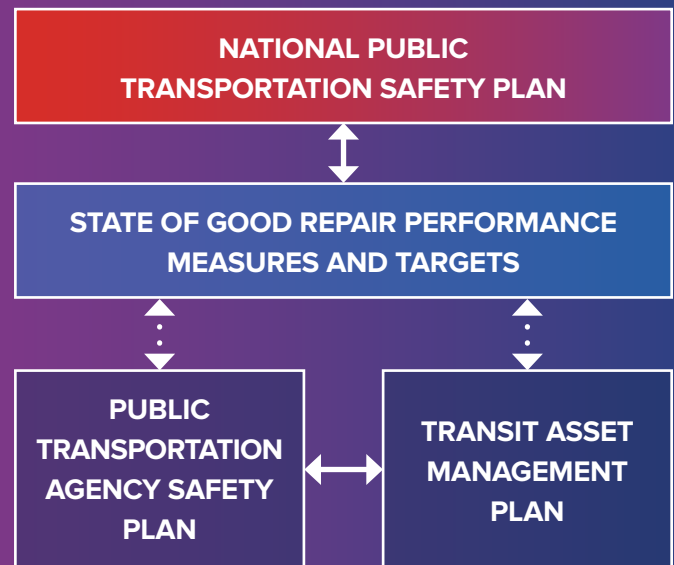
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

- » Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- » MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support a public transit provider's safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- » Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider PTASP targets in the updated TIP.
- » If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

APPENDIX E: Public Notice Records



The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

Ocala Marion Tpo
Ocala Marion Tpo
2710 E. SILVER SPRINGS BLVD.
OCALA FL 34470


STATE OF FLORIDA, COUNTY OF MARION

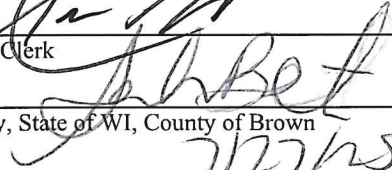
The Star Banner, a newspaper printed and published in the city of Ocala, and of general circulation in the County of Marion, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated or by publication on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

05/03/2022

and that the fees charged are legal.
Sworn to and subscribed before on 05/03/2022

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway and bridge construction; operations; resurfacing; bicycle and pedestrian; transit, aviation and rail.
The Draft TIP for Fiscal Years 2023 to 2027 is available for public review by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.
Please use the TPO Feedback Form at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form> to provide comments by June 24, 2022; or contact Rob Balmes, TPO Director. 352-438-2631; rob.balmes@marionfl.org.
May 3, 2022 7198272



Legal Clerk


Notary, State of WI, County of Brown
7/27/25

My commission expires

Publication Cost: \$72.32

Order No: 7198272

Customer No: 522376

PO #:

of Copies:
1

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

SARAH BERTELSEN
Notary Public
State of Wisconsin

Ocala StarBanner

Public Notices

Originally published at ocala.com on 05/03/2022

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

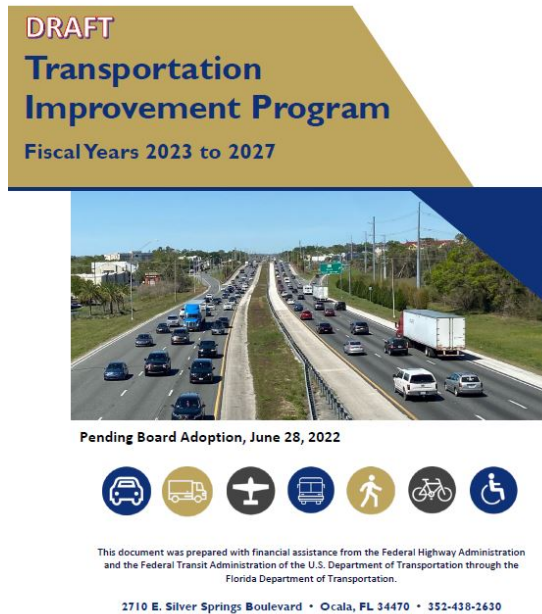
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway and bridge construction; operations; resurfacing; bicycle and pedestrian; transit, aviation and rail.

The Draft TIP for Fiscal Years 2023 to 2027 is available for public review by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.

Please use the TPO Feedback Form at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form> to provide comments by June 24, 2022; or contact Rob Balmes, TPO Director. 352-438-2631; rob.balmes@marionfl.org.

May 3, 2022 7198272

Draft Transportation Improvement Program (TIP) is available for public review – Transportation Planning Organization



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

The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway and bridge construction; operations; resurfacing; bicycle and pedestrian; transit, aviation and rail.

The **Draft TIP for Fiscal Years 2023 to 2027** is available for public review by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.

Please use the TPO Feedback Form at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form> to provide comments by **June 24, 2022**; or contact Rob Balmes, TPO Director. 352-438-2631; rob.balmes@marionfl.org.

APPENDIX F: Public and Partner Comments



FY 2023 to 2027 Transportation Improvement Program (TIP)

Public Comments

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. The following public comments were received by the TPO.

- **Comment:** “Please expand I-75 and existing roads before destroying farms, nature, and the springs to build new ones. Once these resources are gone they can never be replaced.”
 - **TPO Response:** Noted for public record. The citizen requested to not receive follow up from the TPO. The comment is part of public record and included in the TIP document for future planning considerations.
- **Comment:** “As a member of the TPO Board who works at Central Florida Community Action Agency and live in Alachua County, one of the things that I've noticed for some of the clients that we serve in Marion County, they have transportation needs to get back and forth to clinical sites that are often located in Belleview, Orlando, etc. I'm not sure if there is some sort of shuttle services that can assist students who are residents and need to travel outside of Marion County for clinicals, work, etc.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.
- **Comment:** “The back and forth regarding opening Ocala Int'l Airport to commercial airlines needs to be resolved in two ways: The designation "International Airport" is misleading. That needs to be changed to something else to reflect the actual air traffic and constituent travel: Regional Airport? Regional Business Airpark? Dump the word "International". Second, a lot of frustration of air travelers having to drive to Orlando or Gainesville could be reduced by a highspeed railway system.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

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

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

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

If a question is categorized, a comment must be included. In addition, if a question is answered with "no", a comment must also be included. Once the checklist is finalized, please share as a PDF.

MPO: **Ocala Marion TPO**

Fiscal Years
included: **FY 2023-2027**

Review #: **1 (Draft)**

Date of Review: **5/10/22**

Reviewed by: **LLH**

TIP Format & Content

Does the cover page include the MPO name, address correct fiscal years, and provide a location to add the date of adoption?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 1

[Page numbers referenced are page numbers of pdf](#)

Does the Table of Contents show the title of each section with correct page number?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 4

[Click here to enter notes](#)

Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover.

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 2

[Click here to enter notes](#)

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 21
and 138

[List of fund codes starts on page 21. Glossary of Terms and Acronyms begins on page 138.](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S.].

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments.](#)

Page Numbers: 20

[Click her to enter notes](#)

Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.] **For consistency guidance, see Section 1. Florida LRTP Amendment Thresholds.**

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 32

[Click here to enter notes](#)

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download **HERE**. [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]

Yes ☒ No ☐

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

No comment

[Click here to enter comments](#)

Page Numbers: 102

[Click here to enter notes](#)

Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes ☒ No ☐

No comment

[Click here to enter comments](#)

Page Numbers: 7

[Click here to enter notes](#)

If applicable, does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.

Yes ☒ No ☐

N/A ☐

No comment

[Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.

Yes ☒ No ☐

No comment

[Click here to enter comments](#)

Page Numbers: 10

[Click here to enter notes](#)

Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.

Yes ☒ No ☐

No comment

[Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

Does the TIP discuss how, once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes ☒ No ☐

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(c)]

No comment

[Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Does the TIP discuss anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures

Yes ☒ No ☐

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(d)]

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 31

[Click here to enter notes](#)

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, **Department of Economic Opportunity**, FTA, & FHWA?

Yes ☒ No ☐

[No comment](#)

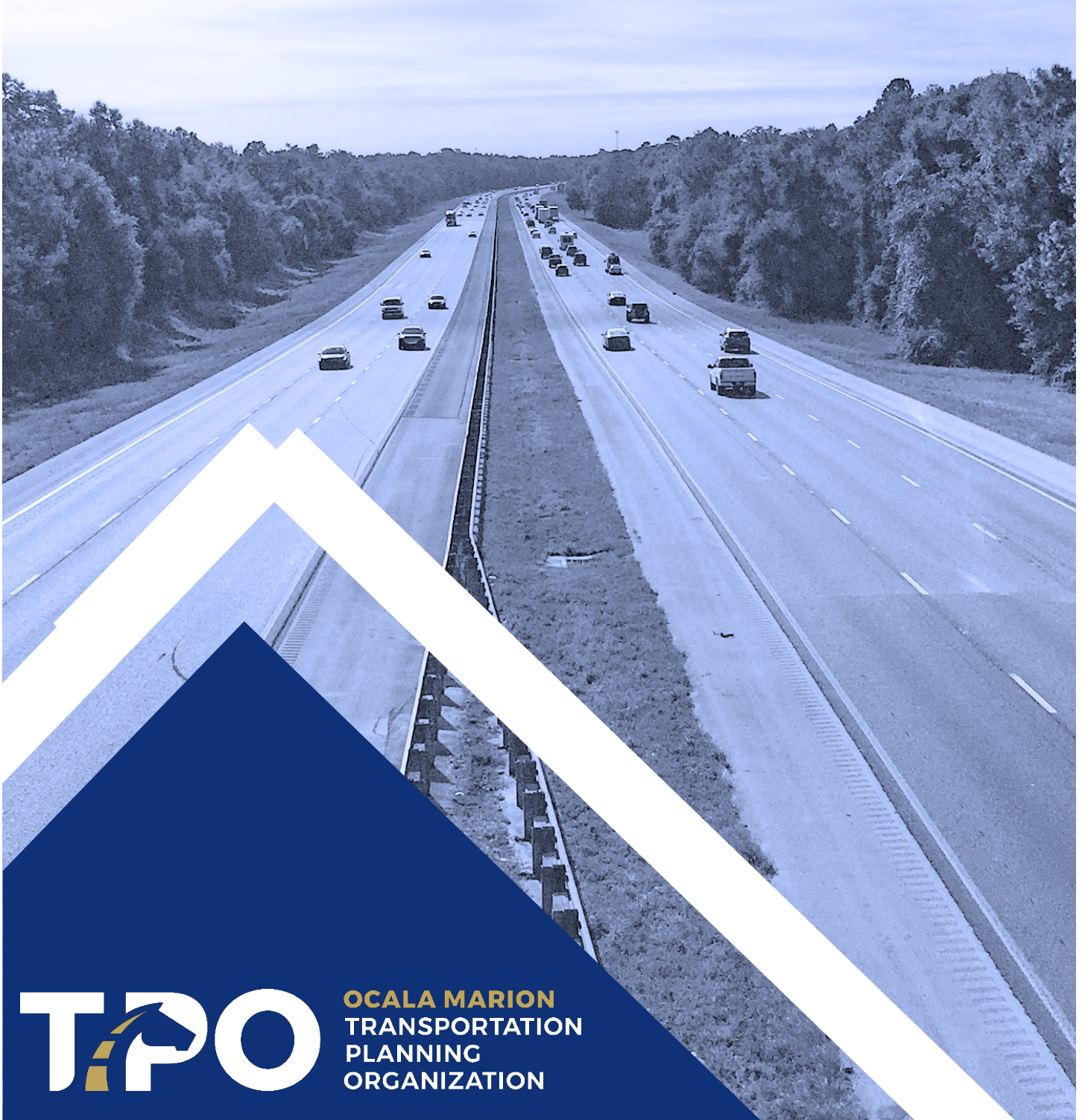
[Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

APPENDIX G: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

February 2022

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

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - 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 H: Project Changes from Prior TIP

Project Changes from Prior Transportation Improvement Program (TIP)

The following lists (2) summarize major projects that were programmed in the previous FY 2022 to FY 2026 TIP and their respective status toward implementation. This includes projects that were advanced; completed; under construction (2022); or deferred.

Changes to total project funding are also noted for major projects programmed in both the previous FY 2022 to FY 2026 TIP and the current FY 2023 to FY 2027 TIP.

Project Status from Prior TIP: Advanced, Completed, Construction or Deferred			
Project Number/FM	Project Description	Project Status	FY 22-26 TIP Funding
2386481	SR 45 (US 41) from SW 110th Street to North of SR 40	Deferred Out	\$44,211,268
4112565	SR 35 (US 301) Dallas Pond Redesign	Construction 2022	\$537,379
4336511	CR 484 from SW 20th Avenue to CR 475A	Construction 2022	\$15,302,481
4336611	U.S. 441 from SR 40 to SR 40A (Broadway)	Construction 2022	\$3,607,422
4348441	CR 42 at SE 182nd Avenue	Deferred to FY 23	\$407,200
4354842	Pruitt Trail from SR 200 to Pruitt Trailhead	Deferred to FY 26	\$2,158,000
4364742	Saddlewood Elementary School Sidewalks	Construction 2022	\$317,096
4364743	Legacy Elementary School Sidewalks	Construction 2022	\$1,411,659
4375962	SR 40 from NW 27th Street to SW 7th Street Sidewalks	Completed 2021	\$913,539
4384271	Marion County Airport Airfield Pavement Improvements	Deferred to FY 25	\$4,833,608
4384771	Ocala International Airport Taxiway Improvements	Deferred to FY 26	\$6,500,000
4407801	Ocala International Airport Pavement Rehabilitation	Deferred to FY 24	\$1,978,750
4408801	Marion Oaks Marion Oaks Manor Sidewalk	Construction 2022	\$36,210
4431701	SR 93 (I-75) from Sumter County to SR 200	Construction 2022	\$30,271,013
4437301	U.S. 301/U.S. 441 South of Split to North of Split Landscape	Construction 2022	\$372,839
4453211	Wildwood Mainline Weigh-In Motion (WIM) Screening	Construction 2022	\$4,621,712
4456871	U.S. 41/Williams from Brittan Alexander Bridge to River Road	Advanced to FY 22	\$551,496
4458001	SR 40 at SR 492 (NE 14th Street)	Advanced to FY 22	\$987,415
4471371	SR 200 Bridges and SR 40 Bridge Deck Rehabilitation	Construction 2022	\$1,010,681
4483891	NW 9th Street at Railroad Crossing #627174G	Completed 2022	\$207,629
4485751	Ocala International Airport ARFF Building	Deferred to FY 27	\$1,608,894

Major Project Total Funding Changes: Prior TIP to Current TIP			
Project Number/FM	Project Description	Project Schedule Changes	Change in Project Funding
2386481	SR 45 (US 41) from SW 110th St to North of SR 40	Deferred Out	-\$44,211,268
4336511	CR 484 from SW 20th to CR 475A	None	-\$2,874,947
4352091	I-75 (SR 93) at NW 49th Street from end of NW 49th to NW 35th	None	-\$2,922,305
4385621	I-75 (SR 93) Rest Area Marion County, N/O CR 484 to S/O SR 200	None	\$8,409,437
4392341	SR 200 from I-75 to US 301	None	\$5,749,473
4411411	SR 464 from US 301 to SR 35 (Baseline)	None	\$2,314,249
4452121	SR 200 (US 301) from S/O NE 175th to Alachua County Line	None	-\$481,617
4452171	SR 326 from NW 12th to SR 40	None	\$3,421,516
4457011	SE Abshier Boulevard from SE Hames to N/O SE Agnew Road	None	\$566,843

APPENDIX I: List of Projects in 2045 LRTP

FIGURE 7.2: 2021-2025 PROJECTS

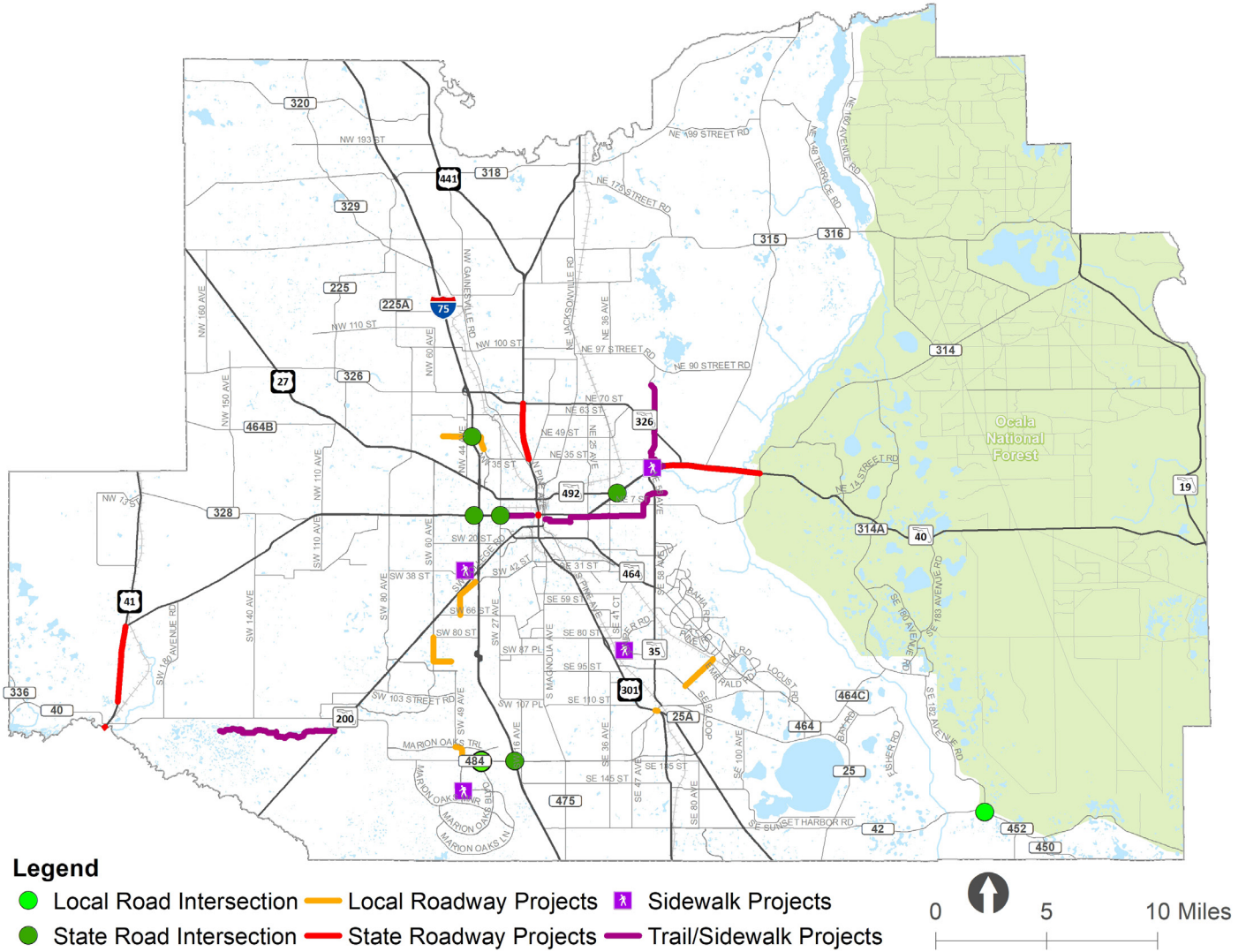


TABLE 7.2: 2021-2025 PROJECTS

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

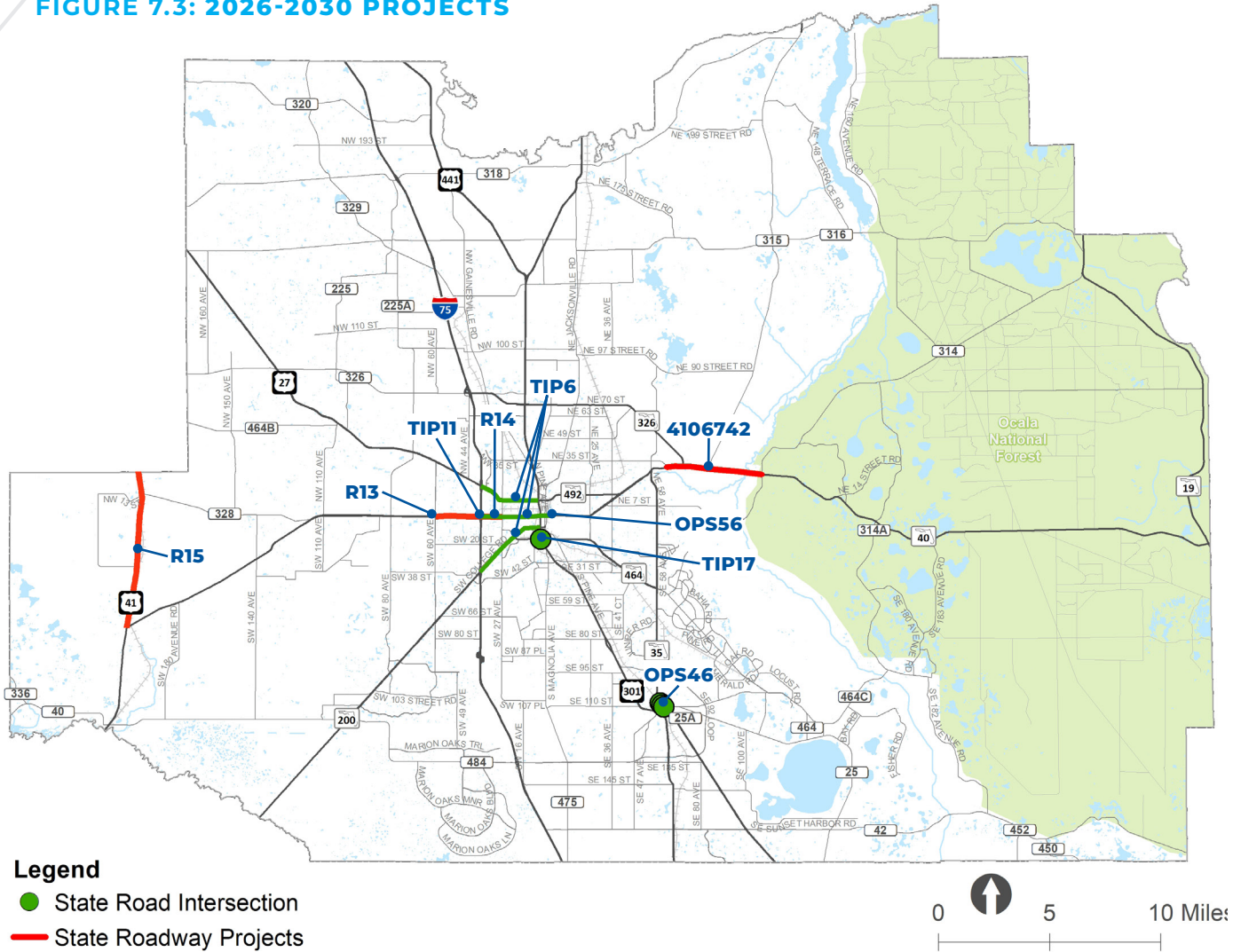


TABLE 7.3: 2026-2030 PROJECTS

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 Project Detailed Report

Federal Aid Management (Cynthia Lorenzo - Director)

STIP Project Detail and Summaries Online Report**** Repayment Phases are not included in the Totals ****

Selection Criteria	
TIP	Detail
County/MPO Area: Ocala-Marion TPO	All Funds
Number Of Years: 5	As Of: 4 = 04/11/22
Version: G1	

HIGHWAYS									
Item Number: 433651 1		Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A							*SIS*
District: 05 County: MARION		Type of Work: INTERCHANGE IMPROVEMENT					Project Length: 0.741MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	10,000							10,000
	ACSN-ADVANCE CONSTRUCTION (SN)	111,747							111,747
	SA-STP, ANY AREA	144,783							144,783
	SL-STP, AREAS <= 200K	51,687							51,687
	SN-STP, MANDATORY NON-URBAN <= 5K	2,202,713							2,202,713
Phase: PRELIMINARY ENGINEERING Totals		2,520,930							2,520,930
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	150,489							150,489
	ACSN-ADVANCE CONSTRUCTION (SN)	31,250							31,250
	GFSL-GF STPBG <200K<5K (SMALL URB)	34,783							34,783
	GFSN-GF STPBG <5K (RURAL)	186,511							186,511
	SL-STP, AREAS <= 200K	478,579							478,579
	SN-STP, MANDATORY NON-URBAN <= 5K	1,309,489							1,309,489
Phase: RIGHT OF WAY Totals		2,191,101							2,191,101
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)	1,688,285							1,688,285
	GFSL-GF STPBG <200K<5K (SMALL URB)	83,924							83,924
	SA-STP, ANY AREA	241,951							241,951
	SL-STP, AREAS <= 200K	992,858							992,858
Phase: RAILROAD & UTILITIES Totals		3,007,018							3,007,018
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACFP-AC FREIGHT PROG (NFP)	9,271,487		47,520					9,319,007
	ACSN-ADVANCE CONSTRUCTION (SN)	190,712							190,712
	GFSA-GF STPBG ANY AREA	1,004,134							1,004,134
		220,212							220,212

	GFSN-GF STPBG <5K (RURAL)							
	LF-LOCAL FUNDS	21,958						21,958
	SA-STP, ANY AREA	169,113						169,113
Phase: CONSTRUCTION Totals		10,877,616		47,520				10,925,136
Item: 433651 1 Totals		18,596,665		47,520				18,644,185
Item Number: 433651 4		Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A						
District: 05		County: MARION	Type of Work: LANDSCAPING				Project Length: 0.414MI	
		Fiscal Year						
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K	61,067						61,067
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K		179,725					179,725
Item: 433651 4 Totals		61,067	179,725					240,792
Project Totals		18,657,732	179,725	47,520				18,884,977
Item Number: 433652 1		Project Description: SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE						
District: 05		County: MARION	Type of Work: ADD TURN LANE(S)				Project Length: 1.309MI	
		Fiscal Year						
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	145,138						145,138
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	165,885						165,885
	DS-STATE PRIMARY HIGHWAYS & PTO	1,682,854						1,682,854
Phase: PRELIMINARY ENGINEERING Totals		1,993,877						1,993,877
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	70,000	30,000					100,000
	SL-STP, AREAS <= 200K	3,082,846	1,122,500	247,154				4,452,500
Phase: RIGHT OF WAY Totals		3,152,846	1,152,500	247,154				4,552,500
Item: 433652 1 Totals		5,146,723	1,152,500	247,154				6,546,377
Project Totals		5,146,723	1,152,500	247,154				6,546,377
Item Number: 433660 1		Project Description: US 441 @ SR 464						
District: 05		County: MARION	Type of Work: TRAFFIC OPS IMPROVEMENT				Project Length: 0.433MI	
		Fiscal Year						
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	17,089		160,000				177,089
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	147,761						147,761
	DS-STATE PRIMARY HIGHWAYS & PTO	689,533						689,533
Phase: PRELIMINARY ENGINEERING Totals		854,383		160,000				1,014,383
RIGHT OF WAY / MANAGED BY FDOT								
		472,364						472,364

Fund Code:	DDR-DISTRICT DEDICATED REVENUE								
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	153,140							153,140
	DS-STATE PRIMARY HIGHWAYS & PTO	26,450							26,450
	Phase: RIGHT OF WAY Totals	651,954							651,954
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					3,066,244	23,080		3,089,324
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					27,975			27,975
Phase: CONSTRUCTION Totals						3,094,219	23,080		3,117,299
Item: 433660 1 Totals		1,506,337			160,000	3,094,219	23,080		4,783,636
Project Totals		1,506,337			160,000	3,094,219	23,080		4,783,636
Item Number: 433661 1 Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY)									
District: 05 County: MARION		Type of Work: TRAFFIC OPS IMPROVEMENT				Project Length: 0.384MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	234,257							234,257
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	77,976							77,976
	DS-STATE PRIMARY HIGHWAYS & PTO	633,083							633,083
Phase: PRELIMINARY ENGINEERING Totals		945,316							945,316
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	212,102							212,102
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	73,434							73,434
	DS-STATE PRIMARY HIGHWAYS & PTO	270,000							270,000
Phase: RIGHT OF WAY Totals		555,536							555,536
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	173,355							173,355
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	1,907,410							1,907,410
	DDR-DISTRICT DEDICATED REVENUE	1,347,990	17,767						1,365,757
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	34,361							34,361
	LF-LOCAL FUNDS	178,636							178,636
	SL-STP, AREAS <= 200K	334,745							334,745
	SN-STP, MANDATORY NON-URBAN <= 5K	921,101							921,101
Phase: CONSTRUCTION Totals		4,724,243	17,767						4,742,010
Item: 433661 1 Totals		6,398,450	17,767						6,416,217
Project Totals		6,398,450	17,767						6,416,217
Item Number: 434844 1 Project Description: CR 42 AT SE 182ND									
District: 05 County: MARION		Type of Work: ADD LEFT TURN LANE(S)				Project Length: 0.307MI			
		Fiscal Year							

Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	HSP-SAFETY (HIWAY SAFETY PROGRAM)	25,012							25,012
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	21,000							21,000
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		350,000						350,000
Item: 434844 1 Totals		46,012	350,000						396,012
Item Number: 434844 2 Project Description: CR 42 AT SE 182ND District: 05 County: MARION Type of Work: ADD LEFT TURN LANE(S) Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		67,980						67,980
Item: 434844 2 Totals			67,980						67,980
Project Totals		46,012	417,980						463,992
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: 0.001MI									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,636,410							2,636,410
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	169,997							169,997
	DS-STATE PRIMARY HIGHWAYS & PTO	575,493							575,493
Phase: P D & E Totals		3,381,900							3,381,900
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	4,268,345							4,268,345
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	231,828							231,828
	DS-STATE PRIMARY HIGHWAYS & PTO	5,303							5,303
Phase: PRELIMINARY ENGINEERING Totals		4,505,476							4,505,476
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	10,200,000							10,200,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM				7,995,735				7,995,735
	DDR-DISTRICT DEDICATED REVENUE				5,046,899				5,046,899
	LF-LOCAL FUNDS				7,995,735				7,995,735
	SA-STP, ANY AREA				630				630
	SL-STP, AREAS <= 200K				9,213,782				9,213,782
					3,005,068				3,005,068

	SN-STP, MANDATORY NON-URBAN <= 5K								
	TRIP-TRANS REGIONAL INCENTIVE PROGM				5,703,448				5,703,448
	TRWR-2015 SB2514A- TRAN REG INCT PRG				3,418,567				3,418,567
Phase: CONSTRUCTION Totals					42,379,864				42,379,864
Item: 435209 1 Totals		18,087,376			42,379,864				60,467,240
Project Totals		18,087,376			42,379,864				60,467,240
Item Number: 435484 2 Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD									
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SL-STP, AREAS <= 200K					460,700			460,700
	SN-STP, MANDATORY NON-URBAN <= 5K					561,853			561,853
	TALL-TRANSPORTATION ALTS- <200K					622,203			622,203
	TALT-TRANSPORTATION ALTS- ANY AREA					513,244			513,244
Phase: CONSTRUCTION Totals						2,158,000			2,158,000
Item: 435484 2 Totals						2,158,000			2,158,000
Project Totals						2,158,000			2,158,000
Item Number: 436756 1 Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK									
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K				253,001				253,001
Item: 436756 1 Totals					253,001				253,001
Project Totals					253,001				253,001
Item Number: 437596 2 Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE									
District: 05		County: MARION		Type of Work: SIDEWALK			Project Length: 1.423MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	406,973							406,973
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	25,267							25,267
	DS-STATE PRIMARY HIGHWAYS & PTO	1,789							1,789
Phase: PRELIMINARY ENGINEERING Totals		434,029							434,029
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	SL-STP, AREAS <= 200K		899,009						899,009
Phase: CONSTRUCTION Totals			909,279						909,279
Item: 437596 2 Totals		434,029	909,279						1,343,308

Project Totals		434,029	909,279						1,343,308
Item Number: 437826 1		Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING							*SIS*
District: 05		County: MARION		Type of Work: LANDSCAPING				Project Length: 0.542MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,860				10,860
	DS-STATE PRIMARY HIGHWAYS & PTO				400,424				400,424
	Phase: CONSTRUCTION Totals				411,284				411,284
Item: 437826 1 Totals					411,284				411,284
Project Totals					411,284				411,284
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: 0.547MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	660,000							660,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	56,082							56,082
	DRA-REST AREAS - STATE 100%	2,637,424							2,637,424
	DS-STATE PRIMARY HIGHWAYS & PTO	10,700							10,700
Phase: PRELIMINARY ENGINEERING Totals		3,364,206							3,364,206
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		2,456,502						2,456,502
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		51,350						51,350
	DRA-REST AREAS - STATE 100%		27,434,141						27,434,141
Phase: CONSTRUCTION Totals			29,941,993						29,941,993
Item: 438562 1 Totals		3,364,206	29,941,993						33,306,199
Project Totals		3,364,206	29,941,993						33,306,199
Item Number: 439234 1		Project Description: SR 200 FROM I-75 TO US 301							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 3.321MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	772,311							772,311
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	41,065							41,065
	DS-STATE PRIMARY HIGHWAYS & PTO	13,036							13,036
Phase: PRELIMINARY ENGINEERING Totals		826,412							826,412
CONSTRUCTION / MANAGED BY FDOT									
			6,438,783						6,438,783

Fund Code:	DDR-DISTRICT DEDICATED REVENUE									
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270	
	DS-STATE PRIMARY HIGHWAYS & PTO		2,292,309						2,292,309	
	SA-STP, ANY AREA		3,712,443						3,712,443	
	SL-STP, AREAS <= 200K		891,182						891,182	
	Phase: CONSTRUCTION Totals			13,344,987					13,344,987	
Item: 439234 1 Totals		826,412	13,344,987					14,171,399		
Project Totals		826,412	13,344,987					14,171,399		
Item Number: 439238 2		Project Description: SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET								
District: 05		County: MARION		Type of Work: BIKE LANE/SIDEWALK				Project Length: 7.230MI		
		Fiscal Year								
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,675,000							1,675,000	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000	
	DS-STATE PRIMARY HIGHWAYS & PTO	12,850							12,850	
	Phase: PRELIMINARY ENGINEERING Totals		1,697,850						1,697,850	
CONSTRUCTION / MANAGED BY FDOT										
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				2,975,178				2,975,178	
	Item: 439238 2 Totals		1,697,850		2,975,178				4,673,028	
	Project Totals		1,697,850		2,975,178				4,673,028	
Item Number: 441141 1		Project Description: SR 464 FROM SR 500 (US 27/301) TO SR 35								
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 5.878MI		
		Fiscal Year								
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,746,808							2,746,808	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	80,026							80,026	
	DS-STATE PRIMARY HIGHWAYS & PTO	23,317							23,317	
	Phase: PRELIMINARY ENGINEERING Totals		2,850,151						2,850,151	
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	30,000							30,000	
	CONSTRUCTION / MANAGED BY FDOT									
	Fund Code:	DDR-DISTRICT DEDICATED REVENUE		7,623,175						7,623,175
		DS-STATE PRIMARY HIGHWAYS & PTO		4,480,227						4,480,227
SA-STP, ANY AREA			7,235,763						7,235,763	
SL-STP, AREAS <= 200K			2,305,807						2,305,807	
Phase: CONSTRUCTION Totals			21,644,972					21,644,972		
Item: 441141 1 Totals		2,880,151	21,644,972					24,525,123		
Project Totals		2,880,151	21,644,972					24,525,123		

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: 2.362MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	934,950							934,950
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000							20,000
	Phase: PRELIMINARY ENGINEERING Totals	954,950							954,950
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			4,719,129					4,719,129
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560					10,560
	Phase: CONSTRUCTION Totals			4,729,689					4,729,689
Item: 445212 1 Totals		954,950		4,729,689					5,684,639
Project Totals		954,950		4,729,689					5,684,639
Item Number: 445217 1									
Project Description: SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40									
SIS									
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 8.404MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	662,000							662,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	21,308							21,308
	DS-STATE PRIMARY HIGHWAYS & PTO	194,971							194,971
	Phase: PRELIMINARY ENGINEERING Totals	878,279							878,279
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	298,000							298,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING		8,852,307						8,852,307
	DDR-DISTRICT DEDICATED REVENUE		1,412,976						1,412,976
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO	9,029	402,640						411,669
	SL-STP, AREAS <= 200K		1,197,737						1,197,737
	Phase: CONSTRUCTION Totals	9,029	11,875,930						11,884,959
Item: 445217 1 Totals		1,185,308	11,875,930						13,061,238
Project Totals		1,185,308	11,875,930						13,061,238
Item Number: 445218 1									
Project Description: SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE									
District: 05									
County: MARION		Type of Work: RESURFACING				Project Length: 3.146MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		917,369						917,369
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,000						10,000
	Phase: PRELIMINARY ENGINEERING Totals		927,369						927,369
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				6,156,852				6,156,852
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,860				10,860
	Phase: CONSTRUCTION Totals				6,167,712				6,167,712
Item: 445218 1 Totals			927,369		6,167,712				7,095,081
Item Number: 448635 1 Project Description: SR-25 FROM NORTH OF CR-25A TO AVENUE I									
District: 05 County: MARION		Type of Work: RESURFACING				Project Length: 3.173MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,032,000						1,032,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,000						10,000
	Phase: PRELIMINARY ENGINEERING Totals		1,042,000						1,042,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				5,923,545				5,923,545
	DDR-DISTRICT DEDICATED REVENUE				596,431				596,431
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				10,000
	Phase: CONSTRUCTION Totals				6,529,976				6,529,976
Item: 448635 1 Totals			1,042,000		6,529,976				7,571,976
Project Totals			1,969,369		12,697,688				14,667,057
Item Number: 445302 1 Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD									
District: 05 County: MARION		Type of Work: RESURFACING				Project Length: 2.207MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	748,364							748,364
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
	Phase: PRELIMINARY ENGINEERING Totals	758,364							758,364
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			3,043,937					3,043,937
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560					10,560
	Phase: CONSTRUCTION Totals			3,054,497					3,054,497
Item: 445302 1 Totals		758,364		3,054,497					3,812,861
Project Totals		758,364		3,054,497					3,812,861

Item Number: 445688 1		Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.065MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACID-ADV CONSTRUCTION SAFETY (HSID)	150,000							150,000
	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	10,000							10,000
	DS-STATE PRIMARY HIGHWAYS & PTO	1,305							1,305
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	5,059							5,059
	SA-STP, ANY AREA	74,788							74,788
Phase: PRELIMINARY ENGINEERING Totals		241,152							241,152
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		1,094,294						1,094,294
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,135						5,135
	DS-STATE PRIMARY HIGHWAYS & PTO	761							761
Phase: CONSTRUCTION Totals		761	1,099,429						1,100,190
Item: 445688 1 Totals		241,913	1,099,429						1,341,342
Project Totals		241,913	1,099,429						1,341,342
Item Number: 445701 1		Project Description: SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.180MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACID-ADV CONSTRUCTION SAFETY (HSID)	353,404							353,404
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	980							980
	DS-STATE PRIMARY HIGHWAYS & PTO	3,300							3,300
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	67,175							67,175
	SA-STP, ANY AREA	46,367							46,367
Phase: PRELIMINARY ENGINEERING Totals		471,226							471,226
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		151,868						151,868
	DDR-DISTRICT DEDICATED REVENUE		1,900,002						1,900,002
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO	152							152
Phase: CONSTRUCTION Totals		152	2,062,140						2,062,292

Item: 445701 1 Totals		471,378	2,062,140					2,533,518
Project Totals		471,378	2,062,140					2,533,518
Item Number: 447603 1				Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.				
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS			Project Length: 0.026MI	
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	517,150						517,150
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	7,730						7,730
	DS-STATE PRIMARY HIGHWAYS & PTO	250						250
	Phase: PRELIMINARY ENGINEERING Totals	525,130						525,130
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)			65,228				65,228
	LF-LOCAL FUNDS			174,240				174,240
	SL-STP, AREAS <= 200K			528,000				528,000
	SN-STP, MANDATORY NON-URBAN <= 5K			54,710				54,710
	Phase: CONSTRUCTION Totals			822,178				822,178
Item: 447603 1 Totals		525,130		822,178				1,347,308
Project Totals		525,130		822,178				1,347,308
Item Number: 447861 1				Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES				
District: 05		County: MARION		Type of Work: MCCO WEIGH STATION STATIC/WIM			Project Length: 1.136MI	
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DWS-WEIGH STATIONS - STATE 100%					532,902		532,902
Item: 447861 1 Totals						532,902		532,902
Project Totals						532,902		532,902
Item Number: 448376 1				Project Description: I-75/SR-93 FROM SR-200 TO NORTH OF SR-500				
District: 05		County: MARION		Type of Work: RESURFACING			Project Length: 4.469MI	
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP		1,439,000					1,439,000
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				15,977,866			15,977,866
Item: 448376 1 Totals			1,439,000		15,977,866			17,416,866
Project Totals			1,439,000		15,977,866			17,416,866
Item Number: 448526 1				Project Description: SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST				
District: 05		County: MARION		Type of Work: RESURFACING			Project Length: 1.410MI	
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		878,000						878,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,000						10,000
	Phase: PRELIMINARY ENGINEERING Totals		888,000						888,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				3,653,002				3,653,002
	DDR-DISTRICT DEDICATED REVENUE				386,990				386,990
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				10,000
	Phase: CONSTRUCTION Totals				4,049,992				4,049,992
Item: 448526 1 Totals			888,000		4,049,992				4,937,992
Project Totals			888,000		4,049,992				4,937,992
Item Number: 448924 1									

PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		60,795						60,795
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS			30,000					30,000
	SN-STP, MANDATORY NON-URBAN <= 5K			445,830					445,830
Phase: CONSTRUCTION Totals				475,830					475,830
Item: 449277 1 Totals			60,795	475,830					536,625
Project Totals			60,795	475,830					536,625
Item Number: 449317 1									

		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		534,900					534,900
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		5,001,200					5,001,200
Item: 450125 1 Totals			5,536,100					5,536,100
Project Totals			5,536,100					5,536,100
Item Number: 450168 1 Project Description: OCALA OPERATIONS CENTER SECURITY- INTEGRATED ELECTRONIC SEC SYS ON GATE District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		9,000					9,000
Item: 450168 1 Totals			9,000					9,000
Project Totals			9,000					9,000
Item Number: 450169 1 Project Description: OCALA OPERATIONS CENTER SECURITY- FENCING/GATE UPDATES District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		70,000					70,000
Item: 450169 1 Totals			70,000					70,000
Project Totals			70,000					70,000
TRANSPORTATION PLANNING								
Item Number: 439331 4 Project Description: OCALA/MARION URBAN AREA FY 2022/2023- 2023/2024 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)		723,984	669,715				1,393,699
Item: 439331 4 Totals			723,984	669,715				1,393,699
Item Number: 439331 5 Project Description: OCALA/MARION URBAN AREA FY 2024/2025- 2025/2026 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)				676,473	683,366		1,359,839
Item: 439331 5 Totals					676,473	683,366		1,359,839
Item Number: 439331 6 Project Description: OCALA/MARION URBAN AREA FY 2026/2027- 2027/2028 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000								

		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)						683,366		683,366
Item: 439331 6 Totals							683,366		683,366
Project Totals			723,984	669,715	676,473	683,366	683,366		3,436,904
MAINTENANCE									
Item Number: 413615 3		Project Description: LIGHTING AGREEMENTS							
District: 05		County: MARION		Type of Work: LIGHTING			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	2,254,886	433,240	441,220	454,457	468,088	487,617		4,539,508
	DDR-DISTRICT DEDICATED REVENUE	3,169,391							3,169,391
Phase: BRDG/RDWAY/CONTRACT MAINT Totals		5,424,277	433,240	441,220	454,457	468,088	487,617		7,708,899
Item: 413615 3 Totals		5,424,277	433,240	441,220	454,457	468,088	487,617		7,708,899
Project Totals		5,424,277	433,240	441,220	454,457	468,088	487,617		7,708,899
Item Number: 418107 1		Project Description: MARION PRIMARY IN-HOUSE							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973		49,599,769
Item: 418107 1 Totals		40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973		49,599,769
Project Totals		40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973		49,599,769
Item Number: 423391 2		Project Description: ASPHALT RESURFACING VARIOUS LOCATIONS							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE			Project Length: 0.000		
Extra Description:		SITE SPECIFIC E5M43							
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	4,542,202	200,000						4,742,202
Item: 423391 2 Totals		4,542,202	200,000						4,742,202
Project Totals		4,542,202	200,000						4,742,202
Item Number: 429178 1		Project Description: UNPAVED SHOULDER REPAIR							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	1,564,038	220,000						1,784,038
Item: 429178 1 Totals		1,564,038	220,000						1,784,038
Project Totals		1,564,038	220,000						1,784,038
Item Number: 442738 1		Project Description: CITY OF OCALA MOA							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years

Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWHY/CONTRACT MAINT / MANAGED BY CITY OF OCALA								
Fund Code: D-UNRESTRICTED STATE PRIMARY		92,850		50,000			50,000	192,850
Item: 442738 1 Totals		92,850		50,000			50,000	192,850
Project Totals		92,850		50,000			50,000	192,850
Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY		1,721,305	850,000					2,571,305
Item: 446691 1 Totals		1,721,305	850,000					2,571,305
Project Totals		1,721,305	850,000					2,571,305
Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY		3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596	19,627,885
Item: 446910 1 Totals		3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596	19,627,885
Project Totals		3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596	19,627,885
Item Number: 450165 1 Project Description: OCALA OPERATIONS CENTER DEMO OF OLD BUILDINGS District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY			100,000					100,000
Item: 450165 1 Totals			100,000					100,000
Project Totals			100,000					100,000
FLP: AVIATION								
Item Number: 438417 1 Project Description: MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: DDR-DISTRICT DEDICATED REVENUE			350,000					350,000
LF-LOCAL FUNDS			87,500					87,500
Phase: CAPITAL Totals			437,500					437,500
Item: 438417 1 Totals			437,500					437,500
Project Totals			437,500					437,500
Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								

Fund Code:	DPTO-STATE - PTO				200,000				200,000
	FAA-FEDERAL AVIATION ADMIN				2,250,000				2,250,000
	LF-LOCAL FUNDS				50,000				50,000
	Phase: CAPITAL Totals				2,500,000				2,500,000
Item: 438427 1 Totals					2,500,000				2,500,000
Project Totals					2,500,000				2,500,000
Item Number: 438477 1		Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS							
District: 05 County: MARION		Type of Work: AVIATION PRESERVATION PROJECT					Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					520,000			520,000
	FAA-FEDERAL AVIATION ADMIN					5,850,000			5,850,000
	LF-LOCAL FUNDS					130,000			130,000
	Phase: CAPITAL Totals					6,500,000			6,500,000
Item: 438477 1 Totals						6,500,000			6,500,000
Project Totals						6,500,000			6,500,000
Item Number: 440780 1		Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION							
District: 05 County: MARION		Type of Work: AVIATION PRESERVATION PROJECT					Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,200,000					1,200,000
	LF-LOCAL FUNDS			300,000					300,000
	Phase: CAPITAL Totals			1,500,000					1,500,000
	Item: 440780 1 Totals			1,500,000					1,500,000
Project Totals				1,500,000					1,500,000
Item Number: 444877 1		Project Description: MARION-OCALA INTL HANGAR							
District: 05 County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL					Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				1,000,000				1,000,000
	LF-LOCAL FUNDS				250,000				250,000
	Phase: CAPITAL Totals				1,250,000				1,250,000
	Item: 444877 1 Totals				1,250,000				1,250,000
Project Totals					1,250,000				1,250,000
Item Number: 448575 1		Project Description: MARION-OCALA INTL ARFF BUILDING							
District: 05 County: MARION		Type of Work: AVIATION SAFETY PROJECT					Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE						800,000		800,000
	LF-LOCAL FUNDS						200,000		200,000
	Phase: CAPITAL Totals						1,000,000		1,000,000

Item: 448575 1 Totals							1,000,000		1,000,000
Project Totals							1,000,000		1,000,000
Item Number: 449760 1		Project Description: MARION CO AIRPORT FUEL SYSTEM							
District: 05		County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		250,000						250,000
	LF-LOCAL FUNDS		62,500						62,500
	Phase: CAPITAL Totals		312,500						312,500
Item: 449760 1 Totals			312,500						312,500
Project Totals			312,500						312,500
Item Number: 449774 1		Project Description: MARION COUNTY AIRPORT HANGAR							
District: 05		County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				1,237,596				1,237,596
	DPTO-STATE - PTO				762,404				762,404
	LF-LOCAL FUNDS				500,000				500,000
Phase: CAPITAL Totals					2,500,000				2,500,000
Item: 449774 1 Totals					2,500,000				2,500,000
Project Totals					2,500,000				2,500,000
Item Number: 449858 1		Project Description: MARION / OCALA INTERNATIONAL HANGER DEVELOPMENT							
District: 05		County: MARION		Type of Work: AVIATION CAPACITY PROJECT				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,500,000						1,500,000
	LF-LOCAL FUNDS		375,000						375,000
	Phase: CAPITAL Totals		1,875,000						1,875,000
Item: 449858 1 Totals			1,875,000						1,875,000
Project Totals			1,875,000						1,875,000
FLP: TRANSIT									
Item Number: 427188 2		Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009							
District: 05		County: MARION		Type of Work: CAPITAL FOR FIXED ROUTE				Project Length: 0.000	
Extra Description:		AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.							
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY MARION COUNTY TRANSIT									
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	16,221,737	2,467,181	2,541,196	2,617,431	2,617,431	2,617,431		29,082,407
	LF-LOCAL FUNDS	4,055,434	616,795	635,299	654,398	654,398	654,398		7,270,722
	Phase: CAPITAL Totals	20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	3,271,829		36,353,129
Item: 427188 2 Totals		20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	3,271,829		36,353,129
Project Totals		20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	3,271,829		36,353,129
Item Number: 442455 1		Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE							

District: 05		County: MARION		Type of Work: OPERATING FOR FIXED ROUTE				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY OCALA									
Fund Code:	DPTO-STATE - PTO		733,602	755,610	778,278	801,626	825,675		3,894,791
	LF-LOCAL FUNDS		733,602	755,610	779,279	801,626	825,675		3,895,792
Phase: OPERATIONS Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Item: 442455 1 Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Project Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Item Number: 442460 1		Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION							
District: 05		County: MARION		Type of Work: OPERATING/ADMIN. ASSISTANCE				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT									
Fund Code:	DU-STATE PRIMARY/FEDERAL								
	REIMB			909,849	937,146	965,259	993,939		3,806,193
LF-LOCAL FUNDS				909,849	937,146	965,259	993,939		3,806,193
Phase: OPERATIONS Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
Item: 442460 1 Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
Project Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
MISCELLANEOUS									
Item Number: 426179 1		Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES							
District: 05		County: MARION		Type of Work: MISCELLANEOUS CONSTRUCTION				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K	264,445							264,445
	TALN-TRANSPORTATION ALTS- < 5K	287,347							287,347
TALT-TRANSPORTATION ALTS- ANY AREA		883,075							883,075
Phase: PRELIMINARY ENGINEERING Totals		1,434,867							1,434,867
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			5,280					5,280
	SL-STP, AREAS <= 200K			1,872,596					1,872,596
TALL-TRANSPORTATION ALTS- <200K				11,289					11,289
TALN-TRANSPORTATION ALTS- < 5K				166,133					166,133
TALT-TRANSPORTATION ALTS- ANY AREA				1,610,141					1,610,141
Phase: CONSTRUCTION Totals				3,665,439					3,665,439
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	SA-STP, ANY AREA	50,000							50,000
	Item: 426179 1 Totals	1,484,867		3,665,439					5,150,306
Project Totals		1,484,867		3,665,439					5,150,306
Grand Total		142,739,435	116,925,211	28,281,572	97,954,050	25,206,743	18,572,489		429,679,500

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management
Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

[Reload STIP Selection Page](#)

Office Home: [Office of Work Program](#)
[Employee Portal](#)

APPENDIX K: Roll Forward TIP Amendment Report



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2023 to 2027

Roll Forward Amendment

Pending Approval August 23, 2022



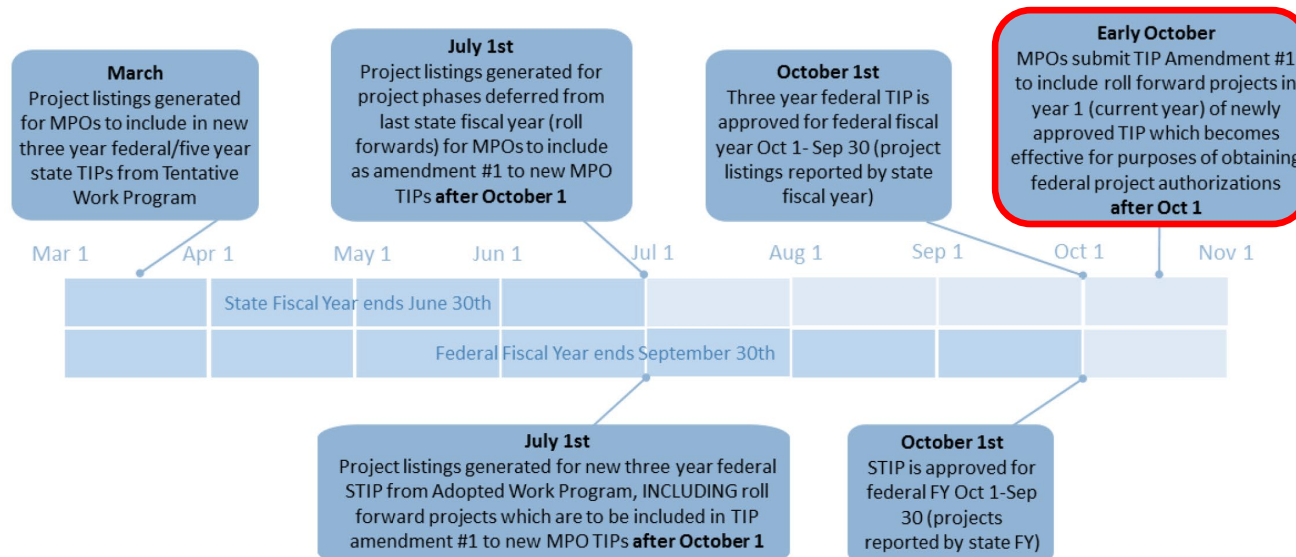
Roll Forward TIP Amendment

PURPOSE

The TPO's FY 2023 to FY 2027 Transportation Improvement Program (TIP) was adopted by the Board on June 28, 2022. The purpose of the TIP Roll Forward Amendment is to ensure full consistency by October 1 each year between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program.

In some cases, project funding programmed in the previous fiscal year of the prior TIP document was not authorized and encumbered prior to June 30. These projects then roll-forward in the FDOT Work Program for year one (FY 2023), but not into the TPO's TIP to meet the timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include roll-forward projects in the current fiscal year to ensure consistency with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

Unlike all other projects, Federal Transit Administration (FTA) projects do not automatically roll-forward in the FDOT Work Program. The TPO coordinates with SunTran to verify that project funding is appropriately accounted for in the Roll Forward TIP Amendment. The following graphic displays the Roll Forward process and all key milestones.



Source: Florida Department of Transportation MPO Program Management Handbook, 2021

Roll Forward Summary

The following tables summarize roll forward projects for the FY 2023 to FY 2027 TIP. The table includes current FY 2023 project funding, amount of funding rolled forward, and revised FY 2023 project funding.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
238648-1	SR 45 (US 41) From SW 110th Street to North of SR 40	Add Lanes and Reconstruction	PE	\$0	\$275,665	\$275,665
			ROW	\$0	\$4,666	\$4,666
			Total:	\$0	\$280,331	\$280,331
238677-4	SR 35/Bellevue Bypass from US 27/441 to SR 35	New Road Construction	PE	\$0	\$1,196	\$1,196
238693-1	SR 35/Baseline Road from SE 92PL/Bellevue Bypass to SR 464/Maricamp	Add Lanes and Reconstruction	DB	\$0	\$7,399	\$7,399
			PE	\$0	\$4,467	\$4,467
			Total:	\$0	\$11,866	\$11,866
238719-1	SR 40 from CR 328 to SW 80th Ave(CR 225A)	Add Lanes, Reconstruction	ROW	\$0	\$4,605	\$4,605
410674-3	SR 40 From East Of CR 314 To East Of CR 314A	Preliminary Engineering for Future Capacity	PE	\$0	\$16,570	\$16,570
			ROW	\$0	\$6,841,000	\$6,841,000
			Total:	\$0	\$6,857,570	\$6,857,570
411256-5	SR 35 (US 301) Dallas Pond Redesign	Drainage Improvements	CST	\$0	\$9,798	\$9,798
			PE	\$0	\$1,772	\$1,772
			ROW	\$0	\$1,291	\$1,291
			Total:	\$0	\$12,861	\$12,861
430655-1	SR 492 SR25/200/500 US301/441 to SR 40	Roadway Resurfacing	CST	\$0	\$3,490	\$3,490
431797-2	NE 25th Avenue From NE 14th Street (SR 492) TO NE 24th Street	Add Lanes and Reconstruction	PE	\$0	\$991	\$991
431797-3	NE 25th Avenue From NE 24th Street To NE 35th Street	Add Lanes and Reconstruction	PE	\$0	\$8,063	\$8,063
433651-1	CR 484 From SW 20th Avenue To CR 475A	Interchange Improvements	CST	\$0	\$19,833	\$19,833
			PE	\$0	\$12,912	\$12,912
			ROW	\$0	\$41,012	\$41,012
			Total:	\$0	\$73,757	\$73,757

(continued next page)

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
433651-4	CR 484 From SW 20th Avenue To CR 475A	Landscaping Improvements	CST	\$179,725	\$0	\$179,725
			PE	\$0	\$5,000	\$5,000
			Total:	\$179,725	\$5,000	\$184,725
443170-1	SR 93 (I-75) From Sumter County To SR 200	Resurfacing of Interstate	CST	\$0	\$102,257	\$102,257
			PE	\$0	\$36,043	\$36,043
			Total:	\$0	\$138,300	\$138,300
445800-1	E SR 40 @ SR 492	Traffic Signals	CST	\$0	\$10,000	\$10,000
			PE	\$0	\$12,423	\$12,423
			Total:	\$0	\$22,423	\$22,423
434408-1	SR 40 Fort Brooks Road From East of NE 10th Street Road to East of NE 145TH Avenue Road	Resurfacing of Roadway	PE	\$0	\$2,684	\$2,684
435057-1	I-75 (SR 93) At CR 484, SR 326, CR 318	Lighting	PE	\$0	\$4,945	\$4,945
435466-1	I-75 2 Locations	Landscaping Improvements	CST	\$0	\$51,689	\$51,689
435492-2	SR 40 Intersection Improvements at Martin Luther King Boulevard	Intersection Improvements	CST	\$0	\$9,380	\$9,380
437344-1	SR 200/SW College Road From East of SW 60th Avenue to East of SW 38th Court	Resurfacing of Roadway	CST	\$0	\$13,622	\$13,622
			PE	\$0	\$4,886	\$4,886
			Total:	\$0	\$18,508	\$18,508
435660-2	SR 326 From SR 326 RXR Crossing 627142B To East Of CR 25A (NW Gainesville Road)	Addition of Turn lanes	CST	\$0	\$37,318	\$37,318
			ROW	\$0	\$23,888	\$23,888
			Total:	\$0	\$61,206	\$61,206
435686-1	SR 500 /US 441 @SE 98th Lane	Addition of Left Turn Lane	CST	\$0	\$51,654	\$51,654
			PE	\$0	\$13,291	\$13,291
			Total:	\$0	\$64,945	\$64,945
436879-1	SR 200 From South Of CR 484 To South Of SW 60th Avenue	Resurfacing of Roadway	CST	\$0	\$55	\$55
			PE	\$0	\$7,587	\$7,587
			Total:	\$0	\$7,642	\$7,642
437339-1	SR 500 /US 27 From Levy County Line To CR 326	Resurfacing of Roadway	CST	\$0	\$24,916	\$24,916
			PE	\$0	\$2,862	\$2,862
			Total:	\$0	\$27,778	\$27,778
437818-1	I-75 @ CR 318 Interchange	Landscaping Improvements	CST	\$0	\$12,971	\$12,971

(continued next page)

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
437828-1	I-75 @ SW 20th Street & I-75 @ SW 43rd Street	Landscaping Improvements	CST	\$0	\$15,243	\$15,243
440880-1	Marion Oaks Sunrise/Horizon-Marion Oaks Golf Way To Marion Oaks Manor	Sidewalk	PE	\$0	\$648	\$648
441136-1	SR25/SR200/US301/US441 From CR 25A To US 301/US441 Interchange	Resurfacing of Roadway	CST	\$0	\$58,119	\$58,119
			PE	\$0	\$33,820	\$33,820
			Total:	\$0	\$91,939	\$91,939
443270-1	SR 25 / 200 To Alachua Bridges 360025 & 360026	Bridge Repair/Rehabilitation	CST	\$0	\$6,010	\$6,010
			PE	\$0	\$6,957	\$6,957
			Total:	\$0	\$12,967	\$12,967
445687-1	US 41 N / S Williams Street From Brittan Alexander Bridge To River Road	Safety Project	CST	\$0	\$29,963	\$29,963
			PE	\$0	\$18,206	\$18,206
			Total:	\$0	\$48,169	\$48,169
448924-1	SR-492 Over CSX Railroad	Bridge Repair/Rehabilitation	CST	\$389,249	\$0	\$389,249
			PE	\$0	\$2,000	\$2,000
			Total:	\$389,249	\$2,000	\$391,249
450506-1	Marion County I-75 Three Dynamic Message Signs	ITS Surveillance System	CST	\$0	\$559,945	\$559,945
418107-1	Marion County Primary In-House	Routine Maintenance	CRT MTN	\$1,831,973	\$0	\$1,831,973
426179-1	Silver Springs State Park Pedestrian Bridges	Miscellaneous Construction	ENV	\$0	\$50,000	\$50,000
			PE	\$0	\$103,650	\$103,650
			Total:	\$0	\$153,650	\$153,650
436474-2	Saddlewood Elementary School Sidewalks	New Sidewalks	CST	\$0	\$4,455	\$4,455
436474-4	Saddlewood Elementary School Sidewalks	New Sidewalks	CST	\$0	\$14,365	\$14,365
436474-5	Legacy Elementary School Sidewalks	New Sidewalks	CST	\$0	\$44,424	\$44,424
439310-1	Osceola Avenue Trail From SE 3rd Street To NE 5th Street	Bike Path/Trail	PE	\$0	\$101	\$101
431798-3	NE 36th Avenue From NE 20th Place to North of NE 25th Street	Rail Capacity Project	CST	\$0	\$78,201	\$78,201
			RRU	\$0	\$266,191	\$266,191
			Total:	\$0	\$344,392	\$344,392
427188-2	SunTran/Ocala/Marion Urban CAP/OPER. Fixed Route Section 5307-2009	Capital for Fixed Route	CAP	\$3,083,976	\$20,277,171	\$23,361,147
445377-1	Marion Ocala Section 5399 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$1,231,367	\$1,231,367
448170-1	Marion/Ocala Section 5339 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$470,711	\$470,711
449238-1	Marion-Ocala SunTran Section 5307 ARP Small Urban	Capital for Fixed Route	CAP	\$0	\$783,759	\$783,759

Roll Forward Totals: \$5,484,923 \$31,737,507 \$37,222,430

Project Phase Acronym Description

CAP	Capital
CRT MTN	Contract Routine Maintenance
CST	Construction
DB	Design Build
ENV	Environmental
OPS	Operations
PE	Preliminary Engineering
ROW	Right of Way
RRU	Railroad and Utilities



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

July 11, 2022

Ocala Marion TPO
ATTN: Rob Balmes, Executive Director
2710 E Silver Springs Blvd
Ocala FL 34470

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP) – Annual Roll Forward

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP with the Annual Roll-Forward Report. The Roll Forward report reconciles differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program. This annual process is routine and assists the MPO with identifying projects using federal funds that were not committed during the previous state fiscal year (FY 2021/2022). These projects have automatically "rolled forward" in the FDOT Adopted Five-Year Work Program as of July 1, 2022. This amendment ensures that year one of the TIP matches year one of FDOT's Adopted Five-year Work Program.

The reason for this amendment is to ensure projects with federal funding can be authorized prior to the new Federal Fiscal Year (FFY) beginning on October 1 each year. Until then, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) continue to recognize the FY 2021/22 – 2025/26 TIP as the effective document. Adopting the Roll Forward Report and amending it into the TIP ensure projects will continue to be authorized without interruption.

The affected projects are listed in the attached Roll-Forward Report dated July 5, 2022. The MPO is requested to add this report to the FY 2022/23-2026/27 TIP in its entirety.

Feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us.

Sincerely,

DocuSigned by:

Rakinya Hinson

DF5360D3FA644A8...

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:238648 1
DISTRICT:05
ROADWAY ID:36060000

PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40
COUNTY:MARION
PROJECT LENGTH: 4.146MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	143,104	0	0	0	0	0	0	143,104
HPP	682,728	0	0	0	0	0	0	682,728
SA	987,634	0	0	0	0	0	0	987,634
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	38,000	0	0	0	0	0	38,000
DDR	547,588	0	0	0	0	0	0	547,588
DIH	372,283	0	0	0	0	0	0	372,283
DS	114,967	0	0	0	0	0	0	114,967
EB	6,851	0	0	0	0	0	0	6,851
GFSL	205,655	0	0	0	0	0	0	205,655
GFSN	30,330	0	0	0	0	0	0	30,330
SA	19,684	665	0	0	0	0	0	20,349
SL	213,966	30,000	0	0	0	0	0	243,966
SN	2,435,547	207,000	0	0	0	0	0	2,642,547
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	10,337,582	0	0	0	0	0	0	10,337,582
DIH	975,343	4,666	0	0	0	0	0	980,009
DS	3,121,944	0	0	0	0	0	0	3,121,944
HPP	90,955	0	0	0	0	0	0	90,955
SA	2,070,206	0	0	0	0	0	0	2,070,206
SL	5,718,406	0	0	0	0	0	0	5,718,406
TOTAL 238648 1	28,074,773	280,331	0	0	0	0	0	28,355,104
TOTAL PROJECT:	28,074,773	280,331	0	0	0	0	0	28,355,104

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 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	26,621	1,196	0	0	0	0	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 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250,497	4,467	0	0	0	0	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
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,560,477	0	0	0	0	0	0	3,560,477
DER	48,328	0	0	0	0	0	0	48,328
DIH	176,683	7,399	0	0	0	0	0	184,082
DS	19,471,566	0	0	0	0	0	0	19,471,566
TOTAL 238693 1	35,257,797	11,866	0	0	0	0	0	35,269,663
TOTAL PROJECT:	35,257,797	11,866	0	0	0	0	0	35,269,663

ITEM NUMBER:238719 1

DISTRICT:05

ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 FROM CR 328 TO SW 80TH AVE(CR 225A)

COUNTY:MARION

PROJECT LENGTH: 4.035MI

NON-SIS

TYPE OF WORK:ADD LANES & RECONSTRUCT

LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,628	0	0	0	0	0	0	1,628
DDR	205,169	0	0	0	0	0	0	205,169
DIH	241,144	0	0	0	0	0	0	241,144
DS	994,290	0	0	0	0	0	0	994,290
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	7,024,431	0	0	0	0	0	0	7,024,431
DIH	316,085	4,605	0	0	0	0	0	320,690
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	23,892	0	0	0	0	0	0	23,892
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,029,553	0	0	0	0	0	0	1,029,553
DIH	608,435	0	0	0	0	0	0	608,435
DS	11,417,482	0	0	0	0	0	0	11,417,482
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	6,795	0	0	0	0	0	0	6,795
TOTAL 238719 1	21,868,904	4,605	0	0	0	0	0	21,873,509
TOTAL PROJECT:	21,868,904	4,605	0	0	0	0	0	21,873,509

ITEM NUMBER:410674 3

DISTRICT:05

ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A

COUNTY:MARION

PROJECT LENGTH: 6.140MI

SIS

TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	302,632	0	0	0	0	0	0	302,632
ART	1,549,011	0	0	0	0	0	0	1,549,011
DIH	332,564	16,570	0	0	0	0	0	349,134
DS	42,719	0	0	0	0	0	0	42,719
EB	136,930	0	0	0	0	0	0	136,930
SA	10,000	0	0	0	0	0	0	10,000
SL	5,416,792	0	0	0	0	0	0	5,416,792
SN	86,580	0	0	0	0	0	0	86,580
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ART	0	6,000,000	23,932,000	0	0	0	0	29,932,000

HIGHWAYS								
=====								
DIH	0	841,000	0	0	0	0	0	841,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	1,000,000	0	0	0	0	0	0	1,000,000
SN	37,686	0	0	0	0	0	0	37,686
TALN	150,000	0	0	0	0	0	0	150,000
TALT	850,000	0	0	0	0	0	0	850,000
TOTAL 410674 3	9,914,914	6,857,570	23,932,000	0	0	0	0	40,704,484
TOTAL PROJECT:	9,914,914	6,857,570	23,932,000	0	0	0	0	40,704,484

ITEM NUMBER:411256 5
DISTRICT:05
ROADWAY ID:36050000

PROJECT DESCRIPTION:SR 35 (US 301) DALLAS POND REDESIGN
COUNTY:MARION
PROJECT LENGTH: 1.404MI

NON-SIS
TYPE OF WORK:DRAINAGE IMPROVEMENTS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	235,004	0	0	0	0	0	0	235,004
DIH	22,568	1,772	0	0	0	0	0	24,340
DS	4,458	0	0	0	0	0	0	4,458
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	223,468	0	0	0	0	0	0	223,468
DIH	50,358	1,291	0	0	0	0	0	51,649
DS	57,602	0	0	0	0	0	0	57,602
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	285,055	0	0	0	0	0	0	285,055
DIH	13,431	9,798	0	0	0	0	0	23,229
DS	39,689	0	0	0	0	0	0	39,689
TOTAL 411256 5	931,633	12,861	0	0	0	0	0	944,494
TOTAL PROJECT:	931,633	12,861	0	0	0	0	0	944,494

ITEM NUMBER:430655 1
DISTRICT:05
ROADWAY ID:36008000

PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)
COUNTY:MARION
PROJECT LENGTH: 3.719MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	116,269	0	0	0	0	0	0	116,269
DS	27,253	0	0	0	0	0	0	27,253
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	65,483	0	0	0	0	0	0	65,483
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	147,787	0	0	0	0	0	0	147,787
DIH	69,397	3,490	0	0	0	0	0	72,887
DS	302,671	0	0	0	0	0	0	302,671
NHRE	4,159,940	0	0	0	0	0	0	4,159,940
SA	50,000	0	0	0	0	0	0	50,000
TOTAL 430655 1	4,938,800	3,490	0	0	0	0	0	4,942,290
TOTAL PROJECT:	4,938,800	3,490	0	0	0	0	0	4,942,290

Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:431797 2
DISTRICT:05
ROADWAY ID:36000041

PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 24TH STREET
COUNTY:MARION
PROJECT LENGTH: .754MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	9,009		991	0	0	0	0	10,000
TOTAL 431797 2	9,009		991	0	0	0	0	10,000

ITEM NUMBER:431797 3
DISTRICT:05
ROADWAY ID:36000041

PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET
COUNTY:MARION
PROJECT LENGTH: .817MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	1,937		8,063	0	0	0	0	10,000
TOTAL 431797 3	1,937		8,063	0	0	0	0	10,000
TOTAL PROJECT:	10,946		9,054	0	0	0	0	20,000

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	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSL	10,000		0	0	0	0	0	10,000
ACSN	111,747		0	0	0	0	0	111,747
SA	131,871	12,912	0	0	0	0	0	144,783
SL	51,687	0	0	0	0	0	0	51,687
SN	2,202,713	0	0	0	0	0	0	2,202,713
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSL	150,489	0	0	0	0	0	0	150,489
ACSN	31,250	0	0	0	0	0	0	31,250
GFSL	6,255	28,528	0	0	0	0	0	34,783
GFSN	186,511	0	0	0	0	0	0	186,511
SL	467,744	12,484	0	0	0	0	0	480,228
SN	1,309,489	0	0	0	0	0	0	1,309,489
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	1,688,285	0	0	0	0	0	0	1,688,285
GFSL	150,075	0	0	0	0	0	0	150,075
GFSN	463,490	0	0	0	0	0	0	463,490
SA	241,951	0	0	0	0	0	0	241,951
SL	992,858	0	0	0	0	0	0	992,858
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	9,251,404	19,833	47,520	0	0	0	0	9,318,757
ACSN	190,712	0	0	0	0	0	0	190,712
GPSA	1,004,134	0	0	0	0	0	0	1,004,134
GFSN	220,212	0	0	0	0	0	0	220,212
LF	21,958	0	0	0	0	0	0	21,958
NFP	250	0	0	0	0	0	0	250
SA	169,113	0	0	0	0	0	0	169,113
TOTAL 433651 1	19,054,198	73,757	47,520	0	0	0	0	19,175,475

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

TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SN	56,067	5,000	0	0	0	0	0	61,067
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SN	0	179,725	0	0	0	0	0	179,725
TOTAL 433651 4	56,067	184,725	0	0	0	0	0	240,792

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

SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

	FUND	LESS						GREATER	
	CODE	THAN						THAN	ALL
		2023	2023	2024	2025	2026	2027	2027	YEARS
PHASE:	PRELIMINARY	ENGINEERING	/	RESPONSIBLE	AGENCY:	MANAGED	BY	FDOT	
	ACNP	2,075		24,806	0	0	0	0	26,881
	DDR	317,389		0	0	0	0	0	317,389
	DIH	20,084		9,958	0	0	0	0	30,042
	DS	44,244		0	0	0	0	0	44,244
	NHPP	1,273,066		1,279	0	0	0	0	1,274,345
PHASE:	CONSTRUCTION	/	RESPONSIBLE	AGENCY:	MANAGED	BY	FDOT		
	ACNP	29,891,661		102,257	0	0	0	0	29,993,918
	DDR	457,335		0	0	0	0	0	457,335
	DS	24,706		0	0	0	0	0	24,706
TOTAL	443170	1	32,030,560	138,300	0	0	0	0	32,168,860
TOTAL	PROJECT:	51,140,825	396,782	47,520	0	0	0	0	51,585,127

ITEM NUMBER:445800 1
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION: E SR 40 @ SR 492
COUNTY: MARION
PROJECT LENGTH: .116MI

```

*NON-SIS*
TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

```

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	208,020		0	0	0	0	0	208,020
DIH	18,934	12,423	0	0	0	0	0	31,357
DS	7,999		0	0	0	0	0	7,999
SA	267,327	0	0	0	0	0	0	267,327
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	1,800,655	10,000	0	0	0	0	0	1,810,655
LF	104,731	0	0	0	0	0	0	104,731
SA	536,192	0	0	0	0	0	0	536,192
TOTAL 445800 1	2,943,858	22,423	0	0	0	0	0	2,966,281
TOTAL PROJECT:	2,943,858	22,423	0	0	0	0	0	2,966,281

HIGHWAYS
=====

ITEM NUMBER:434408 1		PROJECT DESCRIPTION:SR 40 FORT BROOKS RD FROM E OF NE 10TH ST RD TO E OF NE 145TH AVE RD					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:RESURFACING	
ROADWAY ID:36080000		PROJECT LENGTH: .860MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	171,358	0	0	0	0	0	0	171,358
DIH	22,884	2,684	0	0	0	0	0	25,568
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	20,859	0	0	0	0	0	0	20,859
DS	65,344	0	0	0	0	0	0	65,344
NHRE	385,107	0	0	0	0	0	0	385,107
SA	2,656	0	0	0	0	0	0	2,656
SN	24,600	0	0	0	0	0	0	24,600
TOTAL 434408 1	692,808	2,684	0	0	0	0	0	695,492
TOTAL PROJECT:	692,808	2,684	0	0	0	0	0	695,492

ITEM NUMBER:435057 1		PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:LIGHTING	
ROADWAY ID:36210000		PROJECT LENGTH: 28.270MI					LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	754,972	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		PROJECT DESCRIPTION:I-75 2 LOCATIONS					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:LANDSCAPING	
ROADWAY ID:36210000		PROJECT LENGTH: 4.364MI					LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DER	1,165	0	0	0	0	0	1,165
	DIH	29,227	51,689	0	0	0	0	80,916
	DS	586,142	0	0	0	0	0	586,142
TOTAL 435466 1		616,534	51,689	0	0	0	0	668,223
TOTAL PROJECT:		616,534	51,689	0	0	0	0	668,223

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:435492 2
DISTRICT:05
ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD.
COUNTY:MARION
PROJECT LENGTH: .114MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
DDR	740,722		0	0	0	0	0	740,722
DIH	526		0	0	0	0	0	526
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250		9,380	0	0	0	0	9,630
TOTAL 435492 2	741,498		9,380	0	0	0	0	750,878
TOTAL PROJECT:	741,498		9,380	0	0	0	0	750,878

ITEM NUMBER:437344 1
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT
COUNTY:MARION
PROJECT LENGTH: 2.767MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	2,720		0	0	0	0	0	2,720
DDR	183,653		0	0	0	0	0	183,653
DIH	67,114	4,886	0	0	0	0	0	72,000
DS	34,254		0	0	0	0	0	34,254
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	4,959,036		0	0	0	0	0	4,959,036
DIH	14,832	13,622	0	0	0	0	0	28,454
DS	255,045		0	0	0	0	0	255,045
TOTAL 437344 1	5,516,654	18,508	0	0	0	0	0	5,535,162
TOTAL PROJECT:	5,516,654	18,508	0	0	0	0	0	5,535,162

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	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	14,869		0	0	0	0	0	14,869
DI	3,245		0	0	0	0	0	3,245
DS	170,487		0	0	0	0	0	170,487
NHPP	398,753		0	0	0	0	0	398,753
SA	115,217		0	0	0	0	0	115,217
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	2,148	23,660	0	0	0	0	0	25,808
DDR	42,383		0	0	0	0	0	42,383
NHPP	435,644	228	0	0	0	0	0	435,872
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	9,738		0	0	0	0	0	9,738
NHPP	92,262		0	0	0	0	0	92,262
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	32,992	36,841	0	0	0	0	0	69,833

DDR	176,510	0	0	0	0	0	0	176,510
DS	35,444	0	0	0	0	0	0	35,444
NHPP	1,211,587	477	0	0	0	0	0	1,212,064
TOTAL 435660 2	2,741,279	61,206	0	0	0	0	0	2,802,485
TOTAL PROJECT:	2,741,279	61,206	0	0	0	0	0	2,802,485

ITEM NUMBER:435686 1

DISTRICT:05

ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 500 / US 441 @ SE 98TH LANE

COUNTY:MARION

PROJECT LENGTH: .189MI

NON-SIS

TYPE OF WORK:ADD LEFT TURN LANE(S)

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	38,707	13,291	0	0	0	0	0	51,998
DS	221,456	0	0	0	0	0	0	221,456
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,211,131	0	0	0	0	0	0	1,211,131
DIH	12,648	51,654	0	0	0	0	0	64,302
TOTAL 435686 1	1,483,942	64,945	0	0	0	0	0	1,548,887
TOTAL PROJECT:	1,483,942	64,945	0	0	0	0	0	1,548,887

ITEM NUMBER:436879 1

DISTRICT:05

ROADWAY ID:36100000

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

COUNTY:MARION

PROJECT LENGTH: 6.168MI

NON-SIS

TYPE OF WORK:RESURFACING

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	2,720	0	0	0	0	0	0	2,720
DDR	762,305	0	0	0	0	0	0	762,305
DIH	44,667	7,587	0	0	0	0	0	52,254
DS	22,467	0	0	0	0	0	0	22,467
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,290,088	0	0	0	0	0	0	1,290,088
DIH	166,358	55	0	0	0	0	0	166,413
DS	6,670,182	0	0	0	0	0	0	6,670,182
NHRE	1,729,934	0	0	0	0	0	0	1,729,934
SA	1,532	0	0	0	0	0	0	1,532
TOTAL 436879 1	10,690,253	7,642	0	0	0	0	0	10,697,895
TOTAL PROJECT:	10,690,253	7,642	0	0	0	0	0	10,697,895

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 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,609	0	0	0	0	0	0	1,609
DDR	550,707	0	0	0	0	0	0	550,707
DIH	72,383	2,862	0	0	0	0	0	75,245
DS	26,590	0	0	0	0	0	0	26,590
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,125,219	0	0	0	0	0	0	6,125,219

HIGHWAYS								
=====								
DIH	62,541	24,916	0	0	0	0	0	87,457
DS	180,037	0	0	0	0	0	0	180,037
TOTAL 437339 1	7,019,086	27,778	0	0	0	0	0	7,046,864
TOTAL PROJECT:	7,019,086	27,778	0	0	0	0	0	7,046,864

ITEM NUMBER:437818 1		PROJECT DESCRIPTION:I-75 @ CR 318 INTERCHANGE					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:LANDSCAPING	
ROADWAY ID:36210000		PROJECT LENGTH: .413MI					LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	402,700	0	0	0	0	0	0	402,700
DER	5,220	0	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	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

ITEM NUMBER:437828 1		PROJECT DESCRIPTION:I-75 @ SW 20TH STREET & I-75 @ SW 43RD ST.					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:LANDSCAPING	
ROADWAY ID:36210000		PROJECT LENGTH: .500MI					LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	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:440880 1		PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR					*NON-SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:SIDEWALK	
ROADWAY ID:36000173		PROJECT LENGTH: .840MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	63,449	0	0	0	0	0	0	63,449
TALL	35,562	43	0	0	0	0	0	35,605
TALT	0	605	0	0	0	0	0	605
TOTAL 440880 1	99,011	648	0	0	0	0	0	99,659
TOTAL PROJECT:	99,011	648	0	0	0	0	0	99,659

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

HIGHWAYS

=====

DATE RUN: 07/05/2022

TIME RUN: 10.53.54
MBRMPOTP

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

SIS

TYPE OF WORK:RESURFACING

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

	FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,647,005	0	0	0	0	0	0	1,647,005
	DIH	82,499	33,820	0	0	0	0	0	116,319
	DS	90,455	0	0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,441,597	50,000	0	0	0	0	0	1,491,597
	DIH	21,914	8,119	0	0	0	0	0	30,033
	DS	198,403	0	0	0	0	0	0	198,403
	GFSL	4,198	0	0	0	0	0	0	4,198
	SA	15,197,991	0	0	0	0	0	0	15,197,991
	SL	679,485	0	0	0	0	0	0	679,485
TOTAL	441136 1	19,363,547	91,939	0	0	0	0	0	19,455,486
TOTAL PROJECT:		19,363,547	91,939	0	0	0	0	0	19,455,486

ITEM NUMBER:443270 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:SR 25 / 200 TO ALACH BRIDGE 360025 & 360026
COUNTY:MARION
PROJECT LENGTH: .790MI

NON-SIS

TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

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

	FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	BRRP	62,469	0	0	0	0	0	0	62,469
	DIH	6,602	6,957	0	0	0	0	0	13,559
	DS	1,803	0	0	0	0	0	0	1,803
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	BRRP	404,049	0	0	0	0	0	0	404,049
	DIH	65,486	6,010	0	0	0	0	0	71,496
TOTAL 443270 1		540,409	12,967	0	0	0	0	0	553,376
TOTAL PROJECT:		540,409	12,967	0	0	0	0	0	553,376

ITEM NUMBER:445687 1
DISTRICT:05
ROADWAY ID:36060000

PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD
COUNTY:MARION
PROJECT LENGTH: .100MI

TYPE OF WORK:SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	158,000		0		0		0	158,000
DIH	32,725	18,206	0		0		0	50,931
DS		0	0		0		0	5,602
HSP	2,000		0		0		0	2,000
SA	198,586		0		0		0	198,586
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	1,096,948	29,963	0		0		0	1,126,911
DDR	20,945		0		0		0	20,945
DS	139,780		0		0		0	139,780
TOTAL 445687 1	1,654,586	48,169	0		0		0	1,702,755
TOTAL PROJECT:	1,654,586	48,169	0		0		0	1,702,755

HIGHWAYS
=====

ITEM NUMBER:448924 1		PROJECT DESCRIPTION:SR-492 OVER CSX RR					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION		
ROADWAY ID:36000076		PROJECT LENGTH: .102MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0		
FUND	LESS						GREATER		
CODE	THAN						THAN	ALL	
	2023	2023	2024	2025	2026	2027	2027	YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	43,595	0	0	0	0	0	0	0	43,595
DIH	0	2,000	0	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	0	387,195	0	0	0	0	0	0	387,195
DIH	0	2,054	0	0	0	0	0	0	2,054
TOTAL 448924 1	43,595	391,249	0	0	0	0	0	0	434,844
TOTAL PROJECT:	43,595	391,249	0	0	0	0	0	0	434,844

ITEM NUMBER:450506 1		PROJECT DESCRIPTION:MARION COUNTY I-75 THREE DYNAMIC MESSAGE SIGNS					*SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:ITS SURVEILLANCE SYSTEM		
ROADWAY ID:36210000		PROJECT LENGTH: 38.282MI					LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0		
FUND	LESS						GREATER		
CODE	THAN						THAN	ALL	
	2023	2023	2024	2025	2026	2027	2027	YEARS	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DS	0	559,945	0	0	0	0	0	0	559,945
TOTAL 450506 1	0	559,945	0	0	0	0	0	0	559,945
TOTAL PROJECT:	0	559,945	0	0	0	0	0	0	559,945
TOTAL DIST: 05	211,302,959	8,982,086	23,979,520	0	0	0	0	0	244,264,565
TOTAL HIGHWAYS	211,302,959	8,982,086	23,979,520	0	0	0	0	0	244,264,565

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

MAINTENANCE

=====

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

ITEM NUMBER:418107 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:MARION PRIMARY IN-HOUSE
COUNTY:MARION
PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK:ROUTINE MAINTENANCE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL 418107 1	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL PROJECT:	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL DIST: 05	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL MAINTENANCE	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

RAIL

=====

ITEM NUMBER:431798 3
DISTRICT:05
ROADWAY ID:36000042

PROJECT DESCRIPTION:NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET
COUNTY:MARION
PROJECT LENGTH: .350MI

SIS
TYPE OF WORK:RAIL CAPACITY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	14,412	0	0	0	0	0	0	14,412
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	41,821	0	0	0	0	0	0	41,821
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	79,100	0	0	0	0	0	0	79,100
TOTAL 431798 3	135,333	0	0	0	0	0	0	135,333
TOTAL PROJECT:	135,333	0	0	0	0	0	0	135,333
TOTAL DIST: 05	135,333	0	0	0	0	0	0	135,333
TOTAL RAIL	135,333	0	0	0	0	0	0	135,333

OCALA-MARION TPO

TRANSIT
=====

ITEM NUMBER:427188 2
DISTRICT:05
EX DESC:AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.

PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009
COUNTY:MARION

NON-SIS
TYPE OF WORK:CAPITAL FOR FIXED ROUTE

ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	18,688,918	2,541,196	2,617,431	2,617,431	2,617,431	0	29,082,407
LF	0	4,672,229	635,299	654,398	654,398	654,398	0	7,270,722
TOTAL 427188 2	0	23,361,147	3,176,495	3,271,829	3,271,829	3,271,829	0	36,353,129
TOTAL PROJECT:	0	23,361,147	3,176,495	3,271,829	3,271,829	3,271,829	0	36,353,129

ITEM NUMBER:445377 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL
COUNTY:MARION

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	985,093	0	0	0	0	0	985,093
LF	0	246,274	0	0	0	0	0	246,274
TOTAL 445377 1	0	1,231,367	0	0	0	0	0	1,231,367
TOTAL PROJECT:	0	1,231,367	0	0	0	0	0	1,231,367

ITEM NUMBER:448170 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT
COUNTY:MARION

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	376,569	0	0	0	0	0	376,569
LF	0	94,142	0	0	0	0	0	94,142
TOTAL 448170 1	0	470,711	0	0	0	0	0	470,711
TOTAL PROJECT:	0	470,711	0	0	0	0	0	470,711

ITEM NUMBER:449238 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:MARION - OCALA SUNTRAN SECTION 5307 ARP SMALL URBAN AREA
COUNTY:MARION

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	627,007	0	0	0	0	0	627,007
LF	0	156,752	0	0	0	0	0	156,752
TOTAL 449238 1	0	783,759	0	0	0	0	0	783,759
TOTAL PROJECT:	0	783,759	0	0	0	0	0	783,759
TOTAL DIST: 05	0	25,846,984	3,176,495	3,271,829	3,271,829	3,271,829	0	38,838,966
TOTAL TRANSIT	0	25,846,984	3,176,495	3,271,829	3,271,829	3,271,829	0	38,838,966

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

TRANSIT

=====

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

ITEM NUMBER:431798 3

DISTRICT:05

ROADWAY ID:36000042

PROJECT DESCRIPTION:NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET

COUNTY:MARION

PROJECT LENGTH:.350MI

SIS

TYPE OF WORK:RAIL CAPACITY PROJECT

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPTO	2,611,305	0	0	0	0	0	0	2,611,305
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TRIP	15,066,017	0	0	0	0	0	0	15,066,017
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	592,367	266,191	0	0	0	0	0	858,558
TRIP	71,955	0	0	0	0	0	0	71,955
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPTO	78,094	0	0	0	0	0	0	78,094
DS	507,541	38,890	0	0	0	0	0	546,431
LF	299,907	39,311	0	0	0	0	0	339,218
TRIP	17,713,191	0	0	0	0	0	0	17,713,191
TOTAL 431798 3	36,940,377	344,392	0	0	0	0	0	37,284,769
TOTAL PROJECT:	36,940,377	344,392	0	0	0	0	0	37,284,769
TOTAL DIST: 05	36,940,377	344,392	0	0	0	0	0	37,284,769
TOTAL FLA. RAIL ENT.	36,940,377	344,392	0	0	0	0	0	37,284,769

ITEM NUMBER:426179 1		PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:MISCELLANEOUS CONSTRUCTION		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALL	244,045	20,400	0	0	0	0	0	264,445	
TALN	287,347	0	0	0	0	0	0	287,347	
TALT	799,825	83,250	0	0	0	0	0	883,075	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	0	5,280	0	0	0	0	5,280	
SL	0	0	1,872,596	0	0	0	0	1,872,596	
TALL	0	0	11,289	0	0	0	0	11,289	
TALN	0	0	166,133	0	0	0	0	166,133	
TALT	0	0	1,610,141	0	0	0	0	1,610,141	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
SA	0	50,000	0	0	0	0	0	50,000	
TOTAL 426179 1	1,331,217	153,650	3,665,439	0	0	0	0	5,150,306	
TOTAL PROJECT:	1,331,217	153,650	3,665,439	0	0	0	0	5,150,306	

ITEM NUMBER:436474 2		PROJECT DESCRIPTION:SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:SIDEWALK		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
SL	0	3,910	0	0	0	0	0	3,910	
TALL	0	545	0	0	0	0	0	545	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C									
LF	8,189	0	0	0	0	0	0	8,189	
SL	545	0	0	0	0	0	0	545	
TALL	271,178	0	0	0	0	0	0	271,178	
TALT	28,918	0	0	0	0	0	0	28,918	
TOTAL 436474 2	308,830	4,455	0	0	0	0	0	313,285	

ITEM NUMBER:436474 4		PROJECT DESCRIPTION:SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:SIDEWALK		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
LF	83,765	14,365	0	0	0	0	0	98,130	
TALL	12,000	0	0	0	0	0	0	12,000	
TOTAL 436474 4	95,765	14,365	0	0	0	0	0	110,130	

MISCELLANEOUS
=====

ITEM NUMBER:436474 5		PROJECT DESCRIPTION:LEGACY ELEMENTARY SCHOOL SIDEWALKS					*NON-SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:SIDEWALK	
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	260,159	44,424		0		0	0	304,583
SL	28,181	0		0		0	0	28,181
TALT	7,819	0		0		0	0	7,819
TOTAL 436474 5	296,159	44,424		0		0	0	340,583
TOTAL PROJECT:	700,754	63,244		0		0	0	763,998

ITEM NUMBER:439310 1		PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET					*NON-SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:BIKE PATH/TRAIL	
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
LF	194,476	0	0	0	0	0	0	194,476
TALL	650,316	0	0	0	0	0	0	650,316
TALT	245,472	0	0	0	0	0	0	245,472
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	101	0	0	0	0	0	101
TALT	11,217	0	0	0	0	0	0	11,217
TOTAL 439310 1	1,101,481	101	0	0	0	0	0	1,101,582
TOTAL PROJECT:	1,101,481	101	0	0	0	0	0	1,101,582
TOTAL DIST: 05	3,133,452	216,995	3,665,439	0	0	0	0	7,015,886
TOTAL MISCELLANEOUS	3,133,452	216,995	3,665,439	0	0	0	0	7,015,886
GRAND TOTAL								
	292,620,556	37,222,430	32,653,427	5,103,802	5,103,802	5,103,802	0	377,807,819

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 ☐

ICAR agreement signed in December 2020. This includes the TPO, City of Ocala, Marion County, East Central Florida Regional Planning Council and the Florida Department of Transportation.

Interlocal Agreement, June 21, 2016.

Metropolitan Planning Organization Agreement, May 26, 2022.

Staff Services Agreement with Marion County, January 21, 2020.

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

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

All agreements are located on the TPO's website: <https://ocalamariontpo.org/about-us/agreements/>

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

Please Check: Yes ☒ No ☐

Coordination takes place with the Lake~Sumter MPO on a regular basis. In October 2020, a Joint Planning Agreement between the TPO and MPO was executed and approved by both governing boards. In 2022, the TPO also began working more closely with Hernando-Citrus MPO to coordinate and discuss LOPP priorities and regional transportation issues. Both MPO's share urban areas with the TPO.

The TPO also works closely 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. Future coordination will involve regional TSM&O through a working group.

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

Please Check: Yes ☒ No ☐

The Planning Factors serve the TPO by guiding the transportation planning process.

The TPO integrated the planning factors in the 2045 Long Range Transportation Plan (LRTP) and the Congestion Management Plan (CMP), as referenced in page 7, Table 1.1 of the LRTP and page 8 of the CMP. The TPO also specifically highlighted the planning factors in the FY 2022/23 to 2023/24 UPWP, on page 8.

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

Please Check: Yes ☒ No ☐

The TPO makes a specific emphasis on the 3C process in the introductory section of the FY 22/23 to 23/24 UPWP, page 2. This is done to make it clear to the public and partners that the TPO considers the 3C process integral to all activities and is engrained into our approach to getting the work done.

Continuing: The TPO works continuously 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 updates 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 (FHWA-CPG, legacy 5305d) and one state grant (CTD) monthly and quarterly. Annually, the TPO manages the List of Priority Projects Process to identify the highest priority projects in Marion County for federal and/or state funding.

Cooperative: The TPO cooperates with local, regional and statewide partners. This includes our four governmental partners in 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, Marion Transit, Federal Highway Administration and Federal Transit Administration. These organizations serve on our technical committees, TPO Board, TDLCB 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), the Commitment to Zero Safety Action Plan and List of Priority Projects (LOPP). 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 ☐

The TPO adopted a revised Congestion Management Plan in November 2021. This update included a policy and procedures element and state of system report in one document. The approach to developing this document in part was to ensure it is also federally compliant if/when the TPO becomes part of a TMA. The state of system element of the CMP will be updated in 2023 and include a revised comprehensive roadway database. The CMP is located on the TPO's website:

<https://ocalamariontpo.org/congestion-management-process-cmp/>

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 ☐

The TPO completed a major update to the Public Participation Plan (PPP) in 2021, 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 ☐

The PPP public review period was from November 4, 2020 to December 19, 2020. The document is located on the TPO's website:

<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp/>

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?

The TPO ensures federal funds are expended according to applicable Federal and State laws by making purchases and paying contractors for tasks or activities referenced in the approved UPWP; as needed, coordinating in advance with our FDOT District 5 Liaison regarding a potential expense that may require review; and by researching all applicable federal and state laws. Prior to making any purchases or payments, the TPO Director 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 Director awaits proper guidance until proceeding. The TPO also is careful to only be involved in planning activities and/or events/meetings that are outlined in the UPWP and are federally reimbursable/eligible.

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

The TPO submits invoices to the FDOT District 5 Liaison on a monthly basis for the CPG grant 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 the legacy FTA 5305d grants, invoices are submitted to the FDOT Modal Development 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. Both systems allow the TPO to closely monitor and track the budget and expenditures.

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?

The TPO maintains FHWA CPG and legacy FTA 5305d invoice packets with full backup documentation in electronic folders labeled by 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 full backup documentation per invoice. As outlined in question 5, this information is available for immediate submission to FDOT when requested.

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 in 2022 with our FDOT District 5 Liaison, including following new DBE and Title VI checklists. In 2023, the TPO will submit RFQ packages for GPC and LRTP procurements to FDOT for review.

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 TPO is hosted by Marion County. The TPO provides a monthly indirect Cost Allocation through deductions to accounts by 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 rate is also submitted annually to the District, and included in full invoice packets and the UPWP appendix. The Cost Allocation 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 April 2020 and in the process of being updated in January 2023. 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. The TPO also has assurance language included in the Title VI Plan, all procurements and contracting and a recently created DBE program document in 2022.

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 UPWP, adopted by the TPO Board on April 26, 2022. Additionally, this language was included in the TPO's General Planning Consultant (GPC) Request for Qualifications (RFQ) in 2020, and being included in the upcoming solicitation process in 2023 for a new GPC procurement.

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 ☐

The TPO outlines a formal process in the Title VI Plan for complaint procedures. This document is available on the TPO website under Public Involvement.

<https://ocalamariontpo.org/public-involvement/title-vi/>

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 includes demographic data in its 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 January 2023, the TPO is updating the Title VI Plan to include revised demographic data tied to the 2020 Census.

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 ☐

Over the past three years, the following trainings have been taken by TPO staff:

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

Equity and 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

Accessibility in the workplace – April 7, 2022
Accessibility and Transportation Equity – May 5, 2022
Equity in Transportation Research and Funding – June 23, 2022
Celebration of Americans with Disabilities Act Anniversary – July 26, 2022
Title VI Requirements – Public Involvement – September 9, 2022
Equity in Future Planning – October 27, 2022
Equity and Walkability: Improving Pedestrian Infrastructure in Underserved Neighborhoods – October 13, 2022
Title VI Training - CUTR Institute – November 11, 2022

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 ☐

The TPO outlines in the Title VI Plan a process to document all complaints. Files are 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 ☐

The TPO carefully reviews federal law and state statute to ensure a qualifications-based process is undertaken in coordination and partnership with our host government department, Marion County Procurement Services. The selection process they have developed with the TPO is solely based on qualifications reflective of federal law and state statute.

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 in the Marion County cloud-based server, which includes multiple levels of backups. This information includes all procurement files, management, contracts, scopes of services, budgets and invoice packages. 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 in their respective folders.

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 a Staff Services Agreement with Marion County containing provisions for services involving 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 ☒

The answer provided to this question last year was also no – to existing contracts. Based upon the process to develop new procurements for General Planning Consultant and the 2050 LRTP in 2023, the TPO has ensured all required federal and state language is included along with future contracts. The PAR and DBE checklists are being used as guidance, along with review of the MPO Agreement and peer MPO procurements.

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

Please Check: Yes ☒ No ☐

In November 2022, the TPO developed formal documentation of compliance with the DBE plan through the adoption of a DBE program document. This document was adopted by the TPO Board and posted on the website, located at:

<https://ocalamariontpo.org/disadvantaged-business-enterprise-program-dbe/>

7. Are the MPOs tracking all commitments and payments for DBE compliance?

Please Check: Yes ☒ No ☐

The TPO tracks commitments and payments for DBE compliance. However, since July 2022, the TPO has attempted to gain access to EOC. This has included formally signing up, obtaining TPO Board Chair signature, and taking training and submission of all required paperwork. The TPO is still awaiting access privileges to EOC as of January 11, 2023.

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 took online training for GAP in December 2022. The TPO requests further guidance on professional services information required to be posted in the GAP portal.

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

Please Check: Yes ☒ No ☐

The TPO has provided an Equal Opportunity Statement that was developed in coordination with FDOT and FHWA-FL Division. Based on the development of the RFQ for consultant GPC procurement in 2023, specific DBE language has been included for this process and will be incorporated into all contracts as well.

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 ☐

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.

On November 29, 2022, the TPO adopted Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. The TPO was one of the first, if not the first non-TMA small MPO's in Florida to adopted a Vision Zero plan. This process included a significant effort to build partnerships at the state and local levels and engagement of our citizens.

In April 2022, the TPO adopted a revised List of Priority Projects (LOPP) Policies and Procedures guidance document. The document guides the TPO and partner agencies in the annual development of priority project lists. The end-result of the process is a set of multiple project lists, including an overall top 20 list.

In January 2022, the TPO completed a Transportation Resilience white paper. FDOT recognized this document as a noteworthy small MPO practice. The white paper provides guidance to the TPO and partners about transportation resilience. As part of this project, an online interactive map was developed to highlight the three major vulnerabilities to transportation assets in Marion County, including wildfires, flooding and sinkholes.

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 values the great working relationship with FDOT District 5. The TPO appreciates the emphasis placed by the District on coordination meetings regarding upcoming state projects to ensure local governments have opportunities to review proposed improvements. Additionally, based on changes made in 2022, recognizing the TPO's LOPP as the singular voice for Ocala/Marion County federal and state project priorities will be critical to success. Continuing to build on our communication will also be very important to the working relationship moving forward.



Ocala/Marion County TPO

Joint Certification 2022

1/20/2023

Part 2 – FDOT District

Contents

Purpose.....	2
Certification Process	3
Risk Assessment Process	4
Part 2 Section 1: Risk Assessment	9
Part 2 Section 2: Long-Range Transportation Plan (LRTP)	14
Part 2 Section 3: Transportation Improvement Program (TIP)	15
Part 2 Section 4: Unified Planning Work Program (UPWP)	17
Part 2 Section 5: Clean Air Act.....	19
Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding	20
Part 2 Section 7: MPO Procurement and Contract Review	21
Part 2 Section 8: District Questions.....	23
Part 2 Section 9: Recommendations and Corrective Actions	25
Part 2 Section 10: Attachments.....	26

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 10: 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 10: 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 Risk Assessment Scoring Sheet is available [here](#) on the MPO Partner Library. The frequency of review is based on the level of risk in **Table 1**.

Table 1. Risk Assessment Scoring

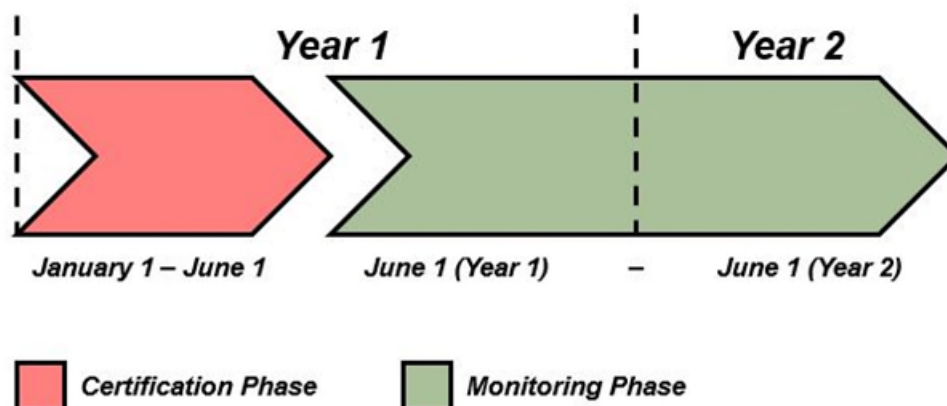
Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

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.

1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in **Figure 1***). During this 6-month period, a Risk Assessment is performed assessing the previous calendar year.
2. Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period starting on June 1 (*The green arrow, Year 1 in **Figure 1***) and ending on June 1 of the following year (*The green arrow, Year 2 in **Figure 1***).

This process takes 18 months in total. On January 1 of each year, the new Certification phase will begin, which will overlap with the previous year's Monitoring phase. **Figure 1** shows the timeline of Risk Assessment phases.

Figure 1. Risk Assessment: Certification and Monitoring Phases



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)
G1L92-17	10/26/21 – 11/19/21	12/13/21	No
G1L92-18	11/21/21 – 12/17/21	1/12/22	No
G1L92-19	12/20/21 – 1/14/22	2/16/22	No
G1L92-20	1/17/22 – 2/11/22	3/28/22	No
G1L92-21	2/14/22 – 3/11/22	4/12/22	No
G1L92-22	12/18/21 – 4/22/22	5/19/22	No
G1L92-23	4/25/22 – 5/20/22	6/14/22	No
G1L92-24	5/23/22 – 6/30/22	7/28/22	No
G2797-1	7/1/22 – 7/31/22	8/22/22	No

G2797-2	8/1/22 – 8/26/22	9/14/22	No
G2797-3	8/29/22 – 9/23/22	10/10/22	No
G2797-4	9/26/22 – 10/28/22	11/28/22	No
G2797-5	8/17/22 – 11/18/22	1/3/23	No
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			13
Total Number of Invoices Submitted			13

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
<i>G1L92-17 (PL) Review Date: 12/31/21</i>	7
<i>G1L92-18 (PL) Review Date: 1/12/22</i>	7
<i>G1L92-19 (PL) Review Date: 2/17/22</i>	7
<i>G1L92-20 (PL) Review Date: 3/28/22</i>	7
<i>G1L92-21 (PL) Review Date: 4/12/22</i>	7
<i>G1L92-22 (PL) Review Date: 5/19/22</i>	7
<i>G1L92-23 (PL) Review Date: 6/14/22</i>	7
<i>G1L92-24 (PL) Review Date: 7/28/22</i>	7
<i>G2797-1 (PL) Review Date: 8/22/22</i>	7
<i>G2797-2 (PL) Review Date: 9/14/22</i>	7
<i>G2797-3 (PL) Review Date: 10/10/22</i>	7
<i>G2797-4 (PL) Review Date: 11/28/22</i>	7
<i>G2797-5 (PL) Review Date: 1/3/23</i>	7
MPO Invoice Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	91

*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
G1L92-23 Reviewed: 01/20/2023	24
*only 24 questions applied	
MPO Supporting Documentation Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	24

**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 10: 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

--

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 10: 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

FY 2022 to 2026 TIP Document Modification # 1.pdf (10/27/2021)
Modification Letter.pdf (10/27/2021)
OM_G1L92_LOA 4_PL_PACKAGE_10-20-2021.pdf (10/27/2021)
Project Tables Original and Modified.pdf (10/27/2021)
Federal Obligations Report_TIP amended.pdf (1/26/2022)
FY 2022 to 2026 TIP Amendment2_TIPamended.pdf (1/26/2022)
January 25, 2022 TPO Board Meeting_AGN.pdf (1/26/2022)
FY 2022 to 2026 TIP Modification #2.pdf (2/11/2022)
Ocala Marion FY22-26_TIPmodified.pdf (2/11/2022)
TIP amendment request.msg (2/11/2022)
2045 LRTP Adopted November 24 2020_LRTP.pdf (3/23/2022)
FY 2022 to 2026 TIP AMENDMENT #3.pdf (3/23/2022)
FY 2022 to 2026_TIP amended.pdf (3/23/2022)
March 22 2022 TPO Board Meeting Agenda and Resolution_AGN.pdf (3/23/2022)
Draft Fiscal Years 2023 to 2027 Transportation Improvement Program.pdf (5/3/2022)
Fiscal Years 2023 to 2027 Transportation Improvement Program.pdf (6/29/2022)
Fiscal Years 2021-22 to 2025-26 Modification - #2.pdf (7/29/2022)
FM 448376-1 modified.pdf (7/29/2022)
OMTPO TIP Amend letter_8-1-22.pdf (7/29/2022)
Pages from 2045 LRTP Adopted November 24 2020.pdf (7/29/2022)
TIP Modification.pdf (7/29/2022)

Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program –
AMENDMENT #1.pdf **(8/24/2022)**

Roll Forward Report – Appendix K.pdf **(8/24/2022)**

TIP Amendments_AGN.pdf **(8/24/2022)**

TPO Page Original – FM 4393314.pdf **(8/24/2022)**

TPO Page Proposal – FM 4393314.pdf **(8/24/2022)**

UPWP Amendment MemoFDOT.pdf **(8/24/2022)**

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 10: 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

Cost Analysis Cert – Mod 9.docx.pdf (10/27/2021)
Fiscal Year 2021 to 2022 UPWP amended October 2021.pdf (10/27/2021)
Pages from October 26, 2021 TPO Board Meeting Agenda Packet.pdf (10/27/2021)
Resolution Signed.pdf (10/27/2021)
UPWP Changes Summary.pdf (10/27/2021)
UPWP Revision Form 2021-#9 jbm.pdf (10/27/2021)
UPWP Revision Form 2021-#9 RH2.pdf (10/27/2021)
UPWP Revision Form 2021-#9.pdf (10/27/2021)
Cost Analysis Cert – Revision #11.docx.pdf (1/26/2022)
FDOT Memo.pdf (1/26/2022)
Fiscal Year 2021 to 2022 UPWP Amended – January 2022.pdf (1/26/2022)
UPWP Revision 11_AGN.pdf (1/26/2022)
UPWP Revision 11_amended.pdf (1/26/2022)
UPWP Revision 11_FDOT Form.pdf (1/26/2022)
UPWP Revision 11_FDOT Form_FTA.pdf (1/26/2022)
UPWP Revision 11_Original.pdf (1/26/2022)
Cost Analysis Cert – Revision#12.docx.pdf (2/11/2022)
Fiscal Year 2021 to 2022 UPWP Modified February 2022.pdf (2/11/2022)
Modified Tables.pdf (2/11/2022)
Original Tables.pdf (2/11/2022)
UPWP Revision 12_FDOT Form rh.pdf (2/11/2022)

UPWP Revision 12_FDOT Form.pdf **(2/11/2022)**
2022-03-28 Draft Review Comments.pdf **(3/14/2022)**
DRAFT Fiscal Year 2023 to 2024 UPWP.pdf **(3/14/2022)**
UPWP Checklist – Draft Review.pdf **(3/14/2022)**
06152022 Ocala-Marion UPWP Approval Letter – Sullivan.pdf **(5/12/2022)**
CostAnalysisCert_Form_OMTPO.pdf **(5/12/2022)**
Fiscal Years 2023 to 2024 UPWP.pdf **(5/12/2022)**
UPWP Checklist – Final Review.pdf **(5/12/2022)**
2022-09-14 UPWP Revision 1_Form-signed FHWA.pdf **(8/24/2022)**
CostAnlaysisCert_Form_OMTPO.docx.pdf **(8/24/2022)**
Fiscal Year 2023 to 2024 UPWP Amendment #1.pdf **(8/24/2022)**
Pages from August 23, 2022 TPO Board Meeting Agenda Packet – UPWP Amendment.pdf **(8/24/2022)**
Proposed Tasks UPWP_amended.pdf **(8/24/2022)**
Proposed Tasks UPWP_original.pdf **(8/24/2022)**
UPWP Revision 1_Form.pdf **(8/24/2022)**
FHWA Funds Closeout Confirmation Form_OMTPO_signed.pdf **(9/12/2022)**
Internal Close-Out form letter V3_OMTPO.pdf **(9/12/2022)**
Fiscal Year 2023 to 2024 UPWP amended#2.pdf **(11/30/2022)**
Pages from Board Meeting Agenda.pdf **(11/30/2022)**
Proposed Tasks UPWP_amended.pdf **(11/30/2022)**
Proposed Tasks UPWP_current.pdf **(11/30/2022)**
Scope of Services – TPO Annual Report.pdf **(11/30/2022)**
UPWP Revision Form 2022.pdf **(11/30/2022)**
UPWP Revision Form 2022_FHWA.pdf **(11/30/2022)**

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(s), 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 CY2022, please 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 2022, the TPO addressed the goals and objectives of the LRTP through three major activities – List of Priority Projects (LOPP) Guidance, Commitment to Zero Safety Action Plan and Transportation Resilience Guidance Paper.

The development of a comprehensive List of Priority Projects (LOPP) Policies and Procedures Guidance document was directly linked to the 2045 LRTP, including all six goals and core plan elements, project lists (Cost Feasible, Needs, Boxed Funds), Freight and High Employment Areas and Equity Areas. Safety and resilience were also key aspects of the new LOPP process linked to goals 3 and 5 of the LRTP. Overall, these areas were integrated into the LOPP criteria scoring and ranking methodology. The LOPP criteria also was developed to integrate the federally required performance measures. The criteria is summarized on page 11 of the LOPP document found on the TPO website. Page 11 specifically shows how the LRTP goals and 2 performance measures were integrated into the scoring.

https://ocalamariontpo.org/wp-content/uploads/2022/05/Ocala-Marion-TPO_LOPP-Policies-Procedures_FINAL_05.02.2022.pdf

PM-1 Safety and PM-3 are reflected in the revised LOPP process.

In 2022, the TPO adopted Commitment to Zero, a Vision Zero safety action plan for our community (Goal 3, LRTP). A major aspect of this plan is the analysis of crashes, in particular fatalities and serious injuries. A High Injury Network was identified, which consists of roadway segments with high numbers of fatalities and serious injuries based on the level of traffic for that corridor. One of the recommended strategies moving forward is to monitor and assess fatalities and serious injuries over time so that project improvements can be addressed at the system-wide level and/or corridor level. Another goal moving forward is to update the LOPP with a Commitment to Zero/Operations project list category to identify high priority locations for future funding consideration.

PM-1 Safety is directly linked to this project.

In 2022, the TPO began an educational process for future resiliency planning through the development of a Resilience Guidance paper. This project is directly linked to Goal 5 of the 2045 LRTP – Protect Natural Resources and Create Quality Places and Objective 5.3 – Improve the Resiliency of the transportation system.

PM-2 Pavement and Bridge and PM-3 System Performance are impacted and/or linked to this project.

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

Further clarity would be beneficial on standard and required federal clauses, language, forms and statements for procurements and contracts. For example, if “boilerplate” information was made available to all MPOs in a similar manner as the UPWP template, that would help make the process more efficient for both procurement and contracting and also the review process for FDOT Districts.

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

The FMPP meetings are a great way to build relationships. Maintaining also one to two meetings in a year in person at the District would be a good way to enhance and maintain good relationship building.

4. Do you find the FDOT Partnering meetings to be beneficial? If so, which topics would MPO staff like to see FDOT expand upon during our partnering meetings in 2023? If not, do you have any recommendations for future workshops?

Yes, they are beneficial and highly informative.

Two ideas. A breakout session involving the TMA MPO's in one group and the non-TMA MPO's in another group. Devote a session that focuses on specific topics and allow for smaller groups to network, discuss issues and openly share ideas. I realize there are many more TMAs vs non-TMAs. So perhaps break into three – i.e. large TMA (over 750,000), TMA and non-TMA.

Some sharing of best operational and managerial practices may be beneficial, such as invoicing, contracting, staffing practices as examples.

5. N/A

N/A

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

N/A

Recommendations

N/A

Corrective Actions

N/A

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

--



TO: Board Members

FROM: Rob Balmes, Director

RE: Performance Management Pavement and Bridge (PM2) and System Performance (PM3) Targets

Summary

Federal law requires State DOTs and TPOs/MPOs to conduct performance-based planning by setting data-driven targets linked to specific measures. In 2017, the Federal Highway Administration (FHWA) published the Pavement and Bridge Condition Performance Measures (PM2) and the System Performance Measures (PM3) Final Rules. These rules established performance measures to assess conditions and reliability for the National Highway System (NHS). Maps of the NHS in Marion County are attached to this memo for reference.

On December 16, 2022, the Florida Department of Transportation (FDOT) established new statewide two and four-year targets for Pavement and Bridge condition and System Performance. As a result, all MPO/TPO's in Florida must also set targets, with the option to support the FDOT statewide targets or establish specific targets for their planning areas. Targets must be adopted by the TPO Board no later than June 14, 2023. The TPO must include the respective targets and annual results in the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).

Pavement and Bridge (PM2)

The PM2 measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS pavement and bridges (by deck area) that are in good or poor condition. FHWA set a threshold for each metric to establish good, fair, or poor condition. Pavement sections that are not good or poor are classified as fair. Bridges are classified as either good or poor.

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

PM2: State Pavement and Bridge Performance Measures and Targets

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

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

System Performance (PM3)

The PM3 measures represent the percentage of miles traveled on the Interstate and non-Interstate NHS that are reliable for all vehicles, and a specific measure for truck reliability. Travel time reliability compares the worst travel times on a road against the travel time that is typically experienced. In general, road miles with a travel time reliability of less than 1.5 are considered reliable.

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

PM3: System Performance Measures and Targets

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

Recommendations

The TPO Board may adopt one of two options:

A. Support the FDOT statewide two and four-year targets for Pavement and Bridge and System Performance

or

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

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

TPO Staff Recommendation

TPO staff recommends **Option A** – the adoption of statewide targets set by FDOT, including specific results for the TPO Planning area in 2021 (most current data available).

FHWA’s vision of performance-based planning is predicated on the approach that it is critical to incorporate a system-level, data driven process to support investments in transportation infrastructure. The data for PM2 performance measures used to set targets is derived from reliable statewide sources, including the FDOT State Materials Office, Office of Maintenance, Transportation Data and Analytics Office. PM3 data is derived from the National Performance Management Research Data Set (NPMRDS), Highway Performance Management System (HPMS) and FHWA.

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

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

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

A transportation system that supports growth, mobility, and safety through leadership and planning

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

PM3: System Performance Measures, Targets and TPO Results

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

Attachment(s)

- Presentation
- Performance Measure Results Data Sources, 2021
- National Highway System (NHS) Maps
- FDOT PM2, PM3 Safety Fact Sheets

Committee Recommendation(s)

The Citizens Advisory Committee (CAC) approved **Option A** by consent only, and the Technical Advisory Committee (TAC) voted to recommend **Option A** on March 14, 2023.

Action Requested

TPO staff is recommending adoption of Pavement and Bridge (PM2) and System Performance (PM3) two-year targets.

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

Pavement/Bridge (PM2) System Performance (PM3)

Two and Four Year Targets



- **Annual Federal Requirement**
- **Pavement and Bridge Condition (PM2)**
- **System Performance (PM3)**

Committee & Board Action

- **TAC and CAC review and action
March 14**
- **Board review and action, March 28**
- **Submission of PM2, PM3 Targets to FDOT
by June 14, 2023**

Pavement and Bridge (PM2)

Pavement Condition Performance Measures

Percent of Interstate pavements in **Good** condition

Percent of Interstate pavements in **Poor** condition

Percent of Non-interstate NHS pavements in **Good** condition

Percent of Non-interstate NHS pavements in **Poor** condition

Ratings = Good, Fair, Poor

Pavement and Bridge (PM2)

Bridge Condition Performance Measures

Percent of National Highway System (NHS) bridges classified as in **Good** condition by deck area

Percent of National Highway System (NHS) bridges classified as in **Poor** condition by deck area

Ratings = Good, Fair, Poor

Pavement and Bridge (PM2)

Pavement Condition

- Evaluated for ride quality (IRI), crack extent and severity, and average depth of wheel-path ruts per FDOT's Pavement Condition Survey.

Bridge Condition

- Based on a 0 to 9 scale (0-4 Poor; 5-6 Fair; 7-9 Good).

System Performance (PM3)

System Performance Measures

Percent of Person-Miles Traveled on the **Interstate** that are Reliable

Percent of Person-Miles Traveled on the **Non-Interstate National Highway System (NHS)** that are Reliable

Truck Travel Time Reliability (TTTR) Index

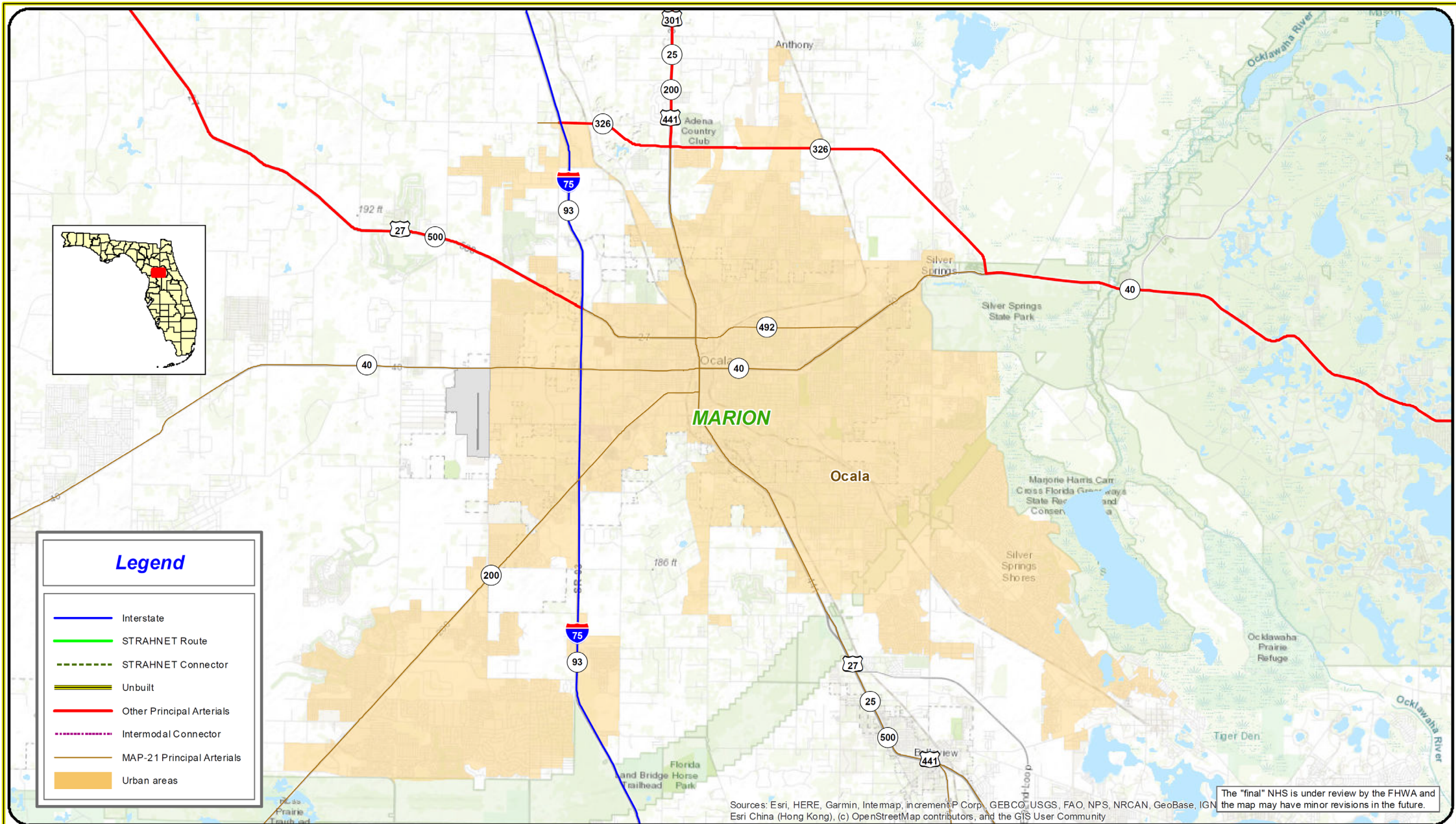
System Performance (PM3)

Travel Time Reliability

- Compares longer travel times (80th percentile) to a normal travel time (50th percentile).

Truck Travel Time Reliability

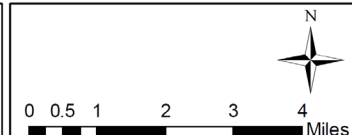
- Compares longer travel times (95th percentile) to the normal travel time (50th percentile) for trucks.

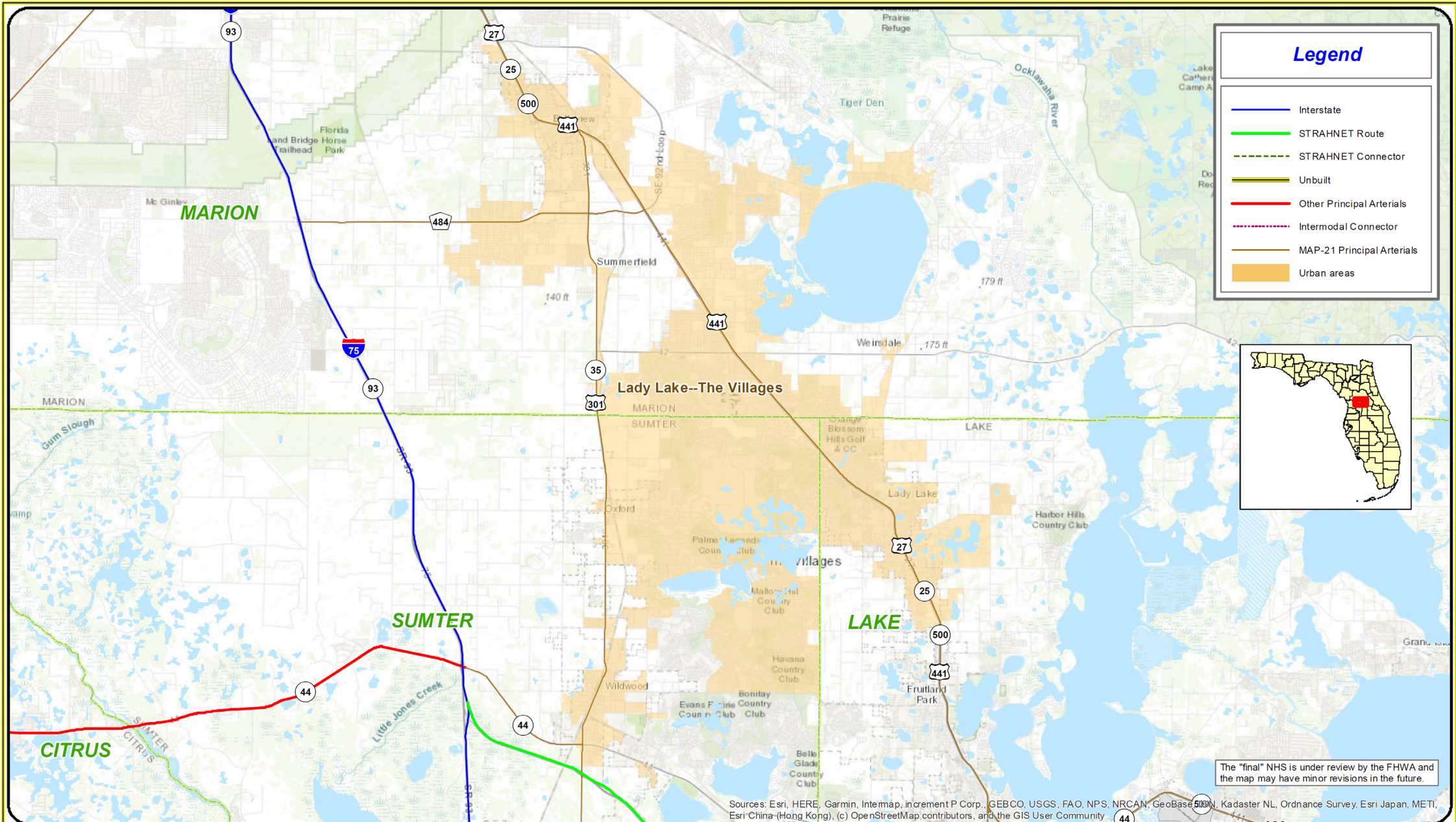


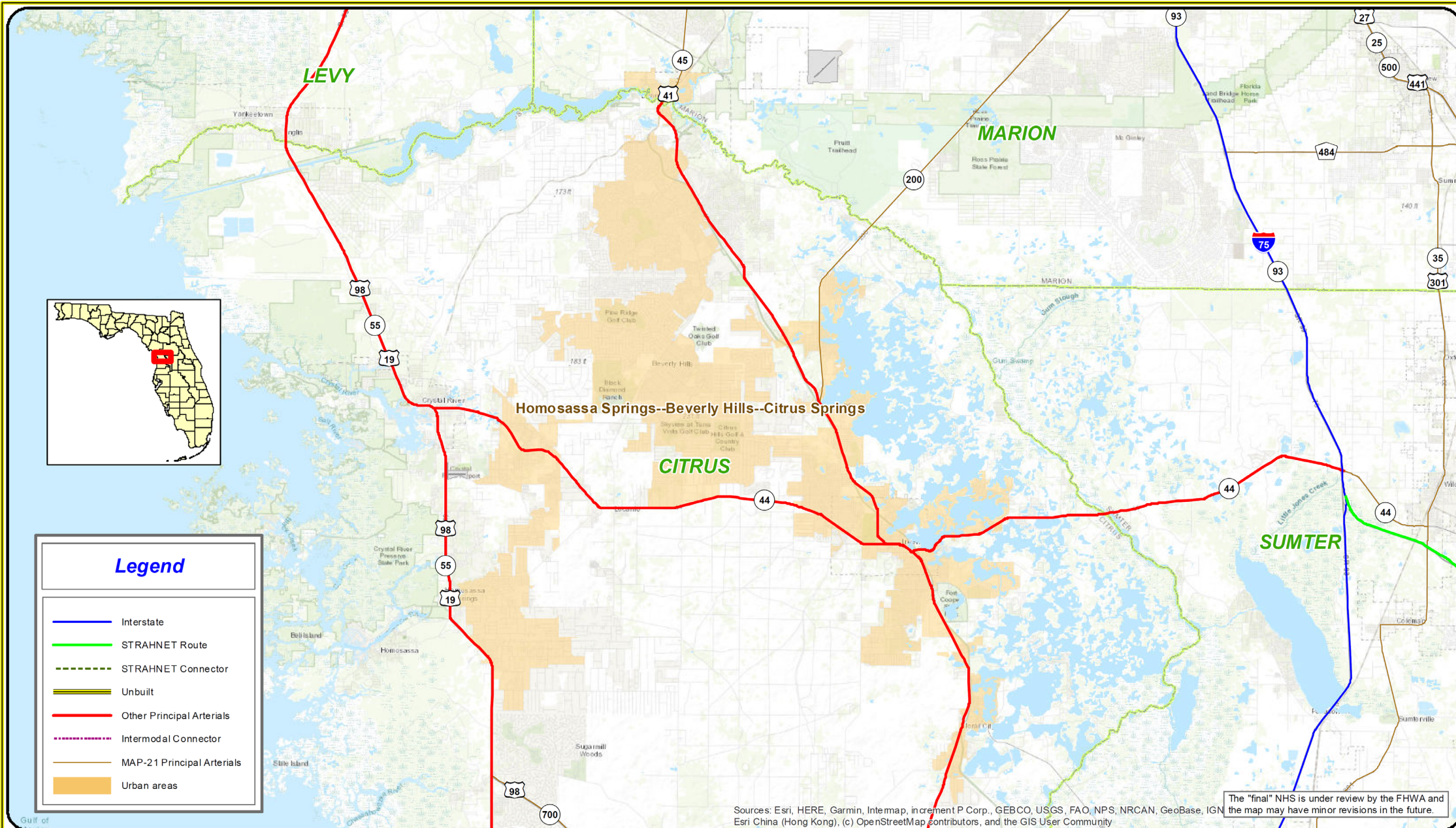
Florida Department
of Transportation
Transportation Data & Analytics

Florida's National Highway System

Ocala - 2/7/2023







State Targets 2-Year, 4-Year

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

State Targets 2-Year, 4-Year

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

State Targets 2-Year, 4-Year

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

Reliable all Vehicles < 1.50

State Target TPO Results

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

State Target TPO Results

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

State Target TPO Results

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

2023 Recommendations

Option A – TPO Recommendation

- Support the FDOT statewide two and four-year targets

All MPO/TPO's in Florida adopted state targets in 2018

Note: When an MPO/TPO adopts State Targets, no changes can be made unless FDOT changes the State Targets.

2023 Recommendations

Option A

- **PM2** performance measures used to set targets is from statewide sources, including the FDOT State Materials Office, Office of Maintenance, Transportation Data and Analytics Office – Statewide Asset Management
- **PM3** data is from the National Performance Management Research Data Set (NPMRDS), Highway Performance Management System (HPMS) and FHWA.

2023 Recommendations

Option B

- Adopt specific Targets for our TPO Planning Area

Pavement Condition by MPOs

Interstate NHS

MPO	MPO Name	% of Interstate pavements in			% of Interstate lane miles with MISSING Data	% of Interstate lane miles with INVALID Data
		Good	Fair	Poor		
01	SPACE COAST TPO	85.1%	14.9%	0.0%	0.0%	0.1%
02	CHARLOTTE CO-PUNTA GORDA MPO	96.6%	3.4%	0.0%	0.0%	0.0%
03	BROWARD MPO	74.5%	25.5%	0.0%	0.0%	0.0%
04	OKALOOSA-WALTON TPO	63.3%	36.7%	0.0%	0.0%	0.0%
05	GAINESVILLE MTPO	94.2%	5.8%	0.0%	0.0%	0.0%
06	HERNANDO/CITRUS MPO	100.0%	0.0%	0.0%	0.0%	0.0%
07	HILLSBOROUGH MPO	72.2%	27.5%	0.3%	0.0%	0.6%
08	INDIAN RIVER COUNTY MPO	97.3%	2.7%	0.0%	0.0%	0.0%
09	NORTH FLORIDA TPO	49.6%	50.1%	0.3%	0.0%	0.5%
10	POLK TPO	66.3%	33.3%	0.4%	0.0%	2.3%
11	LEE COUNTY MPO	95.5%	4.5%	0.0%	0.0%	0.0%
12	MARTIN MPO	90.4%	9.6%	0.0%	0.0%	0.0%
13	MIAMI-DADE TPO	77.7%	22.3%	0.0%	0.0%	0.3%
14	COLLIER MPO	72.3%	27.7%	0.0%	0.0%	0.0%
15	OCALA/MARION COUNTY TPO	64.0%	36.0%	0.0%	0.0%	0.0%
16	METROPLAN ORLANDO	47.7%	49.9%	2.4%	0.0%	16.1%
17	BAY COUNTY TPO	n/a	n/a	n/a	n/a	n/a
18	PASCO COUNTY MPO	75.4%	24.6%	0.0%	0.0%	0.0%
19	FLORIDA-ALABAMA TPO	65.3%	34.1%	0.6%	0.0%	0.0%
20	FORWARD PINELLAS	54.4%	45.6%	0.0%	0.0%	0.7%
21	SARASOTA/MANATEE MPO	87.9%	12.1%	0.0%	0.0%	0.0%
22	ST LUCIE TPO	84.0%	16.0%	0.0%	0.0%	0.0%
23	CAPITAL REGION TPA	55.9%	44.1%	0.0%	0.0%	0.0%
24	RIVER TO SEA TPO	86.2%	12.2%	1.5%	0.0%	0.0%
25	PALM BEACH TPA	59.5%	40.5%	0.0%	0.0%	0.0%
26	LAKE-SUMTER MPO	81.6%	18.4%	0.0%	0.0%	0.0%
27	HEARTLAND REGIONAL TPO	n/a	n/a	n/a	n/a	n/a
	NON-MPO AREAS	64.0%	35.7%	0.3%	0.0%	0.0%
	STATEWIDE	70.5%	29.2%	0.3%	0.0%	0.8%

Note:

- 1 For calculating % of Interstate pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.
- 3 A section is considered to have MISSING data if any of the IRI, Cracking %, Rutting or Faulting values are missing.
- 4 A section is considered to have INVALID data if the distress data is collected in 2017 or earlier (for Interstates) and 2016 or earlier (for non-Interstate NHS).

Pavement Condition by MPOs

Non-Interstate NHS

MPO	MPO Name	% of Non-Interstate NHS pavements in			% of Non-Interstate NHS lane miles with MISSING Data	% of Non-Interstate NHS lane miles with INVALID Data
		Good	Fair	Poor		
01	SPACE COAST TPO	54.0%	45.7%	0.3%	0.0%	8.3%
02	CHARLOTTE CO-PUNTA GORDA MPO	59.8%	38.9%	1.3%	0.0%	0.0%
03	BROWARD MPO	33.4%	65.8%	0.8%	0.0%	0.0%
04	OKALOOSA-WALTON TPO	48.9%	50.7%	0.4%	0.0%	0.5%
05	GAINESVILLE MTPO	37.9%	61.3%	0.8%	0.0%	0.0%
06	HERNANDO/CITRUS MPO	56.1%	43.0%	0.9%	0.0%	0.5%
07	HILLSBOROUGH MPO	41.4%	57.7%	0.9%	0.0%	1.3%
08	INDIAN RIVER COUNTY MPO	55.2%	44.6%	0.2%	0.0%	0.0%
09	NORTH FLORIDA TPO	42.1%	56.3%	1.6%	0.0%	1.2%
10	POLK TPO	42.1%	57.3%	0.6%	0.0%	0.1%
11	LEE COUNTY MPO	51.7%	48.3%	0.0%	0.0%	0.5%
12	MARTIN MPO	52.1%	47.1%	0.9%	0.0%	6.4%
13	MIAMI-DADE TPO	48.9%	50.8%	0.3%	0.0%	0.5%
14	COLLIER MPO	51.4%	48.6%	0.0%	0.0%	0.0%
15	OCALA/MARION COUNTY TPO	51.5%	48.2%	0.3%	0.0%	0.1%
16	METROPLAN ORLANDO	54.6%	45.0%	0.4%	0.0%	0.2%
17	BAY COUNTY TPO	51.4%	48.4%	0.3%	0.0%	0.3%
18	PASCO COUNTY MPO	59.2%	40.1%	0.7%	0.0%	0.0%
19	FLORIDA-ALABAMA TPO	46.1%	52.7%	1.2%	0.0%	1.2%
20	FORWARD PINELLAS	40.8%	58.2%	1.1%	0.0%	2.2%
21	SARASOTA/MANATEE MPO	43.3%	56.3%	0.4%	0.0%	0.3%
22	ST LUCIE TPO	48.6%	50.3%	1.1%	0.0%	0.0%
23	CAPITAL REGION TPA	50.4%	49.5%	0.1%	0.0%	0.0%
24	RIVER TO SEA TPO	43.9%	55.8%	0.4%	0.0%	0.1%
25	PALM BEACH TPA	45.1%	53.7%	1.2%	0.0%	0.0%
26	LAKE-SUMTER MPO	59.5%	40.2%	0.3%	0.0%	1.0%
27	HEARTLAND REGIONAL TPO	43.1%	56.4%	0.5%	0.0%	0.1%
NM	NON-MPO AREAS	48.7%	50.8%	0.5%	0.0%	0.0%
SW	STATEWIDE	47.5%	51.9%	0.6%	0.0%	0.7%

Note:

- 1 For calculating % of Non-Interstate NHS pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.
- 3 A section is considered to have MISSING data if any of the IRI, Cracking %, Rutting or Faulting values are missing.
- 4 A section is considered to have INVALID data if the distress data is collected in 2017 or earlier (for Interstates) and 2016 or earlier (for non-Interstate NHS).

	# BRIDGES	% BRIDGES	DECK AREA	% DECK AREA
RANK				
2-FAIR	6.00	21.43	158,941.63	40.88
3-GOOD	22.00	78.57	229,827.61	59.12
TOTAL	28.00	100.00	388,769.24	100.00

Percent of Person-Miles Traveled on the Interstate that are Reliable

MPO	HERE			INRIX				
	2014	2015	2016	2017	2018	2019	2020	2021
Bay County TPO								
Broward MPO	80.0%	71.0%	67.0%	67.0%	72.5%	76.8%	89.6%	88.3%
Capital Region TPA	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Charlotte County-Punta Gorda MPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Collier County MPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	91.0%
Florida-Alabama TPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Gainesville MTPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Heartland Regional TPO								
Hernando/Citrus MPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Hillsborough County MPO	81.0%	80.0%	75.0%	74.0%	74.6%	74.6%	83.0%	71.0%
Indian River County MPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Lake-Sumter MPO	100.0%	100.0%	100.0%	100.0%	98.2%	100.0%	100.0%	100.0%
Lee County MPO	100.0%	100.0%	100.0%	100.0%	99.0%	99.3%	100.0%	94.1%
Martin MPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100%
METROPLAN Orlando	62.0%	63.0%	71.0%	52.0%	50.5%	54.6%	82.6%	64.8%
Miami-Dade TPO	51.0%	48.0%	48.0%	57.0%	59.4%	56.7%	64.5%	68.3%
North Florida TPO	87.0%	84.0%	75.0%	80.0%	82.5%	84.6%	98.4%	94.0%
Ocala/Marion County TPO	100.0%	100.0%	100.0%	100.0%	100.0%	99.9%	100.0%	100%
Okaloosa-Walton TPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100%
Palm Beach MPO	86.0%	85.0%	86.0%	84.0%	85.4%	78.0%	93.6%	83.1%
Pasco County MPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100%
Pinellas County MPO	81.0%	78.0%	76.0%	77.0%	89.6%	77.9%	99.6%	91.4%
Polk TPO	100.0%	100.0%	100.0%	95.0%	84.0%	82.8%	98.5%	83.8%
River to Sea TPO	100.0%	100.0%	100.0%	100.0%	100.0%	99.7%	100.0%	100%
Sarasota/Manatee MPO	100.0%	97.0%	93.0%	92.0%	93.1%	92.3%	95.9%	92.6%
Space Coast TPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	99.9%	100%
St. Lucie TPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100%
Statewide	88.0%	86.0%	85.0%	82.0%	83.3%	83.4%	92.3%	87.5%

Source: NPMRDS, accessed through RITIS on 5/2/2022

Beginning in 2017, the data source was changed from HERE to INRIX, causing significant shifts in results.

Please see page 4 for details on the PM3 measure methodologies and sources.

Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable

MPO	HERE			INRIX				
	2014	2015	2016	2017	2018	2019	2020	2021
Bay County TPO	84.0%	82.0%	74.0%	95.0%	91.4%	98.4%	98.1%	95.9%
Broward MPO	37.0%	35.0%	36.0%	80.0%	83.4%	86.4%	96.0%	96.4%
Capital Region TPA	63.0%	59.0%	55.0%	88.0%	88.7%	93.1%	95.5%	96.3%
Charlotte County-Punta Gorda MPO	86.0%	77.0%	55.0%	97.0%	96.7%	98.9%	99.0%	99.4%
Collier County MPO	56.0%	46.0%	42.0%	97.0%	98.0%	98.5%	98.7%	97.8%
Florida-Alabama TPO	73.0%	71.0%	59.0%	88.0%	90.3%	90.9%	94.9%	89.8%
Gainesville MTPO	49.0%	44.0%	41.0%	78.0%	85.2%	84.9%	88.9%	93.2%
Heartland Regional TPO	95.0%	94.0%	92.0%	99.0%	99.5%	99.7%	99.4%	99.4%
Hernando/Citrus MPO	80.0%	77.0%	75.0%	96.0%	96.1%	99.1%	97.6%	93.3%
Hillsborough County MPO	65.0%	59.0%	56.0%	79.0%	80.8%	80.9%	93.1%	94.3%
Indian River County MPO	65.0%	57.0%	50.0%	94.0%	95.2%	94.1%	96.9%	94.8%
Lake-Sumter MPO	95.0%	94.0%	92.0%	99.0%	80.8%	97.0%	98.9%	99.7%
Lee County MPO	80.0%	70.0%	66.0%	89.0%	90.1%	89.8%	92.9%	94.8%
Martin MPO	80.0%	63.0%	68.0%	97.0%	97.6%	96.6%	96.8%	98.1%
METROPLAN Orlando	69.0%	67.0%	67.0%	84.0%	85.3%	85.9%	93.1%	94.4%
Miami-Dade TPO	32.0%	31.0%	30.0%	59.0%	64.5%	62.4%	81.7%	76.7%
North Florida TPO	62.0%	59.0%	60.0%	85.0%	86.1%	86.7%	94.2%	93.5%
Ocala/Marion County TPO	71.0%	65.0%	53.0%	91.0%	95.7%	96.2%	97.0%	95.9%
Okaloosa-Walton TPO	79.0%	72.0%	81.0%	90.0%	82.4%	86.0%	94.2%	84.1%
Palm Beach MPO	53.0%	48.0%	48.0%	89.0%	93.0%	94.0%	98.0%	96.8%
Pasco County MPO	83.0%	72.0%	67.0%	88.0%	92.2%	90.6%	93.7%	93.7%
Pinellas County MPO	54.0%	49.0%	47.0%	82.0%	87.0%	86.6%	94.7%	95.7%
Polk TPO	90.0%	88.0%	84.0%	97.0%	98.2%	97.1%	97.7%	97.6%
River to Sea TPO	51.0%	47.0%	39.0%	89.0%	90.9%	90.4%	91.6%	94.6%
Sarasota/Manatee MPO	76.0%	71.0%	60.0%	91.0%	92.6%	91.7%	94.4%	95.0%
Space Coast TPO	57.0%	51.0%	46.0%	92.0%	91.1%	89.5%	94.4%	94.5%
St. Lucie TPO	77.0%	68.0%	60.0%	95.0%	94.0%	96.4%	96.8%	96.8%
Statewide	63.0%	59.0%	57.0%	84.0%	86.2%	86.9%	93.5%	92.9%

Source: NPMRDS, accessed through RITIS on 5/2/2022

Beginning in 2017, the data source was changed from HERE to INRIX, causing significant shifts in results.

Please see page 4 for details on the PM3 measure methodologies and sources.

Truck Travel Time Reliability Index on the Interstate

MPO	HERE					INRIX		
	2014	2015	2016	2017	2018	2019	2020	2021
Bay County TPO								
Broward MPO	1.84	1.97	1.96	1.81	1.60	1.74	1.58	1.56
Capital Region TPA	1.1	1.08	1.08	1.07	1.08	1.08	1.07	1.07
Charlotte County-Punta Gorda MPO	1.11	1.11	1.09	1.14	1.15	1.13	1.13	1.14
Collier County MPO	1.1	1.1	1.14	1.12	1.15	1.16	1.12	1.18
Florida-Alabama TPO	1.16	1.14	1.14	1.19	1.16	1.13	1.17	1.22
Gainesville MTPO	1.06	1.06	1.08	1.11	1.07	1.05	1.05	1.05
Heartland Regional TPO								
Hernando/Citrus MPO	1.1	1.11	1.08	1.09	1.09	1.08	1.05	1.06
Hillsborough County MPO	2.06	1.95	1.96	1.92	1.88	1.89	1.88	1.74
Indian River County MPO	1.11	1.1	1.07	1.08	1.07	1.06	1.06	1.06
Lake-Sumter MPO	1.11	1.16	1.14	1.26	1.23	1.32	1.08	1.44
Lee County MPO	1.14	1.16	1.22	1.30	1.36	1.4	1.25	1.41
Martin MPO	1.1	1.09	1.1	1.11	1.15	1.18	1.11	1.14
METROPLAN Orlando	2.85	2.91	2.8	2.62	2.56	2.62	2.28	2.33
Miami-Dade TPO	4.14	4.56	3.84	2.98	2.86	3.08	2.87	2.46
North Florida TPO	1.57	1.64	1.67	1.67	1.59	1.64	1.34	1.39
Ocala/Marion County TPO	1.11	1.13	1.12	1.29	1.31	1.42	1.13	1.74
Okaloosa-Walton TPO	1.11	1.1	1.1	1.07	1.07	1.17	1.07	1.08
Palm Beach MPO	1.74	1.81	1.84	1.72	1.77	1.86	1.66	1.78
Pasco County MPO	1.16	1.27	1.23	1.15	1.07	1.08	1.06	1.08
Pinellas County MPO	2.27	2.24	2.31	1.89	1.87	2.06	1.71	1.55
Polk TPO	1.14	1.21	1.36	1.49	1.58	1.62	1.37	1.73
River to Sea TPO	1.12	1.2	1.19	1.20	1.19	1.17	1.13	1.14
Sarasota/Manatee MPO	1.29	1.51	1.6	1.45	1.39	1.41	1.28	1.42
Space Coast TPO	1.1	1.09	1.08	1.02	1.11	1.14	1.07	1.08
St. Lucie TPO	1.13	1.11	1.1	1.12	1.12	1.28	1.10	1.11
Statewide	1.42	1.45	1.44	1.43	1.43	1.45	1.34	1.38

Source: NPMRDS, accessed through RITIS on 5/2/2022

Beginning in 2017, the data source was changed from HERE to INRIX, causing significant shifts in results. Please see page 4 for details on the PM3 measure methodologies and sources.

PM3 Methodologies and Data Sources

Methodology

Percent of Person Miles Traveled on the Interstate that are Reliable and Percent of Person Miles Traveled on the non-Interstate NHS that are Reliable

These measures are calculated by determining the Level of Travel Time Reliability (LOTTR) for each reporting segment, rounded to the nearest hundredth. LOTTR is defined as the ratio of the 80th percentile travel time to the 50th percentile travel time using travel time data in 15-minute intervals from the National Performance Monitoring Research Dataset (NPMRDS). The LOTTR metric is calculated for the following time periods:

- AM Peak – 6:00am – 10:00am on Monday – Friday
- Mid-day – 10:00am – 4:00pm on Monday – Friday
- PM Peak – 4:00pm – 8:00pm on Monday – Friday
- Weekends – 6:00am – 8:00pm on Saturday and Sunday

Segments with LOTTR greater than or equal 1.50 during any of the above time periods are considered unreliable.

To obtain person miles traveled, vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. For PM3 measures, all segments in Florida use the national average occupancy of 1.7 published by FHWA.

To calculate the percent of person miles traveled that are reliable on the Interstate, sum the number of person miles traveled on reliable segments and divide by the sum of total person miles traveled.

Truck Travel Time Reliability Index on the Interstate

The Truck Travel Time Reliability Index is also calculated using travel time data in 15-minute intervals from the National Performance Monitoring Research Dataset (NPMRDS). Average travel times are ranked for each segment of the Interstate for each of the following five time periods:

- AM Peak – 6:00am – 10:00am on Monday – Friday
- Mid-day – 10:00am – 4:00pm on Monday – Friday
- PM Peak – 4:00pm – 8:00pm on Monday – Friday
- Weekend – 6:00am – 8:00pm on Saturday - Sunday
- Overnight – 8:00pm – 6:00am on all days of the week

The Truck Travel Time Ratio (TTTR) is calculated for each segment of the Interstate during the time periods by dividing the 95th percentile truck travel time by the 50th percentile truck travel time. The maximum highest TTTR for each segment is then weighted by segment length. The sum of the weighted values are divided by the total Interstate length to calculate the Truck Travel Time Reliability Index.

Data Sources

Performance Measures	System	Performance Metrics	Data Source/Owner	Date Available
Percent of Person-Miles Traveled on the Interstate that are Reliable	Interstate	Level of Travel Time Reliability – 80 th percentile travel time and 50 th percentile travel time for 15-minute intervals during four time periods	Travel time from NPMRDS	January of following year
			AADT from HPMS	January of following year
			Segment Length from NPMRDS	January of following year
			Occupancy Factor provided by FHWA	Ad hoc basis
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	Non-Interstate NHS	Level of Travel Time Reliability – 80 th percentile travel time and 50 th percentile travel time for 15-minute intervals during four time periods	Travel time from NPMRDS	January of following year
			AADT from HPMS	January of following year
			Segment Length from NPMRDS	January of following year
			Occupancy Factor provided by FHWA	Ad hoc basis
Truck Travel Time Reliability Index	Interstate	Truck Travel Time Reliability – 95 th percentile truck travel time and 50 th percentile truck travel time for 15-minute intervals during five time periods	Truck travel time from NPMRDS	January of following year
			Segment Length from NPMRDS	January of following year

NPMRDS – National Performance Management Research Data Set

AADT – Average Annual Daily Traffic

HPMS – Highway Performance Monitoring System

National Performance Management Research Data Set (NPMRDS)

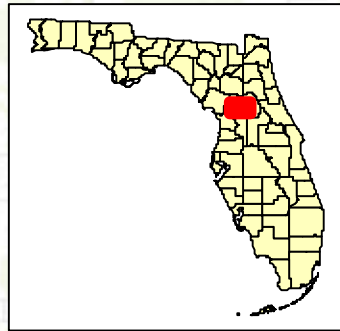
NPMRDS is a national data set of average travel times on the National Highway System provided by FHWA for use in its performance measures and management activities. This data set is also available to DOTs and MPOs to use for their performance management activities.

The first version (v1) of the NPMRDS data set was acquired by FHWA for 2014, 2015 and 2016 using travel time data from the private vendor HERE Technologies. The second version (v2) of the NPMRDS

data set was acquired for 2017 onwards using travel time data from the private vendor INRIX, Inc. This change in vendors for acquiring the NPMRDS data set in 2017 directly impacts the results for performance measures.

In addition to the travel time data, the segment lengths for each roadway segment are also provided by NPMRDS.

Starting in 2017, FHWA includes the AADT reported in HPMS as part of the NPMRDS data sets. However, it should be noted that this causes a temporal mismatch as data submitted through HPMS in one year reflects data collected in the previous year (i.e. traffic counts submitted in 2016 are reflective of 2015 conditions).



Legend

Interstate

STRAHNET Route

STRAHNET Connector

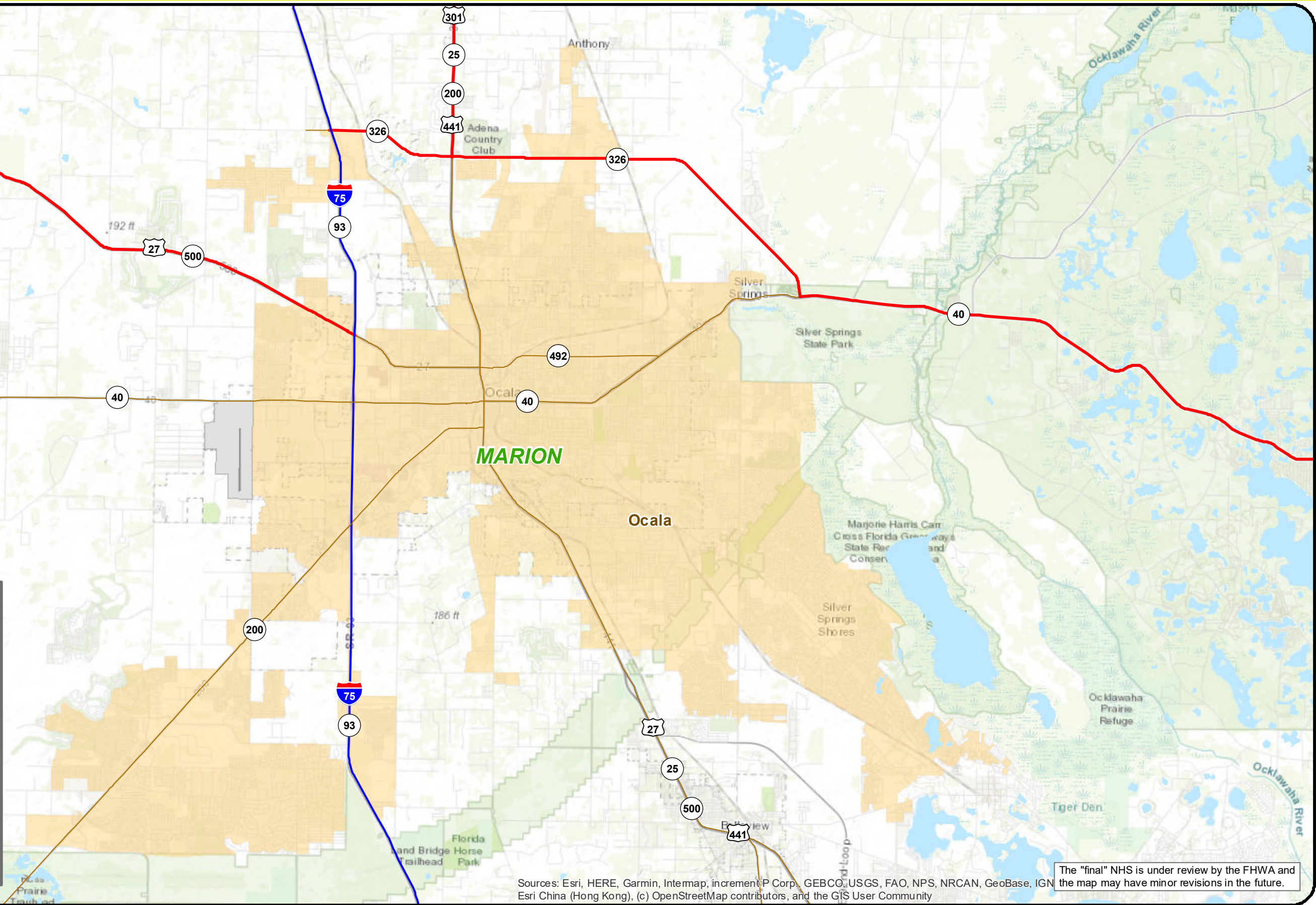
Unbuilt

Other Principal Arterials

Intermodal Connector

MAP-21 Principal Arterials

Urban areas



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

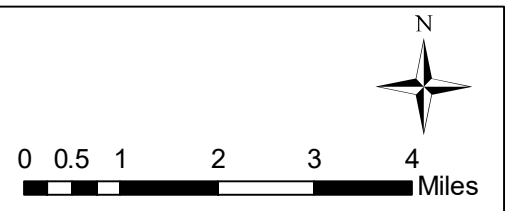
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

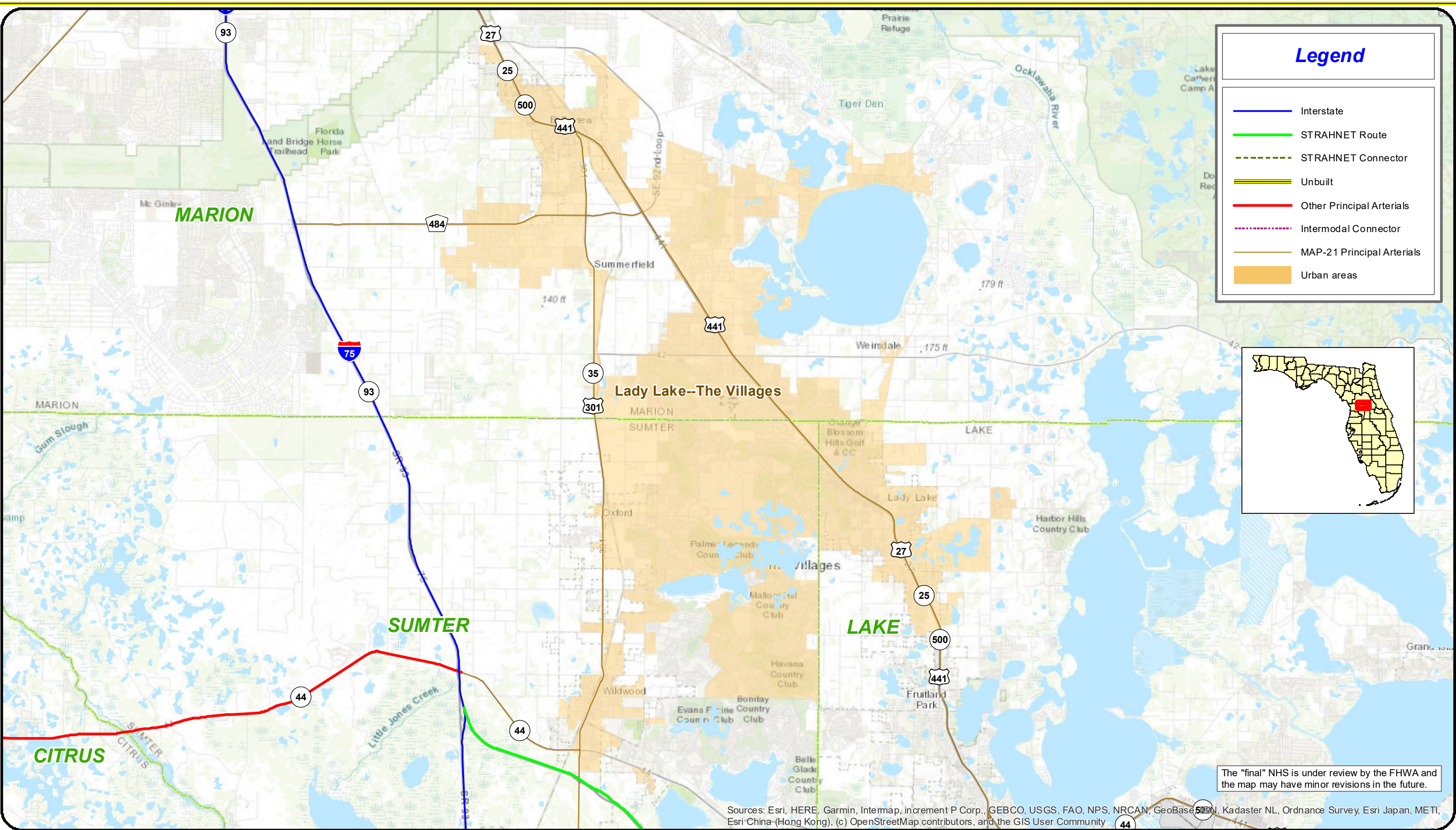


Florida Department
of Transportation
Transportation Data & Analytics

Florida's National Highway System

Ocala - 2/7/2023





Legend

Interstate

STRAHNET Route

STRAHNET Connector

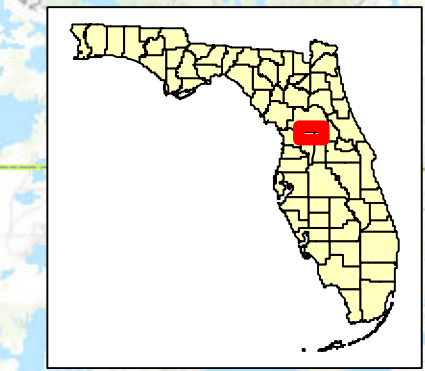
Unbuilt

Other Principal Arterials

Intermodal Connector


MAP-21 Principal Arterials

Urban areas



The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

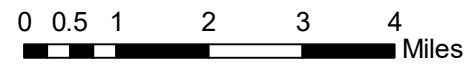

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

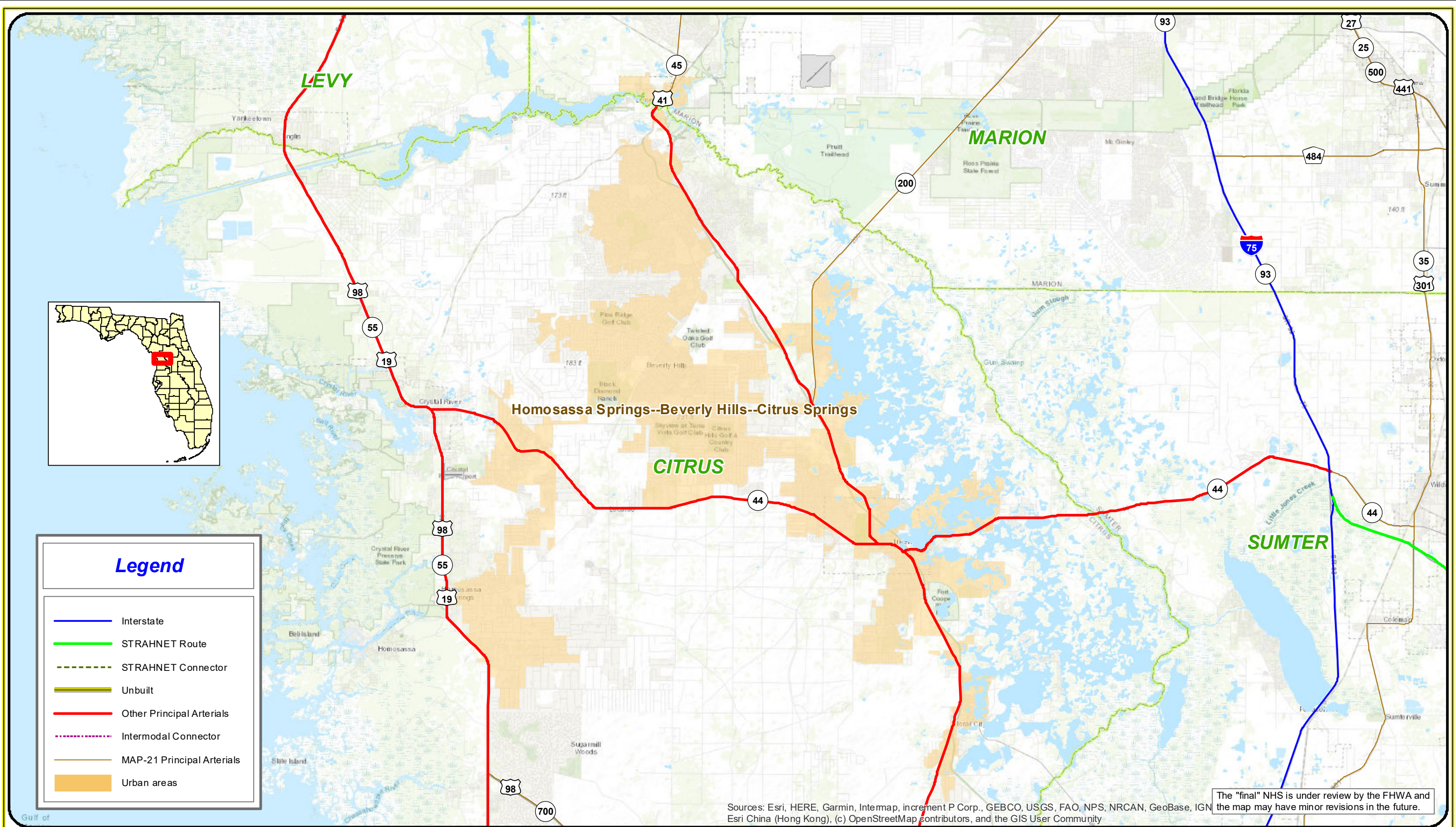


Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Lady Lake, The Villages - 2/7/2023





PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The second Federal Highway Administration (FHWA) performance management rule establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report targets.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

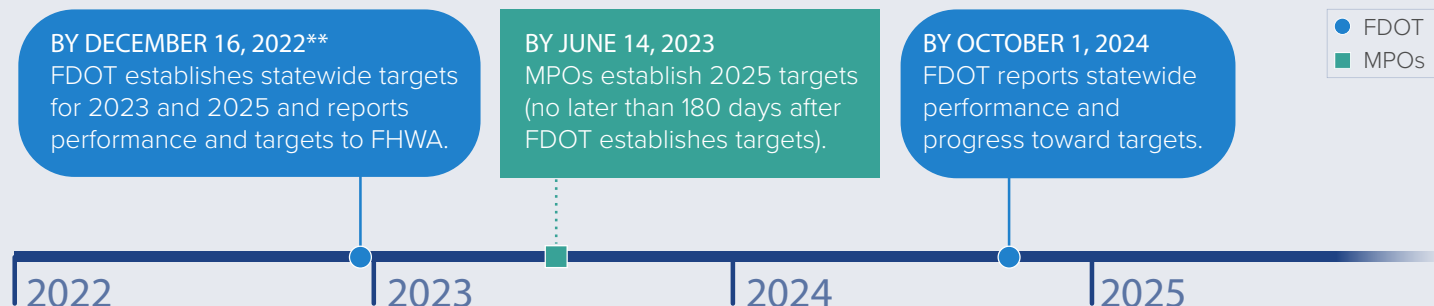
- » Percentage of NHS bridges (by deck area) in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) in **POOR** condition.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

SECOND Performance Period (January 1, 2022 to December 31, 2025)



* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS

NHS Bridges

Year	in Good Condition	in Poor Condition
2017	67.7%	1.2%
2018	66.6%	1.2%
2019	66.2%	1.2%
2020	65.5%	0.5%
2021 (Baseline)	61.3%	0.5%

Interstate Pavements

Year	in Good Condition	in Poor Condition
2017	66.1%	0.0%
2018	54.2%	0.6%
2019	68.0%	0.5%
2020	68.8%	0.6%
2021 (Baseline)	70.5%	0.7%

Non-Interstate NHS Pavements

Year	in Good Condition	in Poor Condition
2017	44.0%	0.4%
2018	39.9%	0.4%
2019	41.0%	0.3%
2020	41.0%	0.3%
2021 (Baseline)	47.5%	1.1%

Source: FDOT and FHWA.

STATEWIDE TARGETS

FDOT established 2023 and 2025 targets for NHS bridge and pavement on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

Performance Measure	2023 Target	2025 Target
Bridge		
% of NHS bridges (by deck area) in GOOD condition	50.0%	50.0%
% of NHS bridges (by deck area) in POOR condition	10.0%	10.0%
Pavement		
% of Interstate pavements in GOOD condition	60.0%	60.0%
% of Interstate pavements in POOR condition	5.0%	5.0%
% of non-Interstate NHS pavements in GOOD condition	40.0%	40.0%
% of non-Interstate NHS pavements in POOR condition	5.0%	5.0%

MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

- » The actual condition/performance level is better than the baseline performance; or
- » The actual performance level is equal to or better than the established target.

FHWA's determination of significant progress toward the 2021 bridge and pavement targets is anticipated in March 2023.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting federal minimum condition standards for NHS bridges and Interstate pavements. If it is not, FDOT must obligate a specified percentage of available funds for maintenance of these facilities.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓
- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓

FOR MORE INFORMATION PLEASE CONTACT

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The third Federal Highway Administration (FHWA) performance management rule establishes measures to assess the reliability of passenger and truck freight travel on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their targets.*

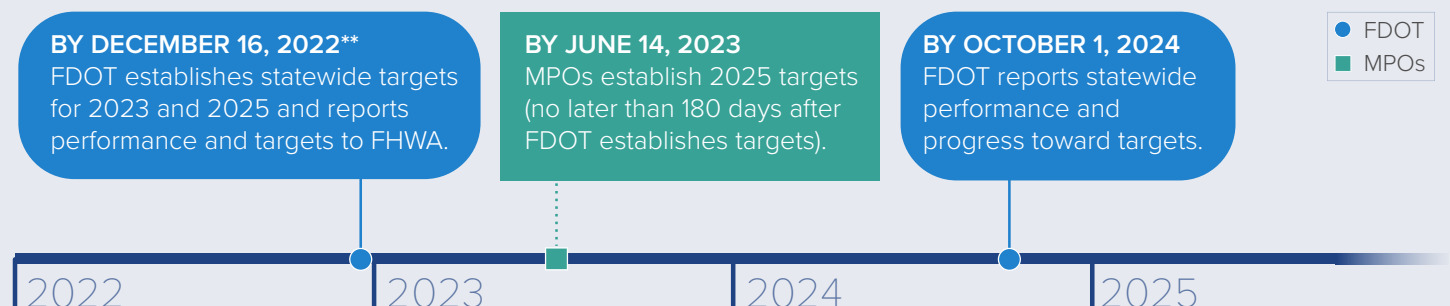
PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80 th percentile) to a normal travel time (50 th percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95 th percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

The PM3 rule also defines measures for assessing the CMAQ Program that apply only to states and MPOs that are in a designated air quality non attainment areas or maintenance areas. Florida does not have any applicable areas, therefore the CMAQ measures are not addressed in this fact sheet.

TIMELINE

SECOND Performance Period (January 1, 2022 to December 31, 2025)



* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

Percent of person-miles traveled on the Interstate that are reliable



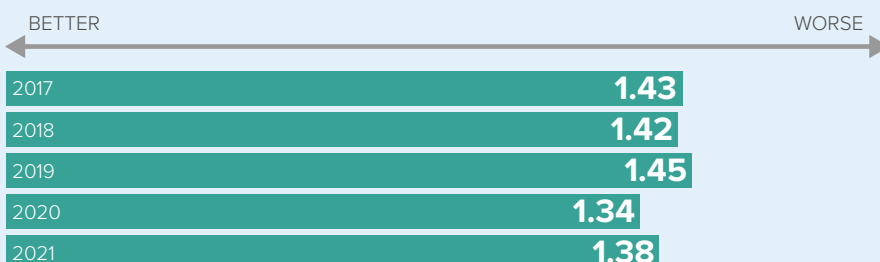
NON-INTERSTATE NHS RELIABILITY

Percent of person-miles traveled on the non-Interstate NHS that are reliable



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS).

STATEWIDE TARGETS

FDOT established the following 2023 and 2025 targets on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

PERFORMANCE MEASURE	2023 TARGET	2025 TARGET
INTERSTATE RELIABILITY	75.0%	70.0%
NON-INTERSTATE NHS RELIABILITY	50.0%	50.0%
TRUCK RELIABILITY	1.75	2.00

MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

- » The actual performance level is better than the baseline performance; or
- » The actual performance level is equal to or better than the established target.

FHWA's determination of significant progress toward the 2021 interstate reliability and truck reliability targets is anticipated in March 2023. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight congestion analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905



TO: Board Members

FROM: Rob Balmes, Director

RE: 2023 Board Meeting Schedule Request

Summary

Due to activities involving the TPO's upcoming proposed updates to the Congestion Management Process and Online Safety Dashboard and Report, an August 22 Board meeting is proposed. The contracts with the consultant teams that would be involved in these activities expire on August 31, 2023. Therefore, these activities and corresponding presentations will need to take place in August prior to the end of the contracts.

Attachment(s)

- Proposed 2023 Updated Board Meeting Schedule

Action Requested

TPO staff is recommending approval of the addition of a Board meeting on August 22, 2023.

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



2023 TPO Board Meeting Schedule

Ocala Marion Transportation Planning Organization (TPO) 2710 E. Silver Springs Blvd.,
Ocala, FL 34470 ocalamariontpo.org
(352) 438-2630

Transportation Planning Organization (TPO) Board – 4:00 p.m.

All scheduled TPO Board meetings are held on the fourth Tuesday of the month.
TPO Board meetings will be held at the Marion County Board of County Commissioners Auditorium,
601 SE 25th Ave., Ocala, FL 34471

January 24, 2023

February 28, 2023

March 28, 2023

April 25, 2023

May 23, 2023

June 27, 2023

***Proposed August 22, 2023**

September 26, 2023

October 24, 2023

November 28, 2023

Meeting Deadlines and Public Notices

TPO Board meetings take place on the 4th Tuesday of the month when scheduled.

Agenda Item Submission Deadlines:

- To TPO by **Friday 5:00 PM**, prior to the Tuesday 7-day public notice.
(12 days in advance of meeting)

Agenda and Public Notices:

- Public notices and agendas are sent 7-days prior to the meeting per Florida Sunshine Law, Board Bylaws and the TPO's adopted Public Participation Plan (PPP).

Contacts for Agenda Items:

Shakayla Irby

Shakayla.Irby@marionfl.org

Rob Balmes

Rob.Balmes@marionfl.org



TO: Board Members

FROM: Rob Balmes, Director

RE: SunTran Grant Letter of Support

Summary

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

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

Upon approval by the TPO Board, the Director will draft a letter of support for Chair Curry's review and signature.

If you have any questions about the TIP amendment, please contact me at: 438-2631.



SunTran

FY 2023 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

TPO Board

March 21, 2022





Presentation Overview

- What is FTA Low or No Program?
- Why SunTran Needs to Apply?
- How MPO Can Help?

Competitive Program Descriptions

Low-No Program

“The **Low-No Program (5339(c))** provides funding for the purchase or lease of zero-emission and low-emission transit buses, as well as for the acquisition, construction, or leasing of supporting facilities and equipment.”

Buses and Bus Facilities Competitive Program

“The **Grants for Buses and Bus Facilities Program (5339(b))** authorizes FTA to award grants to assist in the financing of buses and bus facilities capital projects including:

- 1) Replacing, rehabilitating, purchasing, or leasing buses or related equipment
- 2) Rehabilitating, purchasing, constructing, or leasing bus-related facilities”



Why SunTran Needs to Apply?

1. Rapid Population Growth

The population influx into Marion County has reached unprecedented level (9,880 people moving in annually)

2. Elevated Pollution levels

Ocala ranks the 13th place out of 67 Florida counties regarding NO_x and $\text{PM}_{2.5}$, and 14th place out of 67 Florida counties regarding PM_{10}

1 Source: Ocala/Marion County Chamber and Economic Partnership

2 Source: 2017 NEI Data



Why SunTran Needs to Apply?

3. Consistency with Local and Regional Priority

Local and regional plans calls for efficient transit service for underserved communities.

4. Identified Unfunded Transit Needs

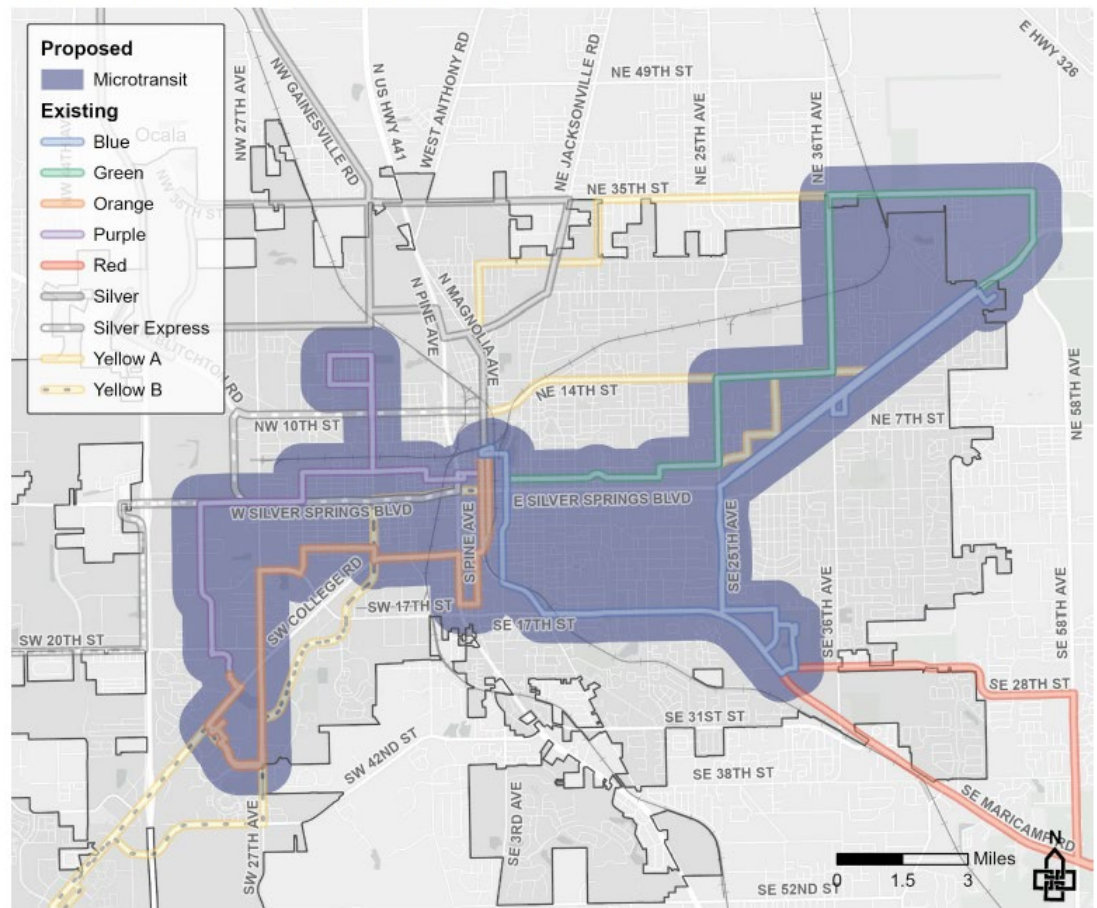
Latest SunTran TDP identified unfunded transit needs
(Details on the following slides)

Why SunTran Needs to Apply?

Latest SunTran TDP identified unfunded Needs:

- Peak-hour frequency improvement to core routes
- Sunday Microtransit service

Figure 8-14 | Proposed Sunday Microtransit Zone Area

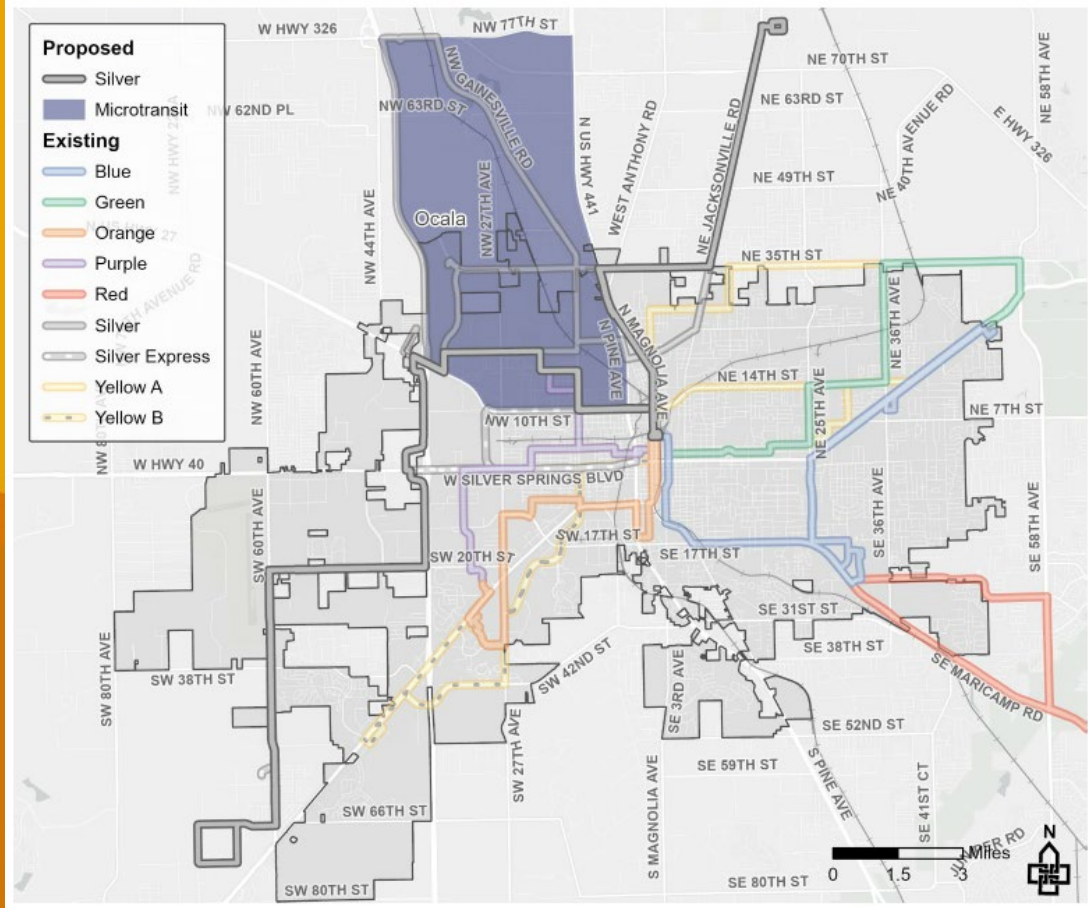


Why SunTran Needs to Apply?

SunTran TDP identified unfunded Needs:

- Northwest Ocala Microtransit Service

Figure 8-8 | Silver Route Realignment

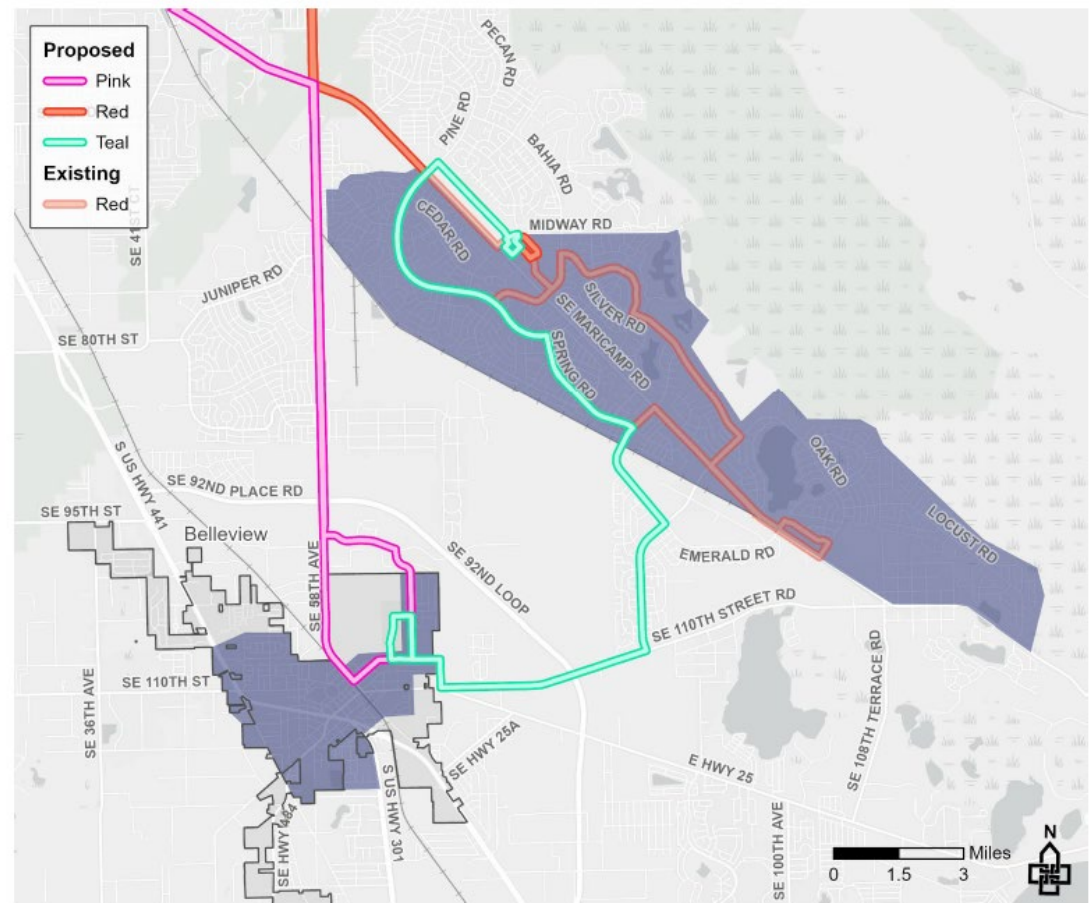


Why SunTran Needs to Apply?

SunTran TDP identified unfunded Needs:

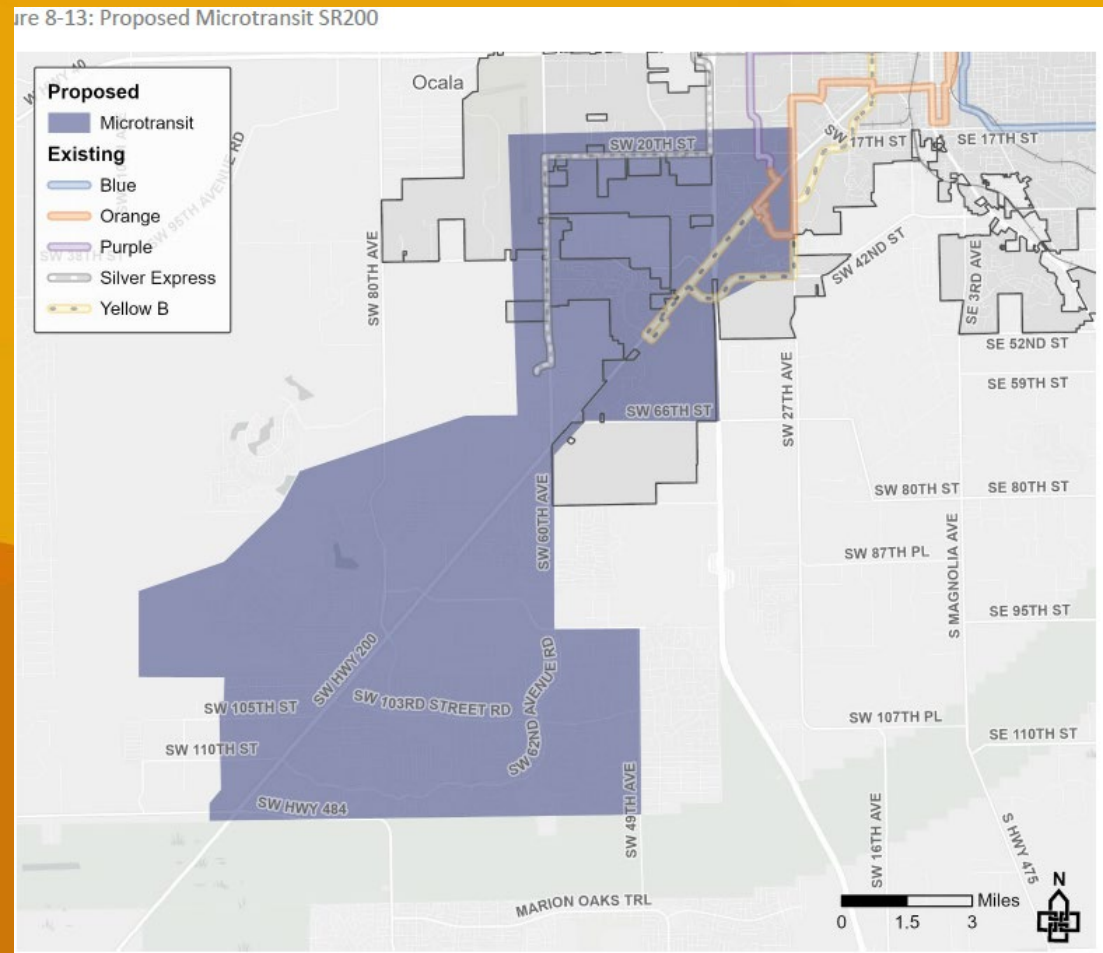
- Silver Springs Shores Microtransit Service
- Belleview Microtransit

Figure 8-12 | Proposed Silver Springs Shores and Belleview Route





- SW SR-200 Microtransit Services
 - North
 - Central
 - South

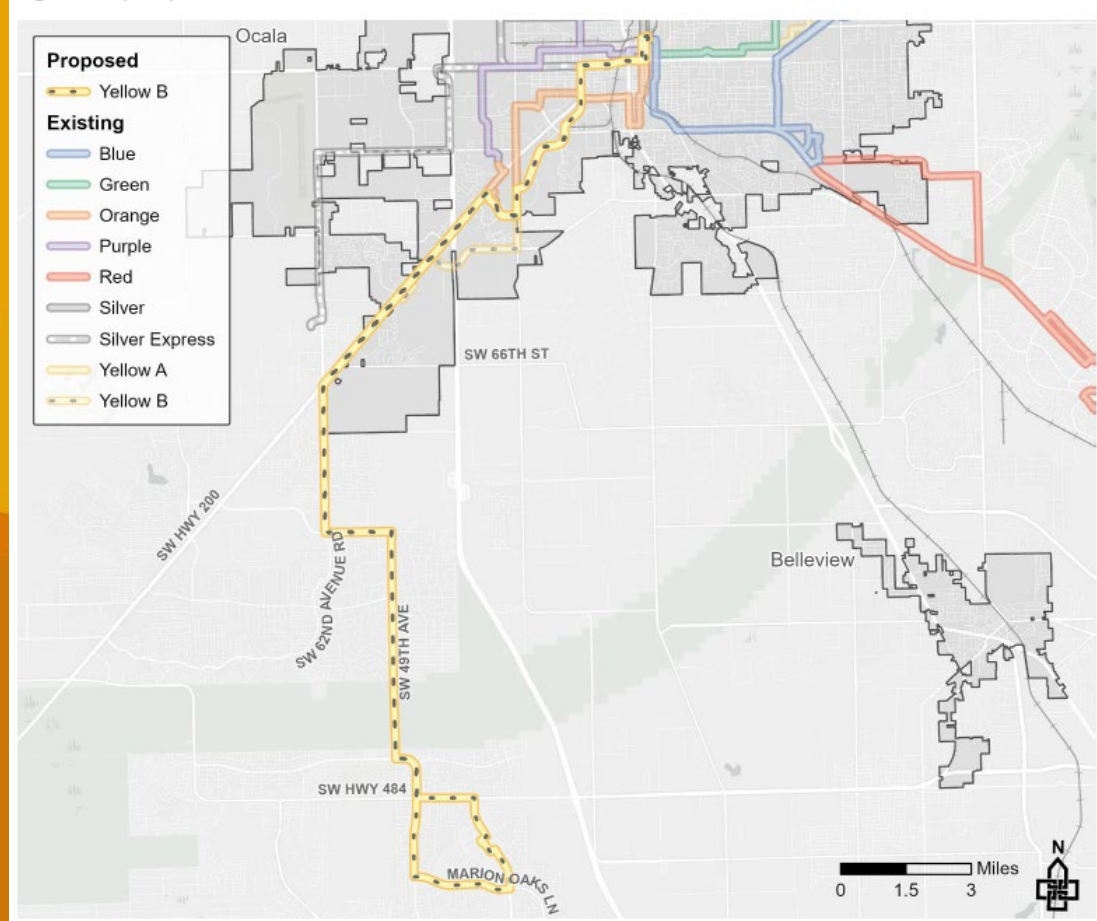


Why SunTran Needs to Apply?

SunTran TDP identified unfunded Needs:

- SR 200 Corridor Fixed Route

Figure 8-9 | Proposed Marion Oaks Route





How MPO can Help?

1. Provide a letter of support to support SunTran's application.
2. Ensure a TIP/STIP amendment process is completed, should this project be selected for funding.



TO: Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: Community Transportation Coordinator Annual Evaluation

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. 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.

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) as the Designated Official Planning Agency (DOPA). 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:

- audits
- series of interviews
- quality checks
- rider call surveys
- 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

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

place and being adhered to. All vehicles were on a maintenance schedule and in good working order. The drivers are trained with continual training updates. There is a zero tolerance substance abuse policy enforced complete with pre-employment drug and alcohol background checks. The riders speak highly of the overall system and feel that they are being provided a quality service.

The TPO has provided a few recommendations as well as commendations as a result of our evaluation.

Recommendations:

The pertinent phone numbers on each bus continues to be too small. 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 larger and centralized so that those seated on opposite sides of the isle are still able to see the numbers. Also, for distance viewing from the back of the bus, and the wheelchair riders that are secured in the very back.

Commendations:

Marion Transit continues to make the changes required to maintain happy riders. Last year the TPO recommended a sealed drop box for comments so that riders could provide input on an ongoing basis. This led to an additional day being added to the Blue line in Dunnellon. The comments were unanimous that the riders wanted Friday added to the Blue Line. We commend MT for readily and eagerly making the necessary changes requested by their riders.

We want to extend a very special thanks to our volunteers that are members currently serving on our TDLCB Board. These volunteers took time out of their work schedules to call our TD riders for a quick survey and/or a ride-along. Thank you to:

Call Survey:	Susan Hanley	Department. of Elder Affairs
	Tracey Sapp	Department of Health
	Brandon Palermo	Center for Independent Living
	Jeffrey	Department of Veterans Affairs
Ride-along:	Andrea Melvin	Center for Independent Living
	Liz Mitchell	Ocala Marion TPO

We wish continued success to Marion Transit, their drivers and staff.

Attachment(s)

Copy of the Commission for the Transportation Disadvantaged evaluation workbook.

Action Requested

None – Informative only. Any additional comments and/or suggestions please contact Liz Mitchell, liz.mitchell@marionfl.org.

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

CTC

EVALUATION WORKBOOK

Florida Commission for the



Transportation Disadvantaged

CTC BEING REVIEWED: Marion Transit Services

COUNTY (IES): Marion

ADDRESS: 1101 SW 20th Ct., Ocala, FL 34471

CONTACT: Clayton Murch **PHONE:** 352-620-3519

REVIEW PERIOD: 1/2022 - 12/2022 **REVIEW DATES:** 2/2023

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: 2/2022)
- ☒ 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 Resource	2800 SE Maricamp	Ocala, FL	352.387.2210	Sean McLaughlin
Florida Center for the	1411 NE 22nd Ave.	Ocala, FL	352.873.4700	Anissa Pieriboni

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?

Riders call in and MT's staff directs calls as needed to appropriate area.

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?

Complaints are resolved in-house. However, if unable to resolve they will then be
refer to the TD helpline.

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?

This is provided at the time of application. Brochures are also available on the bus or on-site and are distributed to local merchants, neighborhoods and through the mail. Information is also available on line on the website.

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?

They are required to provide various documents to meet eligibility. They are vetted through a process that considers physical abilities, age, medical conditions, income level and location or residence.

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?
Lorraine DeMauex	6061 SW 84th St., Ocala, FL 34476	1/20/23	Yes
Cindy Gunion	17425 SE 24th Ct., Summerfield, 34491	1/23/23	Yes
Frances Miller	10968 SW 80th Ct., Ocala, 34481	1/12/23	Yes
Angela Ribauda	9511 SE 168th Elderberry PL, The Villages, 32162	11/21/22	Yes
Peter Valladdres	9273 SW 82nd Terr, Ocala, 34481	1/27/23	Yes

13. WHAT INNOVATIVE IDEAS HAVE YOU IMPLEMENTED IN YOUR COORDINATED SYSTEM?

Our two current deviated routes function well and now attempting to attain new deviated fixed routes. In partnership with our planning agency we are acquiring an analysis of the counties most needed, equity areas to determine the area to institute a new deviated route. Extensive focus on defensive driving, hazard identification and reducing the potential for accidents, specifically road safety.

14. ARE THERE ANY AREAS WHERE COORDINATION CAN BE IMPROVED?

MT maintains vigilance in looking for ways to improve the efficiency of the system. However funding limitations can be a hinderance.

15. WHAT BARRIERS ARE THERE TO THE COORDINATED SYSTEM?

Attempting to keep up with increasing demand in a timely fashion and the increased work load of coordinating with other entitites.

16. ARE THERE ANY AREAS THAT YOU FEEL THE COMMISSION SHOULD BE AWARE OF OR CAN ASSIST WITH?

Assist in providing awareness to more funding opportunities.

17. WHAT FUNDING AGENCIES DOES THE CTD NEED TO WORK CLOSELY WITH IN ORDER TO FACILITATE A BETTER-COORDINATED SYSTEM?

All agencies that have the ability to assist with funding. Visibility to other available grant opportunities.

18. HOW ARE YOU MARKETING THE VOLUNTARY DOLLAR?

Not at this time. 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	9/14/22	1/31/23

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: None

- 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?

Monitoring occurs daily, each bus contains cameras and software that provides visual and audio, as a result they are monitored at various intervals throughout the day.

Is a written report issued to the operator? ☐ Yes ☒ No

If **NO**, how are the contractors notified of the results of the monitoring?

An email or a meeting if needed, and disciplinary action is taken at the time of an incident.

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS COORDINATION CONTRACTORS AND HOW OFTEN IS IT CONDUCTED?

There is no set schedule but monitored annually. Review of documents, driving credentials and triannual certificate.

Is a written report issued? ☐ Yes ☒ No

If **NO**, how are the contractors notified of the results of the monitoring?

There is no report provided unless there is a disciplinary or counseling associated with the review.

WHAT ACTION IS TAKEN IF A CONTRACTOR RECEIVES AN UNFAVORABLE REPORT?

Depending on the circumstances, a corrective action plan is initiated.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

ASK TO SEE DOCUMENTATION OF MONITORING REPORTS. will send

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 services. 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 on the school bus system.

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 maintains constant vigilance on 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?

Riders are re-evaluated and transitioned to SunTran services if they are deemed eligible on a continual basis. This is done through a mapping system in accordance with where the riders reside.

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.

TD fund applications are presented to the LCB for review and approval prior to submittal 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 and procedures. 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 guidelines and service is provided in accordance with availability following the priorities/guidelines set.

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 8:00am - 5:00pm or until all return trips/passengers are completed.

2. Hours of Intake:

Passengers are requested to make appointments between 7am and 5pm so they can be picked up to two hours prior and returned home within service hours. Riders living in outlying areas may need to be ready up to three hours prior to pickup time.

3. Provisions for After Hours Reservations/Cancellations?

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 placed (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?

Starting wages for drivers were raised from \$13.00 to \$15.00 an hour

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?

The 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?

The coverage rates are \$100,000 per person and \$300,000 per incident.

HOW MUCH DOES THE INSURANCE COST (per operator)?

Operator	Insurance Cost
Marion Transit Services	\$ 227,714

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 5/14/21, 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-
Aquino	Yes	3/24/22	N/A	8/11/22	4/26/22	TAPCO
Baker	Yes	6/25/22	N/A	8/11/22	6/16/20	TAPCO
Desmarais	Yes	8/1/22	N/A	8/11/22	8/4/22	TAPCO
Formella	Yes	1/11/23	N/A	8/11/22	8/17/20	TAPCO
Garcia	Yes	1/12/23	N/A	8/11/22	1/25/21	TAPCO
Gray	Yes	9/1/22	N/A	9/15/21	9/14/21	TAPCO
Hamilton	Yes	1/27/22	N/A	8/11/22	11/17/20	TAPCO
Hickle	Yes	9/15/21	N/A	8/11/22	5/4/22	TAPCO
Joseph	Yes	11/30/21	N/A	11/19/20	12/13/22	TAPCO
Menger	Yes	7/27/22	N/A	8/11/22	8/2/22	TAPCO
Osbourne	Yes	10/13/22	N/A	8/11/22	10/27/20	TAPCO
Pizarro	Yes	12/22/22	N/A	8/11/22	10/20/20	TAPCO
Porter	Yes	4/27/22	N/A	8/11/22	7/21/20	TAPCO
Rodriguez	Yes	6/29/22	N/A	8/11/22	2/10/23	TAPCO
Taylor	Yes	8/3/22	N/A	8/11/22	8/11/22	TAPCO

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: 7/22/22

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	33.76				
Wheelchair	57.88				
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 toll free contact information posted as well as readily available from the driver.
Vehicle Cleanliness	The entire bus is misted with a disinfectant at the end of the day and all hard surfaces are wiped down, any debris is removed. 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 and or 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	All vehicles have a sign posted stating smoking, eating and drinking is prohibited on board the vehicle.

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. They are regularly maintained and make sure they are always functioning properly.
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 for drivers to be trained.
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 assist to ensure bags are safely stowed on vehicle.
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.

There are no vehicles that have been 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): Vehicle #2111

Type of Vehicle: ☐ Minivan ☐ Van ☐ Bus (>22')
☐ Minibus (<= 22') ☒ Minibus (>22')

Person Conducting Review: Liz Mitchell - Ocala Marion TPO

Date: 2/10/23

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	47	47	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 2022 / 2023 GRANT QUESTIONS

The following questions relate to items specifically addressed in the FY 2022 / 2023 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 2022-2023)

☒ 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 2022 - 2023)

☒ Yes ☐ No

STATUS REPORT FOLLOW-UP FROM LAST REVIEW(S)

DATE OF LAST REVIEW: _____

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: 2/6/23

Please list any special guests that were present:

Location: ~~000~~ Ocala

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: 2/6/23

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

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin
Date of Call: 2/6/23

County: Marion
Funding Source: ADA

1) Did you receive transportation service on 2/6/23? ☒ 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 # 4

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 # 4.

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 # 6

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? (Permission granted by _____ for use in publications.)

Additional Comments:

Only way to get to medical appointments

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin
Date of Call: 2/6/23

County: Marion
Funding Source: TD

1) Did you receive transportation service on 2/6/23? ☒ Yes or ☐ No

2) Where 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

first trip

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 4

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 # 4.

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 # 6

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 granted by _____ for use in publications.)

Additional Comments:

saves lot of mileage + gas

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin
Date of Call: 2/6/23

County: Marion
Funding Source: TD

1) Did you receive transportation service on 2/6/23? ☒ Yes or ☐ No

2) Where 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

1-2 times/month

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 4

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 # 4.

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 # 6

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 granted by _____ for use in publications.)

Additional Comments:

I wish they could take me more places

Very important to me

RIDER/BENEFICIARY SURVEY

Staff making call: Andrea Melvin
Date of Call: 2/6/23

County: Marion
Funding Source: TD

1) Did you receive transportation service on 2/6/23? ☒ Yes or ☐ No

2) Where 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

1-2 x per month

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 4

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 # 4.

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 # 6

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

8) What does transportation mean to you? (Permission granted by _____ for use in publications.)

Additional Comments:

It's how I can get to my medical appointments



Actual Trips Summary - FL_Marion

For Time Period: 2/6/2023

Printed: 2/6/2023 7:33:32AM

Run Name: Unassigned
Driver Name: William A. Ashberger

Vehicle: Bus 2001

Driver

Ashberger

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.
Currie, Glenn	9:30:00AM	Shady Acres 8660 SW 27th Ave # 7 Ocala, FL 34476	10:00:00AM	Ocala Dental Care 2415 SW 27th Ave Ocala, FL 34471	Ambulatory	\$ 0.00	(352) 873-4498

Request Time: 10:00 am

Funding Source: TD

Assistance Needs: General Comments [Gate Code *7111 F/W]

Delapiente, Margaret	9:45:00AM	Highlands @ Heathbrook 5101 SW 60th St Rd #4104 Ocala, FL 34474	10:15:00AM	Marion Physician Assoc 1040 Sw 2nd Ave Ocala, FL 34471	Ambulatory	\$ 2.00	(352) 304-6664
----------------------	-----------	---	------------	--	------------	---------	----------------

Request Time: 10:15 am

Funding Source: TD

Assistance Needs:

Nelson, Donald	9:45:00AM	Shady Road Villa MHP 9100 Sw 27th Ave -#A3 Ocala, FL 34476	10:15:00AM	Boissoneault Oncology 2020 Se 17th St Ocala, FL 34471	Ambulatory	\$ 2.00	(352) 553-6314
----------------	-----------	--	------------	---	------------	---------	----------------

Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
---------------	--------------	-----------------	---------------	------------------	---------------	--------------	----------------

Request Time: 10:15 am

Funding Source: TD

Assistance Needs:

Martinez, Adolfo	10:15:00AM	1783 Sw 108th Ln APT B Ocala, FL 34476	10:45:00AM	Fresenius STE #404 2701 Sw College Rd Ocala, FL 34474	Wheelchair	\$ 0.00	(352) 318-9278
------------------	------------	---	------------	---	------------	---------	----------------

Request Time: 10:45 am

Funding Source: 5311

Assistance Needs: General Comments [Doesn't speak English]

McCarthy, Ashley	2:30:00PM	Transitions Life Center 3360 Nw Gainesville Rd Ocala, FL 34475	3:00:00PM	1566 Sw 153rd Ct Ocala, FL 34481	Ambulatory	\$ 2.00	(352) 322-7120
------------------	-----------	--	-----------	-------------------------------------	------------	---------	----------------

Request Time: 2:30 pm

Funding Source: 5311

Assistance Needs: Requires Door-to-Door assistance

Shuman, Jason	2:30:00PM	Transitions Life Center 3360 Nw Gainesville Rd Ocala, FL 34475	3:00:00PM	7635 NW Hwy 225-A Ocala, FL 34482	Ambulatory	\$ 0.00	(352) 732-4088
---------------	-----------	--	-----------	--------------------------------------	------------	---------	----------------

Request Time: 2:30 pm

Funding Source: 5311

Assistance Needs: General Comments [Corner of 225A & 326]

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: 2-10-23

Please list any special guests that were present: NONE

Location: DUNDY

Number of Passengers picked up/dropped off: 5

Ambulatory 5

Non-Ambulatory 0

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

☒ 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: 2-10-23

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

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

County: Marion

Date of Call: 2/10/23

Funding Source: 5311

1) Did you receive transportation service on 2-10-23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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? (Permission granted by _____ for use in publications.)

Additional Comments:

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

County: Marion

Date of Call: 2/10/23

Funding Source: 5311

1) Did you receive transportation service on 2/10/23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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 granted by Bob Randolph for use in publications.)

Additional Comments:

BOTH Tom & LARRY ARE ~~GETTING~~ GRATE

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

Date of Call: 2/10/23

County: MARION

Funding Source: 5311

1) Did you receive transportation service on 2/14/23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 2/14/23?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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 granted by Heath for use in publications.)

Additional Comments:

very Good Both drivers
AND STAFF

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell

Date of Call: 2/10/23

County: MARION

Funding Source: 5311

1) Did you receive transportation service on 2-9-23? ☐ Yes or ☐ No

2) Where 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 Too Busy

☐ No. If no, skip to question # 4

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 # 4.

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 2-9-23?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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 granted by _____ for use in publications.)

Additional Comments:

RIDER/BENEFICIARY SURVEY

Staff making call: Liz Mitchell
Date of Call: 2/10 / 23

County: Marion
Funding Source: 5311

1) Did you receive transportation service on Friday? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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.

9

8) What does transportation mean to you? (Permission granted by _____ for use in publications.)

ALG TO GET around Town

Additional Comments:

Please be more organized with your
Service as far as timing and what & how
everything works with your service...
Other than this All is great & I Love this service.





Scheduled Trips Summary - FL Marion

For Time Period: 2/10/2023

Printed: 2/9/2023 3:05:03PM

(0800 AM STWT)

Run Name: Unassigned

Vehicle: Bus 2111

Driver Name:

Driver Tom Lawton

Miles Out

Cash

Signature [Signature]

Miles In

Tickets

Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
May, Gordon	11:30:00AM	Rio Vista Community 18981 Sw 109th St Dunnellon, FL 34432	12:00:00PM	Workout Anytime 11352 N Williams St #201 Dunnellon, FL 34432	Ambulatory	\$ 0.00	(352) 804-7432

Request Time: 12:00 pm

Funding Source: 5311

Assistance Needs:

Fare Type : Account Assorted Cash Check **No Charge** Pre-Purchased Ticket Taxi Vouchers

May, Gordon	12:00:00PM	Workout Anytime 11352 N Williams St #201 Dunnellon, FL 34432	12:30:00PM	Rio Vista Community 18981 Sw 109th St Dunnellon, FL 34432	Ambulatory	\$ 0.00	(352) 804-7432
-------------	------------	--	------------	---	------------	---------	----------------

Request Time: 12:00 pm

Funding Source: 5311

Assistance Needs:

Fare Type : Account Assorted Cash Check **No Charge** Pre-Purchased Ticket Taxi Vouchers

Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
Randolph, Robert	12:30:00PM	Rainbow Lakes Estates 22057 Sw Surf Blvd Dunnellon, FL 34431	1:00:00PM	Walmart 11012 N Williams St Dunnellon, FL 34432	Wheelchair Electric	\$ 0.00	(352) 697-3286

Request Time: 1:00 pm

Funding Source: 5311

Assistance Needs: General Comments [uses electric w/c]

Fare Type: Account Assorted Cash Check **No Charge** Pre-Purchased Ticket Taxi Vouchers

Klinski, Catherine	1:00:00PM	Rainbow Lake Estates 4525 Sw Azalea Ct Dunnellon, FL 34431	1:30:00PM	L.A. Salon & Spa 11582 N Williams St #504 Dunnellon, FL 34432	Ambulatory	\$ 0.00	(352) 208-1776
--------------------	-----------	--	-----------	---	------------	---------	----------------

Request Time: 1:30 pm

Funding Source: 5311

Assistance Needs: Requires Door-to-Door assistance [GETS DIZZY]

Fare Type: Account Assorted Cash Check **No Charge** Pre-Purchased Ticket Taxi Vouchers

Klinski, Catherine	2:30:00PM	L.A. Salon & Spa 11582 N Williams St #504 Dunnellon, FL 34432	3:00:00PM	Publix 11352 N Williams St Dunnellon, FL 34432	Ambulatory	\$ 0.00	(352) 208-1776
--------------------	-----------	---	-----------	--	------------	---------	----------------

Request Time: 3:00 pm

Funding Source: 5311

Assistance Needs: Requires Door-to-Door assistance [GETS DIZZY]

Fare Type: Account Assorted Cash Check **No Charge** Pre-Purchased Ticket Taxi Vouchers

Randolph, Robert	3:00:00PM	Walmart 11012 N Williams St Dunnellon, FL 34432	3:30:00PM	Rainbow Lakes Estates 22057 Sw Surf Blvd Dunnellon, FL 34431	Wheelchair Electric	\$ 0.00	(352) 697-3286
------------------	-----------	---	-----------	--	------------------------	---------	----------------

Request Time: 3:00 pm

Funding Source: 5311

Assistance Needs: General Comments [uses electric w/c]

Customer Name	Pick Up Time	Pick Up Address	Drop Off Time	Drop Off Address	Mobility Type	Customer Pay	Telephone Ext.
Fare Type: Account Assorted Cash Check No Charge Pre-Purchased Ticket Taxi Vouchers							
Klinski, Catherine	3:30:00PM	Publix 11352 N Williams St Dunnellon, FL 34432	4:00:00PM	Rainbow Lake Estates 4525 Sw Azalea Ct Dunnellon, FL 34431	Ambulatory	\$ 0.00	(352) 208-1776

Request Time: 4:00 pm

Funding Source: 5311

Assistance Needs: Requires Door-to-Door assistance [GETS DIZZY]

Fare Type: Account Assorted Cash Check No Charge Pre-Purchased Ticket Taxi Vouchers

CALLIN:

Vic MARTINEZ

WALMART
1102 N. Williams St.

HELEN BUTLER -

Publix
11352 N. Williams St.
DUNNELLON, FL 34432

RIDER/BENEFICIARY SURVEY

Staff making call: Tracy S
Date of Call: 2/10/2023

County: MARION
Funding Source: _____

1) Did you receive transportation service on 2.3.2023 last Friday ☐ Yes or ☐ No

2) Where you charged an amount in addition to the co-payment? ☐ Yes or ☒ No
If so, how much? Just \$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 # 4

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 # 4.

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 Shopping

6) Did you have a problem with your trip on 2.3.2023 last Friday?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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 granted by _____ for use in publications.)

Additional Comments:

It means they take me where I want to go - shopping, to the DR, - + bring me right back home

RIDER/BENEFICIARY SURVEY

Staff making call: Tracy Saylor
Date of Call: 2/10/2023

County: Marion
Funding Source: _____

2.9.2023

1) Did you receive transportation service on yesterday? ☒ Yes or ☐ No

2) Where you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much?

Just

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week ☒ Other ☐ 1-2 Times/Week ☐ 3-5 Times/Week

Sometimes 1-3x a month

4) Have you ever been denied transportation services?

☐ Yes

☒ No. If no, skip to question # 4

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 # 4.

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

Shopping

2.9.2023

6) Did you have a problem with your trip on yesterday?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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 granted by Candace Ludwig for use in publications.)

Additional Comments:

It means I can get out of my house + get food + go to the DR. if I need to

"Wonderful service + wonderful that they care about us seniors"

RIDER/BENEFICIARY SURVEY

Staff making call: TRACY SLAYTON

County: marion

Date of Call: 2/9/2023

Funding Source: _____

1) Did you receive transportation service on about 2 weeks ago? ☒ Yes or ☐ No

2) Where you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much?

never more than \$20 \$2 each way

3) How often do you normally obtain transportation? 2x1 month

☐ 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 # 4

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 # 4.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☒ Other "not within the purview of what they do"
not medical appointments or shopping

would like to be able to use transit to go to the DMV, courthouse, or college.

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 # 6

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

8) What does transportation mean to you? (Permission granted by Roberta Jassel for use in publications.)

Additional Comments:

Extremely important otherwise I wouldn't be able to go to
my doctors appointments. It's critical.

RIDER/BENEFICIARY SURVEY

Staff making call: TRACY SUAYTEN
Date of Call: 2/9/2023

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/8/2023 yesterday? ☒ Yes or ☐ No

2) Where you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much?

pays nothing for DR. appts
+ \$2 each way if she goes shopping

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 # 4

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 # 4.

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 2/8/2023 yesterday?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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? (Permission granted by _____ for use in publications.)

Additional Comments:

"Convenience as I can't drive"

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley
Date of Call: 2/13/2023

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/10/2023? ☒ Yes or ☐ No
eye doctor

2) Were you charged an amount in addition to the co-payment? ☐ Yes or ☒ No
If so, how much? \$2.00 each time

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 # 4

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 # 4.

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

interested in possible shopping transportation

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 # 6

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 granted by _____ for use in publications.)

Additional Comments:

Everything has been great. The drivers are
wonderful.

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley
Date of Call: 2/13/2023

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/09/2023? ☒ Yes or ☐ No

2) Where you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much?

\$2.00 a ride

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 # 4

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 # 4.

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 # 6

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 granted by _____ for use in publications.)

Additional Comments:

Uses a walker and is very slow. The drivers treat me
with "great dignity, kindness, and patience."

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley
Date of Call: 2/13/2023

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/03/2023? ☒ Yes or ☐ No

I think

2) Where you charged an amount in addition to the co-payment? ☐ Yes or ☒ No

If so, how much?

Just \$4.00 each time

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 # 4

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 # 4.

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 -groceries

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 # 6

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 1/2 !

8) What does transportation mean to you? (Permission granted by _____ for use in publications.)

Additional Comments:

They have changed my life. I have no car. I go to
Mid-Florida Therapy and it is the only way I can
get there.

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley
Date of Call: 2/13/2023

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/13/2023? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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 granted by _____ for use in publications.)

Additional Comments:

The drivers are very personable and good drivers too.
Sometimes have to wait a long time to get picked up
to go home after dialysis but does not complain
as the drivers are 'good fellas'.

RIDER/BENEFICIARY SURVEY

Staff making call: Susan Hanley
Date of Call: 2/14/2023

County: Marion
Funding Source: _____

1) Did you receive transportation service on 2/13/2023? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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 1/2

8) What does transportation mean to you? (Permission granted by _____ for use in publications.)

Additional Comments:

It has been a very good experience for me.

RIDER/BENEFICIARY SURVEY

Staff making call: Jeffrey Askew

County: Manion

Date of Call: 1/27/23

Funding Source: _____

1) Did you receive transportation service on 1/26/23? ☐ Yes or ☐ No

2) Where 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 ☐ 3-5Times/Week

4) Have you ever been denied transportation services?

☒ Yes

☐ No. If no, skip to question # 4

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 # 4.

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 # 6

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.

9.5

8) What does transportation mean to you? (Permission granted by Henry Wykoff for use in publications.)

Additional Comments:

couldn't get to appt. IF, IT WASN'T there
Don't know what I would do. Legally
Blind.

need svc for shopping I.E. New
phone from Verizon -

need to go to public store; instead
of Aldi/Walmart.

RIDER/BENEFICIARY SURVEY

Staff making call: Jeffrey Askeu County: Marion
Date of Call: 1/26/2023 Funding Source: _____

1) Did you receive transportation service on 17 Jan 23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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? (Permission granted by Linda Schehl for use in publications.)

GETTING A RIDE TO APPT.

Additional Comments:

RIDER/BENEFICIARY SURVEY

Staff making call: Jeffrey Asken
Date of Call: 1/27/23

County: Manistee
Funding Source: _____

1) Did you receive transportation service on 1/25/23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 1/27/23?

☐ Yes. If yes, please state or choose problem from below

☐ No. If no, skip to question # 6

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 granted by KC STARKS for use in publications.)

Additional Comments:

means everything to me. couldn't
get where I need to go, I.E. my doctors
APPT.

RIDER/BENEFICIARY SURVEY

Staff making call: Jeffrey Askeu
Date of Call: 1/21/23

County: Manion
Funding Source: _____

1) Did you receive transportation service on 1/26/23? ☒ 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 # 4

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 # 4.

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 # 6

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 granted by Dennis, ROELL for use in publications.)

Additional Comments:

I wouldn't ^{be} able to get to medical
Appt. wheel chair bound.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palmera County: Masson
Date of Call: 2/13/23 Funding Source: Transportation Disadvantage

1) Did you receive transportation service on N/A? ☐ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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? (Permission granted by Sadye Hughes for use in publications.)

Additional Comments:

Phone number was disconnected.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palmera
Date of Call: 2/13/23

County: Marion
Funding Source: Transportation Disadvantage

1) Did you receive transportation service on N/A? ☐ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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? (Permission granted by Wanda Hawkins for use in publications.)

Additional Comments:

Not interested.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palerma

County: Marion

Date of Call: 2/7/23

Funding Source: Transportation Disadvantage

1) Did you receive transportation service on 2/7/23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 2/7/23?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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 granted by Gladys Harris for use in publications.)

Additional Comments:

Survival. I love Marion Transit, all of the drivers,
and I appreciate it all the time.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palermo

County: Marion

Date of Call: 2/7/23

Funding Source: Transportation Disadvantage

1) Did you receive transportation service on 2/6/23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 2/6/23?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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? (Permission granted by Alfred Hames for use in publications.)

Additional Comments:

It helps me alot because I can hardly walk,
I'm 86.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palma County: Marion

Date of Call: 2/2/23

Funding Source: Transportation Disadvantage

1) Did you receive transportation service on 1/31/23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 1/31/23?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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 granted by Barbara George for use in publications.)

Additional Comments:

Every driver has been so helpful. I am losing my
eyesight, and they are so helpful when I need it.
I am so glad the service is in Ocala.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palumbo

County: Marion

Date of Call: 1/26/23

Funding Source: Transportation Disadvantage

1) Did you receive transportation service on 1/24/23? ☐ Yes or ☒ No

2) Where 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 # 4

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 # 4.

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 1/25/23?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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 granted by Pauline Farmah for use in publications.)

Additional Comments:

I walk with a cane, and I wouldn't be able to
move to Ocala without it.

RIDER/BENEFICIARY SURVEY

Staff making call: Brandon Palmera County: Marion
Date of Call: 2/3/23 Funding Source: Transportation Disadvantage

1) Did you receive transportation service on 2/2/23? ☒ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 2/2/23?

☐ Yes. If yes, please state or choose problem from below

☒ No. If no, skip to question # 6

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? (Permission granted by Wellington Galt for use in publications.)

Additional Comments:

Transportation means a lot.

RIDER/BENEFICIARY SURVEY

Staff making call: Branden Palerma County: Marion
Date of Call: 1/26/23 Funding Source: Transportation Disadvantage

1) Did you receive transportation service on N/A? ☐ Yes or ☐ No

2) Where 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 # 4

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 # 4.

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 # 6

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? (Permission granted by Roberta Felton for use in publications.)

Additional Comments:

Rider did not pick up telephone - 2 calls made

Contractor Survey

Marion County

Advocacy Resources

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:

4. Are the invoices you send to the CTC paid in a timely manner?

N/A TO ARC Marion ,

STATE OF FLORIDA
COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

AGENCY CONTRACT

Effective: January 1, 2023 to December 31, 2023

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: CLAYTON MURCH Address: 1101 SW 20TH CT, OCAKA FL 34471
Title: TRANSPORTATION Telephone: 352 620-3501
DIRECTOR

The representative/position of the Agency responsible for administration of the program under this contract is: _____, telephone: _____.

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:

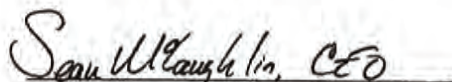
Advocacy Resource Center Marion, Inc.

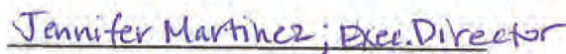

Authorized Signature

Community Transportation Coordinator

Marion Senior Services


Authorized Signature


Name & Title of authorized individual


Name & Title of authorized individual


Date:


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 black ink, appearing to be "J. Smith", written over a horizontal line.

Title: CEO

Date: 2/2/23

CORRDINATION 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 the 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 Chapter 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 Bonafede (x private-not-for-profit-agency or ____ private-for-profit enterprise) operating in Marion Country 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 Operation Report, Certificates 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 attorney's 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 01-01-2023 and expires on 12-31-2023, 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 the 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 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@fblind.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) 620-3501

Electronic mail address: JMartinez@marionseniorservices.org

15. The rights and obligations of the parties under the 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)

11/30/22
(Date)

AGENCY:

Florida Center for the Blind, Inc.
(Name of Agency)

Anissa Pieriboni
(Printed or Typed Name)

President/CEO
(Printed or Typed Title)


(Signature)

November 30, 2022
(Date)

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: 07/01/2021 - 06/30/2022

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	\$ 1,749,995	\$ 109,695	\$ 1,859,690	\$ 1,538,313	\$ 147,128	\$ 1,685,441
Fringe Benefits	\$ 182,054	\$ 7,551	\$ 189,605	\$ 492,476	\$ 30,577	\$ 523,053
Services	\$ 406,172	\$ 0	\$ 406,172	\$ 9,645	\$ 0	\$ 9,645
Materials & Supplies Consumed	\$ 384,003	\$ 25,137	\$ 409,140	\$ 508,720	\$ 23,240	\$ 531,960
Utilities	\$ 33,850	\$ 9,549	\$ 43,399	\$ 14,699	\$ 8,753	\$ 23,452
Casualty & Liability	\$ 323,897	\$ 62,069	\$ 385,966	\$ 6,578	\$ 34,674	\$ 41,252
Taxes	\$ 24,085	\$ 5,957	\$ 30,042	\$ 388,201	\$ 0	\$ 388,201
Miscellaneous	\$ 71,098	\$ 32,269	\$ 103,367	\$ 827	\$ 0	\$ 827
Interest	\$ 717	\$ 0	\$ 717	\$ 0	\$ 0	\$ 0
Leases & Rentals	\$ 7,057	\$ 0	\$ 7,057	\$ 236	\$ 0	\$ 236
Capital Purchases	\$ 529,768	\$ 0	\$ 529,768	\$ 0	\$ 65,516	\$ 65,516
Contributed Services	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Allocated Indirect Expenses	\$ 16,375	\$ 0	\$ 16,375	\$ 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	\$ 3,729,071	\$ 252,227	\$ 3,981,298	\$ 2,959,695	\$ 309,888	\$ 3,269,583

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? 2

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) None

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

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 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?

Suntran, MT handles their ADA clients.



January 31, 2023

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. Tamara Grant-Powell, Finance Director – tpowell@marionseniorservices.org
- Mr. Herman Schulz, Transit Manager – hschulz@marionseniorservices.org
- Ms. Karen Eads, 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: DE MAUREX FIRST NAME: LORRAINE MI: _____
ADDRESS: 6061 SW 84th ST CITY: OCALA STATE: FL ZIP: 34476
COUNTY: MARION TELEPHONE #: (352) 873-4164 CELL #: _____
DOB: 04 / 11 / 1941 SS#: 140 - 32 - 4450
OTHER HOUSEHOLD MEMBERS (LIST EACH MEMBER)

NAME: None RELATIONSHIP: _____ AGE: _____ PHONE: _____
EMERGENCY CONTACT: MARY BRUCK RELATIONSHIP: FRIEND AGE: _____ PHONE: 352 854 1745

Transportation Disadvantaged (eligibility criteria) – Attach any documentation for eligibility claimed:

_____ Mental or Physical Disability _____ Poor* _____ 81 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. Y DO YOU OWN A CAR?
2. Y DO YOU HAVE A VALID DRIVER'S LICENSE?
3. N COULD YOU DRIVE YOUR CAR TO MEDICAL APPTS? IF NOT, WHY? As per order of Doctor
4. N DOES ANYONE IN YOUR HOUSEHOLD HAVE A CAR? Cannot Drive
5. N COULD THEY DRIVE YOU TO YOUR APPOINTMENTS? IF NOT, WHY? has no one to take
6. N DO YOU HAVE FAMILY MEMBERS WHO CAN TRANSPORT YOU TO APPOINTMENTS? Rec.
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>Dr. D. Phillips</u>	<u>PCP</u>	<u>6 months</u>
<u>Dr. Reynolds</u>	<u>Urologist</u>	<u>4 months</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: MOORE/GEHA

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: Amb

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: 1 / 20 / 2023
(IF OTHER THAN APPLICANT)

PREPARER - PRINT NAME: Yvonne Rosario RELATIONSHIP OR MARION TRANSIT: MT

OFFICE USE ONLY

INITIAL REVIEW:

NAME (LAST, FIRST): Santiago, Cyndi

SECTION VI -

INITIAL AUTHORIZATION

APPROVAL DATE: 1 / 20 / 2023

DENIED DATE: _____ / _____ / _____ REASON: _____

MANAGER REVIEW - IF DENIED

BY: _____ TITLE: _____ DATE: _____ / _____ / _____

COMMENTS: _____

PERIODIC REVIEWS (EVERY 3 YEARS MINIMUM)

BY: Cyndi DATE: 2/10/2023

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

**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: Gunion FIRST NAME: Cindy MI: _____
ADDRESS: 17425 SE 124th Ct CITY: Summerfield STATE: FL ZIP: 34491
COUNTY: Marion TELEPHONE #: (352) CELL #: () _____
DOB: 03 / 23 / 1949 SS#: 293 - 48 46 - 6863
OTHER HOUSEHOLD MEMBERS (LIST EACH MEMBER)

NAME: none RELATIONSHIP: _____ AGE: _____ PHONE: _____
EMERGENCY CONTACT: Cindy Robinson RELATIONSHIP: Neighbor AGE: _____ PHONE: 440-409-2420

Transportation Disadvantaged (eligibility criteria) – Attach any documentation for eligibility claimed:

☒ Mental or Physical Disability _____ Poor* ☒ 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. Y DO YOU OWN A CAR?
2. Y DO YOU HAVE A VALID DRIVER'S LICENSE?
3. N COULD YOU DRIVE YOUR CAR TO MEDICAL APPTS? IF NOT, WHY? unable drive/ broken hip
4. N DOES ANYONE IN YOUR HOUSEHOLD HAVE A CAR?
5. N COULD THEY DRIVE YOU TO YOUR APPOINTMENTS? IF NOT, WHY? _____
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>Orthopedic Institute</u>	<u>Orthopedic</u>	<u>Every 3 months</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 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: Brenda Shewburt DATE: 1 / 23 / 23
(IF OTHER THAN APPLICANT)

PREPARER - PRINT NAME: Brenda Shewburt RELATIONSHIP OR MARION TRANSIT: (Circled)

OFFICE USE ONLY

INITIAL REVIEW:

NAME (LAST, FIRST): Santiago, Cyndi

SECTION VI -

INITIAL AUTHORIZATION

APPROVAL DATE: 1 / 23 / 23

DENIED DATE: _____ / _____ / _____ REASON: _____

MANAGER REVIEW - IF DENIED

BY: _____ TITLE: _____ DATE: _____ / _____ / _____

COMMENTS: _____

PERIODIC REVIEWS (EVERY 3 YEARS MINIMUM)

BY: Cyndi DATE: 2/9/2023

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

**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: MILLER FIRST NAME: FRANCES MI: _____
ADDRESS: 10968 SW 80th Ct CITY: Ocala STATE: FL ZIP: 34481
COUNTY: MARION TELEPHONE #: (352) 291-2014 CELL #: _____
DOB: 01-01-1937 SS#: 006-40-2014
OTHER HOUSEHOLD MEMBERS (LIST EACH MEMBER)

NAME: None RELATIONSHIP: _____ AGE: _____ PHONE: _____

EMERGENCY CONTACT: None RELATIONSHIP: Sister AGE: _____ PHONE: 352-572-9191

Transportation Disadvantaged (eligibility criteria) - Attach any documentation for eligibility claimed:

X Mental or Physical Disability _____ Poor* _____ 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
- Y DO YOU OWN A CAR?
 - Y DO YOU HAVE A VALID DRIVER'S LICENSE?
 - N COULD YOU DRIVE YOUR CAR TO MEDICAL APPTS? (IF NOT, WHY? Cannot drive at this time due to eye surgery)
 - N DOES ANYONE IN YOUR HOUSEHOLD HAVE A CAR? (IF NOT, WHY? sister & brother who live in another city)
 - N COULD THEY DRIVE YOU TO YOUR APPOINTMENTS?
 - N DO YOU HAVE FAMILY MEMBERS WHO CAN TRANSPORT YOU TO APPOINTMENTS?
 - 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>SINHA.</u>	<u>pcp.</u>	<u>3 months</u>

SECTION III -

- YES / NO
- N DO YOU LIVE ON A **SUNTRAN** ROUTE? WHAT IS THE DISTANCE TO THE NEAREST BUS STOP? _____
 - N DO YOU HAVE ANY LIMITATIONS THAT WOULD PREVENT YOU FROM RIDING THE BUS?
PLEASE DESCRIBE: _____
 - N ARE YOU ENROLLED IN ANY OTHER PROGRAM(S) THAT WILL PAY FOR OR PROVIDE TRANSPORTATION?
PLEASE LIST: Medicaid / Federal

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: Amb

SECTION V -

I ATTEST ALL INFORMATION IS CORRECT TO MY KNOWLEDGE AND ANY CHANGES WILL BE REPORTED TO MARION TRANSIT IMMEDIATELY:

SIGNATURE OF APPLICANT: [Signature] DATE: _____ / _____ / _____

SIGNATURE OF PREPARER: [Signature] DATE: 1 / 12 / 2023
(IF OTHER THAN APPLICANT)

PREPARER - PRINT NAME: YVONNE ROSARIO RELATIONSHIP OR MARION TRANSIT: ATT

=====

OFFICE USE ONLY

INITIAL REVIEW:

NAME (LAST, FIRST): Santiago, Cyndi

SECTION VI -

INITIAL AUTHORIZATION

APPROVAL DATE: 1 / 12 / 2023

DENIED DATE: _____ / _____ / _____ REASON: _____

MANAGER REVIEW - IF DENIED

BY: _____ TITLE: _____ DATE: _____ / _____ / _____

COMMENTS: _____

PERIODIC REVIEWS (EVERY 3 YEARS MINIMUM)

BY: Cyndi DATE: 1/26/2023

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

**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: Ribando FIRST NAME: Angela MI: _____
ADDRESS: 9511 SE 168th Elderberry Pl CITY: The Villages STATE: FL ZIP: 32162-1852
COUNTY: Marion TELEPHONE #: (____) _____ - _____ CELL #: (973) 816-6229
DOB: 2 / 12 / 1944 SS#: 144 - 36 - 0363
OTHER HOUSEHOLD MEMBERS (LIST EACH MEMBER)

NAME: _____ RELATIONSHIP: _____ AGE: _____ PHONE: _____

EMERGENCY CONTACT: Bill White RELATIONSHIP: Other AGE: _____ PHONE: 201-556-8099

Transportation Disadvantaged (eligibility criteria) – Attach any documentation for eligibility claimed:

☒ Mental or Physical Disability ☐ Poor* ☒ 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. yes DO YOU OWN A CAR?
2. no DO YOU HAVE A VALID DRIVER'S LICENSE?
3. no COULD YOU DRIVE YOUR CAR TO MEDICAL APPTS? IF NOT, WHY? Gets Confused
4. no DOES ANYONE IN YOUR HOUSEHOLD HAVE A CAR?
5. no COULD THEY DRIVE YOU TO YOUR APPOINTMENTS? IF NOT, WHY? She lives alone
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>DaVita South</u>	<u>Dialysis</u>	<u>12-16</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: _____
3. YES 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: Amb.

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: Cyndi Santiago DATE: 11 / 21 / 2022
(IF OTHER THAN APPLICANT)

PREPARER - PRINT NAME: Cyndi Santiago RELATIONSHIP OR MARION TRANSIT: MTS

=====

OFFICE USE ONLY

INITIAL REVIEW:

NAME (LAST, FIRST): Santiago, Cyndi

SECTION VI -

INITIAL AUTHORIZATION

APPROVAL DATE: 11 / 21 / 2022

DENIED DATE: _____ / _____ / _____ REASON: _____

MANAGER REVIEW - IF DENIED

BY: _____ TITLE: _____ DATE: _____ / _____ / _____

COMMENTS: _____

PERIODIC REVIEWS (EVERY 3 YEARS MINIMUM)

BY: Cyndi DATE: 11/9/2023
BY: _____ DATE: _____
BY: _____ DATE: _____
BY: _____ DATE: _____
BY: _____ DATE: _____
BY: _____ DATE: _____

BY: _____ DATE: _____
BY: _____ DATE: _____
BY: _____ DATE: _____
BY: _____ DATE: _____
BY: _____ DATE: _____
BY: _____ DATE: _____

**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: Valladares FIRST NAME: Peter MI: _____
ADDRESS: 9273-A SW 82nd Terr CITY: Ocala STATE: FL ZIP: 34481
COUNTY: Marion TELEPHONE #: (352) 237-7442 CELL #: () _____
DOB: 05 / 31 / 1941 SS#: 126 - 30 - 6642
OTHER HOUSEHOLD MEMBERS (LIST EACH MEMBER)
NAME: Barbara Valladares RELATIONSHIP: Wife AGE: _____ PHONE: 352-237-7442
EMERGENCY CONTACT: same RELATIONSHIP: _____ AGE: _____ PHONE: _____

Transportation Disadvantaged (eligibility criteria) – Attach any documentation for eligibility claimed:

☒ Mental or Physical Disability ☐ Poor* ☒ 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. Y DO YOU HAVE A VALID DRIVER'S LICENSE?
 3. N COULD YOU DRIVE YOUR CAR TO MEDICAL APPTS? IF NOT, WHY? _____
 4. N DOES ANYONE IN YOUR HOUSEHOLD HAVE A CAR?
 5. N COULD THEY DRIVE YOU TO YOUR APPOINTMENTS? IF NOT, WHY? _____
 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>Wisdø</u>	<u>Primary</u>	<u>Every month</u>
<u>Town & Country</u>	<u>Physical Therapy</u>	<u>3X week</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 Sheubert DATE: 1 / 27 / 23
(IF OTHER THAN APPLICANT)

PREPARER - PRINT NAME: Brenda Sheubert RELATIONSHIP OR MARION TRANSIT: DRIVER

OFFICE USE ONLY

INITIAL REVIEW:

NAME (LAST, FIRST): Santiago, Cyndi

SECTION VI -

INITIAL AUTHORIZATION

APPROVAL DATE: 1 / 27 / 23

DENIED DATE: _____ / _____ / _____ REASON: _____

MANAGER REVIEW - IF DENIED

BY: _____ TITLE: _____ DATE: _____ / _____ / _____

COMMENTS: _____

PERIODIC REVIEWS (EVERY 3 YEARS MINIMUM)

BY: Cyndi DATE: 2/10/2023

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____

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 +++

Marion Senior Services, Inc. d/b/a Marion Transit

Title VI Complaint Form

TITLE VI COMPLAINT FORM

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, Inc.

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**.

To file a complaint, complete the form below and mail to Marion Senior Services, Inc. d/b/a Marion Transit at 1101 SW 20th Court, Ocala, FL 34471.

Please submit this form in person at the address below, or mail this form to:

**Marion Senior Services, Inc. d/b/a Marion Transit
ATTN: Transportation Director
1101 SW 20th Court
Ocala, FL 34471**

Marion Senior Services, Inc. d/b/a Marion Transit, Title VI Program

Submit a Civil Rights/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.

Marion Senior Services, Inc. d/b/a Marion Transit, Title VI Program

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** _____

Marion Senior Services, Inc. d/b/a Marion Transit

Title VI Complaint Form

TÍTULO VI FORMULARIO DE QUEJA

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades de 1990 (ADA), el Condado designó a un individuo como Coordinador del Título VI / ADA del Condado. El Coordinador es responsable de aceptar quejas de discriminación por motivos de raza, color, origen nacional, sexo, edad, discapacidad, religión y estado familiar en la prestación de servicios, actividades, programas o beneficios provistos por el Condado. Las quejas se presentarán por escrito dentro de los siguientes plazos:

Título VI: a más tardar 180 días a partir de la fecha de la supuesta discriminación

ADA: a más tardar 60 días a partir de la fecha de la supuesta discriminación

Las quejas incluirán el nombre, la dirección y el número de teléfono del demandante, junto con la ubicación, la fecha y la descripción del problema. Las quejas se procesarán de acuerdo con la ley aplicable.

El Condado de Marion no discrimina por raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar en ningún programa o servicio. Las personas con preguntas sobre la no discriminación o aquellos que necesitan alojamiento especial bajo la ADA o los servicios de idiomas deben comunicarse con **Director de Transporte al (352) 620-3071**.

Para presentar una queja, complete el siguiente formulario y envíe por correo a Marion Senior Services, Inc. d/b/a Marion Transit al 1101 SW 20th Court, FL 34471.

Envíe este formulario en persona a la siguiente dirección, o envíe este formulario por correo a:

**Marion Senior Services, Inc. d/b/a Marion Transit
ATTN: Transportation Director
1101 SW 20th Court
Ocala, FL 34471**

Marion Senior Services, Inc. d/b/a Marion Transit, Title VI Program

Presentar una queja de Derechos Civiles / ADA:

Sección I

Nombre: _____

Dirección: _____

Teléfono (casa): _____ Trabajo: _____

Dirección de correo electrónico: _____

Requisitos de formato accesible (círculo):

Letra grande

Cinta de audio

TDD

Otro

Sección II

¿Está llenando esta queja en su propio nombre? ☐ Si ☐ No

* Si respondió "sí" a esta pregunta, vaya a la Sección III

De lo contrario, proporcione el nombre de la relación de la persona por la que se queja:

Nombre _____ Relación _____

Explique por qué ha solicitado un tercero:

Confirme que ha obtenido el permiso de la parte perjudicada si está presentando una demanda en nombre de un tercero.

☐ Si ☐ No

Sección III

Creo que la discriminación que experimenté se basó en (marque todo lo que corresponda):

☐ Raza ☐ Color ☐ Origen Nacional ☐ Género
☐ Edad ☐ Religión ☐ Discapacidad ☐ Estado familiar

Fecha de presunta discriminación (Mes, Día, Año) _____

Explique lo más claramente posible qué sucedió y por qué cree fue discriminado. Describe a todas las personas que estuvieron involucradas. Incluya la información del nombre y del contacto de la persona (s) que lo discriminó (si lo sabe), así como los nombres y la información

Marion Senior Services, Inc. d/b/a Marion Transit, Title VI Program

de contacto de cualquier testigo. Incluya cualquier otra información que nos ayude en nuestra investigación de las alegaciones. También proporcione cualquier otra documentación que sea relevante para esta queja.

Sección IV

¿Ha presentado esta queja ante cualquier otra agencia federal, estatal o local, o ante cualquier tribunal federal o estatal?

☐ Si ☐ No

En caso afirmativo, marque todo lo que corresponda:

<input type="checkbox"/> Agencia Federal	<input type="checkbox"/> Agencia del Estado
<input type="checkbox"/> Corte Federal	<input type="checkbox"/> Agencia Local
<input type="checkbox"/> Tribunal Estatal	

Proporcione información sobre una persona de contacto en la agencia / tribunal donde se present la queja.

Nombre: _____

Título: _____

Agencia: _____

Dirección: _____

Teléfono: _____

Sección V

El nombre de la queja de la agencia está en contra:

Persona de contacto: _____

Número de Teléfono: _____

Puede adjuntar cualquier material escrito u otra información que considere relevante para su reclamo.

Firma _____ Fecha _____

ROUTING #

Compliment Report

MARION TRANSIT

Date:

Bus # & Driver:

Written By:

Compliment made by:

Address / Phone:

Compliment Details:

Supervisor Comments:

Supervisor Name & Signature: _____

Director Comments:

Director Signature & Date: _____



ROUTING #

Complaint Report

MARION TRANSIT

Date:

Bus # & Driver:

Written By:

Complaint made by:

Address / Phone:

Complaint Details:

Supervisor Comments:

Supervisor Name & Signature: _____

Director Comments:

Director Signature & Date: _____

Complaint Report

MARION TRANSIT

Date: 10/18/2021

Bus # & Driver: #1406 / Manny Vizcarrondo

Written By: Cyndi

Complaint made by: Richard Curkala

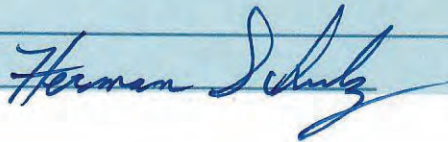
Address / Phone: 352-694-1523

Complaint Details:

He said that he came out of Ollie's, he was about 6 cars behind the bus, the light turned green and the bus didn't go. The light turned red and the bus crossed 3 lanes of traffic and turned right. He said that someone needs a drivers lesson.

Supervisor Comments: Returned a call to Mr. Curkala (Caller) He did not recall what time of day this occurred. Video reviewed, not found. I will discuss with driver Manny, and ask him to use caution when switching lanes at all times.

Supervisor Name & Signature:



Director Comments:

Director Signature & Date:



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:

Complaint Report

MARION TRANSIT

Date: 2/10/2022 happened at approx.. 3:25 ish

Bus # & Driver: #2004 / Jose Garcia

Written By: Cyndi

Complaint made by: Jessica

Address / Phone: 407-666-0058 (No need to call back)

Complaint Details:

She said that they were on 464 and an accident happened, she said that she put on her blinker to merge to the other lane, and she said that the driver cut sped up and took off, she had to slam on the brakes to avoid hitting the truck that was involved in the accident. She said that it is very unprofessional she said that she had a 14 month old baby in the car. She said that she wants the driver to be aware of his surroundings. And don't cut other cars off.

Supervisor Comments: Video not found on playback for 02/10/2022. I will discuss with Driver Jose and ask him to be aware of his surroundings to avoid any future misunderstandings.

Supervisor Name & Signature: Herman Scholz 2/16/2022
Director Comments:

Director Signature & Date: Champton March 2/18/2022

Complaint Report

MARION TRANSIT

Date: 2/10/2022

Bus # & Driver: #2102 / Rosemary Formella

Written By: Cyndi

Complaint made by: Donald Stofflet

Address / Phone: 352-289-4967

Complaint Details:

Mr. Stofflet states that the shoppers were dropped off at 9:30 am and should have been picked back up about 11:30 am, he said that she didn't get back to pick them up until approx. 12:05 pm. He said that while they were waiting for the bus, there was a man that said that he was hungry, so he went inside to grab some cooked chicken for the man. He said that Rosemary yelled at him because he was not out waiting when she got there, saying you only get 2 hours and that is it. He said that as soon as she pulled up and opened the doors, Robert Strait and Meredith Meadows got off the bus and went to the liquor store, to use the bathroom. He said that when there are clients with medical appointments that they have to wait for the medical appointments to finish before they can go home.

Supervisor Comments: Discussed with Driver Rosemary, she said at no time did she raise her voice to Mr. Stofflet. Video reviewed Unfounded. Called Mr. Stofflet – left voice message he was not available. Rosemary will also communicate with him to explain we have one bus going into his area (Forest) which brings in shoppers / medical appointments and brings them all back together on the same bus.

Supervisor Name & Signature: 

Director Comments:

Director Signature & Date:  2/18/2022

GRIEVANCE PROCEDURES

OCALA MARION TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

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 TDLCB 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
 - 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
 - c. 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 8) 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

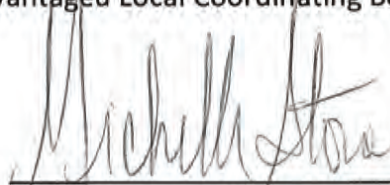
The Transportation Disadvantaged Local Coordinating Board Grievance Procedures may be amended by a two-thirds (2/3) vote of members present, if a quorum exists, and all Members have been notified of proposed changes at least seven (7) working days in advance of the meeting.

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 8th day of December 2022.



Commissioner Michelle Stone, TDLCB Chairperson



Robert Balmes, TPO Director

COMPLAINT FORM

OCALA MARION TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

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:
-------------------	-------------------------------------	-------------------

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.

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.

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.

MARIONTRANSIT

- 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.

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 Incident Report), substantiating how such an incident rises to the level of seriously disruptive behavior or a direct threat.

Marion Transit “Rider Disciplinary Policy” covers this in more depth and should be referred to.

MARIONTRANSIT

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.

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

MARIONTRANSIT

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.mariontransit.org website.

ADA Complaint Procedures

Marion Transit's Transportation Director and leadership staff are responsible for ADA grievances. The ADA Coordinator is the Transportation Director as the ADA Coordinator's alternate is the 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.

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, Inc.

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 agency website www.mariontransit.org

Note: Clients may appeal any action by Marion Transit with regards to paratransit service within 10 days by submitting a written appeal to: Executive Director, Marion Senior Services, Inc., 1101 S.W. 20th Court, Ocala, Florida 34471. The rider will be notified after a complete investigation within 5 working days after the written appeal request.

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.

MARIONTRANSIT

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.

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).

MARIONTRANSIT

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 prior day 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.mariontransit.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.

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 permitted 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 **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.

MARIONTRANSIT
A DIVISION OF
Marion Senior Services, Inc.

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** _____



1101 S.W. 20th Court, Ocala, Florida 34471 352-620-3519

Marion Transit **Performance Measures**

- **Timing of advanced scheduling requests**

Marion Transit takes reservations at least three working days before appointment and up to two weeks in advance. Currently our county demographics play a large part in this, however, with new scheduling software (currently in acquisition) Marion Transit will strive to reduce the minimum days required to schedule service.

- **On-time passenger pick-up**

Random manifests are reviewed periodically to monitor on-time performance. Adjustments are made after reviewing and discussed with the drivers for improved performance. Those passengers who live in outlying areas of Marion County are required to make their appointments during a window of time that allows transit to be able to pick them up and deliver them in a timely manner. This window may be adjusted to accommodate the client when there is not another alternative. *Marion Transit is in negotiations to purchase and install updated scheduling software that will help improve this as well as provide a more detailed “real-time” analysis.*

- **Improved routing to minimize passenger wait times**

It is one of the goals of Marion Transit to *minimize passenger dwell time*. We monitor this through rider surveys and driving time logs. *Marion Transit is in negotiations to purchase and install updated scheduling software that will help improve this as well as provide a more detailed “real-time” analysis.*

- **Error rates for passenger pick-up and drop-off**

This is monitored and addressed by occurrence but not necessarily a frequent event.

- **Collection of public posting of passenger satisfaction survey ratings**

Marion Transit conducts at least annual customer satisfaction surveys by actual passengers. These surveys are reviewed and analyzed with the overall results being posted on our Facebook page as well as website.

Agency:	Marion Senior Services, Inc. d/b/a – Marion Transit
Name of Responder:	Clayton Murch, Transportation Director
Email address:	cmurch@marionseniorservices.org
Phone number:	352-620-3519



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

A DIVISION OF



BUS TRANSIT SYSTEM SAFETY PROGRAM PLAN (SSPP)



Adopted: July 2016

Latest Review / Update: September 21, 2022

SSPP Document Activity Log

Date	Activity (Review/Update/Addendum/ Adoption/Distribution)	Concerned Person (Signature)	Remarks
7/29/2016	Review/Update	Tom Wilder	Updated document
5/25/2017	Update & Annual Review	Tom Wilder	Updated document
10/12/2017	Review/Update	Tom Wilder	Added background check level. Added refresher course topic syllabus.
12/1/2017	Review/Update	Tom Wilder	Added to Accident/Incident reporting to FDOT within 24 hours.
5/30/2018	Routine REVIEW/ UPDATE	Tom Wilder	Added MT Policies to Appendix K
10/01/2019	Routine Review	Tom Wilder	No Changes
7/08/2020	Review/Update	Tom Wilder	New flow chart, duties updated, removed quarterly meeting (due to COVID 19) requirement. Changed MSS to Marion Transit.
3/10/2021	Review/Update	Tom Wilder	Updated accident procedures (Appendix K-1.0-5.0)
5/1/2022	Review/Update	Clayton Murch	New flow chart, duties updated, positions updated, updated director information, restored quarterly safety meetings (was suspended due to COVID 19)

SSPP Document Activity Log
(Continued)

Date	Activity (Review/Update/Addendum/ Adoption/Distribution)	Concerned Person (Signature)	Remarks
7/21/2022	Review/Update	Clayton Murch	Updated MRO information in the Substance Abuse Policy. Updated agency's contact information.
9/21/2022	Review/Update	Clayton Murch	Updated FDOT address. Updated Client intake process and forms to include 3-yr eligibility review

Table of Contents

1.0	MANAGEMENT SAFETY COMMITMENT AND POLICY STATEMENT
2.0	SYSTEM SAFETY GOALS AND SSPP
2.1	SSPP Control and Update Procedures.....
3.0	HAZARD AND SECURITY PLAN (HSP)
4.0	SYSTEM DESCRIPTION.....
5.0	ORGANIZATION STRUCTURE AND SYSTEM SAFETY RESPONSIBILITIES
5.1	Your Community Transit Organization Chart.....
5.2	Your Community Transit System Safety Responsibilities by Position
5.3	System Safety Responsibilities of Contract Service Operator(s)
6.0	QUALIFICATION AND SELECTION OF DRIVERS
7.0	DRIVER SAFETY TRAINING AND TESTING
7.1	Initial Driver Training and Testing
7.2	On-Going/Refresher Training and Testing.....
7.3	Remedial Training and Testing
7.4	NIMS Training
8.0	RECORDS MANAGEMENT
9.0	DRUG AND ALCOHOL PROGRAM
10.0	VEHICLE MAINTENANCE PROGRAM
10.1	Daily Vehicle Inspections (DVI).....
10.2	Preventive Maintenance
10.3	Bus Safety Inspections
11.0	SAFETY DATA ACQUISITION & ANALYSIS.....
12.0	HAZARD IDENTIFICATION AND RESOLUTION
12.1	Hazard Identification
12.2	Hazard Categorization
12.3	Hazard Resolution.....
13.0	EVENT INVESTIGATION.....
14.0	MEDICAL EXAMS FOR BUS TRANSIT SYSTEM DRIVERS.....
15.0	OPERATING AND DRIVING REQUIREMENTS.....
15.1	Wireless Communication
16.0	VEHICLE EQUIPMENT STANDARDS & PROCUREMENT CRITERIA
17.0	INTERNAL AND EXTERNAL SAFETY AUDITS.....
18.0	CERTIFICATION
19.0	APPENDICES.....

Table of Contents (Continued)

Appendices -

- Appendix A: Rule Chapter 14-90, F.A.C.
- Appendix B: Substance Abuse Policy
- Appendix C: Maintenance Plan
- Appendix D: Preventative Maintenance Guidelines
- Appendix E: Medical Examination Form 725-030-011
- Appendix F: Radio Operating Procedures
- Appendix G: Internal Safety Audit Checklist
- Appendix H: Bus Transit System Annual Safety and Security Certification Form
- Appendix I: SSPP Addendums (placeholder for future updates)
- Appendix J: Text Formatting Palette
- Appendix K: Marion Transit Procedures
 - a. Operations Staff Accident Procedures / Responsibilities
 - b. Pre-Trip / Post-Trip Daily Inspections
 - c. Biohazard Clean Up Procedure
 - d. Bus Evacuation Procedure/Plan
 - e. Transportation for Life Sustaining Activities
 - f. Lift & Wheelchair Procedure/Policy
 - g. Closing Procedure for Dispatch
 - h. Railroad Crossings Procedure
 - i. Proper Use of Two-Way Radios
 - j. Reasonable Modification Policy
 - k. Employee Incident & Injury Report Procedure
 - l. Vehicle Inspections
 - m. Complaint & Compliments Procedure
 - n. Alternative Internet Access
 - o. Customer Rights & Responsibilities
 - p. Scope of Work for Community Transportation Coordinators
 - q. Rider Disciplinary- Suspension Policy
 - r. Marion Transit STAR of the Month
 - s. Client Intake Procedure / Form
 - t. Trip Rate Procedure
 - u. Bus Road Call & Wrecker Procedure
 - v. Disadvantaged Business Enterprise (DBE) Policy/Procedure
 - w. About our Clients
 - x. Bus Video Review Policy
 - y. Asset Management Plan
 - z. Client Injury Report
 - aa. Supervisor Incident Review

1.0 Management Safety Commitment and Policy Statement

Marion Transit is committed to providing safe, secure, clean, reliable, and efficient transportation services to the patrons. This policy statement serves to express management's commitment to and involvement in providing and maintaining a safe and secure transit system.

The mission of Marion Transit *"Is to provide Public Transportation that offers riders a high-quality safe, reliable, and efficient paratransit experience"*.

Section 341.041, Florida Statutes (F.S.); Section 334.044(2), F.S.; and Section 341.061(2)(a), F.S., requires the establishment of minimum equipment and operational safety standards for all governmentally owned bus transit systems; privately owned or operated bus transit systems operating in this state which are financed wholly or partly by state funds; all bus transit systems created pursuant to Chapter 427, F.S.; and all privately owned or operated bus transit systems under contract with any of the aforementioned systems. Safety standards for bus transit systems are provided by Rule Chapter 14-90, Florida Administrative Code (F.A.C.), hereinafter referred to as Florida Administrative Code Rule 14-90. Bus transit systems are required to develop, adopt, and comply with a System Safety Program Plan (SSPP), which meets or exceeds, the established safety standards set forth in Florida Administrative Code Rule 14-90.

In the interest of safety and security, and in order to comply with the statutory requirements, Marion Transit has developed and adopted this System Safety Program Plan (SSPP) that complies with established safety standards set forth in Florida Administrative Code Rule 14-90. The SSPP is intended to document all policies, functions, responsibilities, etc. of the agency necessary to achieve a high degree of system safety and applies to all areas of the transportation system, including procurement, administration, operations, maintenance, etc.

Marion Transit management is responsible for maintaining a coordinated safety system in order to identify and prevent unsafe acts and conditions that present a potential danger or threat to public safety. Management has responsibility for maintaining and implementing the SSPP and complying with the policies, procedures, and standards included in this document. All departments, personnel, and contract service operators are charged with the responsibility of adhering to this SSPP. Any violation of safety and security practices is subject to appropriate administrative action. Management is ultimately responsible for enforcing the SSPP and maintaining a safe and secure system.

This plan was reviewed by the Marion Senior Services, Inc. Executive Board on 11/9/2022.

Jennifer Martinez, Executive Director
Marion Senior Services, Inc.
Date: 11/9/2022

Attest: _____
Clayton Murch, Transportation Director
Marion Transit

2.0 System Safety Goals and SSPP

Marion Transit has established the following goals for the system safety program:

- Achieve a high standard of system safety in all areas of the transportation system
- Develop and implement a comprehensive, systematic, and coordinated program to identify, assess, and control all safety hazards
- Develop and maintain a high level of safety awareness among all employees through pre-employment screening and systematic training and testing programs
- Establish safety standards for contract service operators and ensure compliance
- Ensure that system safety is integrated with daily operations through operational standards and procedures, vehicle maintenance, inspections, record keeping, audits, quality assurance and quality control
- Ensure that all vehicles and equipment operated by the agency meet established safety standards
- Maintain a formal process for event investigation, emergency preparedness and response, and handling security threats
- Ensure a drug free workplace
- Comply with all regulatory requirements.

In addition:

- High Passenger Satisfaction
- On-time performance
- Minimized Passenger Dwell (wait) time
- Passenger Safety
- Deliver Excellent Customer Service
- Safe driving

The purpose of this SSPP document is to:

- Establish and document system safety policies and procedures in compliance with Florida Administrative Code Rule 14-90
- Establish a coordinated and documented process to implement the SSPP during the operations of the system in order to achieve system safety goals
- Identify and delegate safety functions and responsibilities to units and personnel within the organization and contract service operators
- Facilitate internal and external safety audits to identify, track, and resolve safety program deficiencies.

System Safety Program Plan (SSPP)

In accordance with Florida Administrative Code Rule 14-90 (included in Appendix A), the SSPP addresses the following safety elements and requirements:

- Safety policies and responsibilities
- Vehicle and equipment standards and procurement criteria
- Operational standards and procedures
- Bus driver and employee selection
- Driving requirements
- Bus driver and employee training
- Vehicle maintenance
- Investigations of events
- Hazard identification and resolution
- Equipment for transporting wheelchairs
- Safety data acquisition and analysis
- Wireless communication plan and procedure
- Safety standards for private contract bus transit system(s) that provide(s) continuous or recurring transportation services for compensation as a result of a contractual agreement with Marion Transit.

2.1 SSPP Control and Update Procedures

Marion Transit management will review the SSPP annually, update the document as necessary, and implement the changes within a timeframe that will allow the agency to timely submit the annual self-certification of compliance to the Florida Department of Transportation (FDOT). The annual review of the SSPP will be conducted as part of an internal audit beginning October 1st of each calendar year and ending prior to the end of the same calendar year. Necessary updates outside the annual update window will be handled as SSPP addendums which will be incorporated in the body of the SSPP during subsequent annual update.

All proposed changes will be documented by the management as proposed SSPP addendums and distributed to all affected parties including employees and contract service operators. All parties must comment within two weeks of the issuance of the proposed changes unless otherwise specified. Following the approval of any modifications to the SSPP by the Executive Director, management staff will distribute the SSPP addendum to all affected parties, with a cover memo highlighting the changes. All parties receiving the updates are required to sign for its receipt and acknowledge their responsibility in implementing the changes. Management will document and retain the proof of SSPP receipt by all employees during initial hire and subsequent updates. Agency's governing board will adopt the SSPP annually following the internal audit and a copy of the adopted SSPP will be distributed to all employees and contract service providers. A copy of the adopted SSPP will also be forwarded to the FDOT District Office. Document reviews of the SSPP by the local agency, any subsequent updates, addendums, adoption, and distribution activities will be documented in the SSPP Document Activity Log included in this document.

3.0 Hazard and Security Plan (HSP)

In accordance with Florida Administrative Code Rule 14-90, Marion Transit has adopted, and implemented a Hazard and Security Plan (HSP), often referred to as the Security Program Plan (SPP), which covers the hazard and security portion of the system safety program. The HSP contains information about prevention, mitigation, preparedness, response, recovery, and associated organizational responsibilities. The purpose of the HSP/SPP is to specify:

- Actions required of employees on a daily, weekly, monthly, and annual basis to prevent or reduce the likelihood of security and emergency events from occurring, and to mitigate the effects of those events that do occur
- Measures needed to prepare for incidents occurring within the transportation system and in the surrounding community
- Agency procedures that should be established to respond to security hazards and emergencies that affect the system and its customers
- Formal processes to recover from routine security events or major emergencies
- Roles, responsibilities, and interagency coordination required to respond to a disaster or security event.

The HSP/SPP addresses the following hazard and security elements and requirements:

- Security policies, goals, and objectives
- Organization, roles, and responsibilities
- Emergency management processes and procedures for mitigation, preparedness, response, and recovery
- Procedures for investigation of events described under subsection 14-90.004(5), F.A.C.
- Procedures for the establishment of interfaces with emergency response organizations
- Procedures for interagency coordination with local law enforcement jurisdictions
- Employee security and threat awareness training programs
- Security data acquisition and analysis
- Emergency preparedness drills and exercises
- Requirements for private contract transit providers that engage in continuous or recurring transportation services for compensation as a result of a contractual agreement with the bus transit system.
- Procedures for SPP maintenance and distribution.

System Safety Program Plan (SSPP)

The HSP/SPP has been adopted separately from the SSPP. Bus transit systems are prohibited by Section 119.071(3)(2), Florida Statutes, from publicly disclosing the SPP, as applicable under any circumstance. The document is maintained in a secure location by the management and access to the document is restricted to select agency personnel and appropriate FDOT personnel exercising oversight in this area. On-site access to the HSP/SPP is granted to regulatory authorities (FDOT, FTA, etc.) on as-needed basis. Select portions of the HSP/SPP may be shared with employees depending on their job responsibilities.

Any additional text for Chapter 3.0 must be inserted above this point for formatting/page numbering purposes.

4.0 System Description

History:

Service on Wheels, later to become Marion County Senior Services, came into being in August 1973, with an idea and a \$100.00 check from Blessed trinity Church. The idea was to provide hot noontime meals for some of Ocala's most needy.

The First Presbyterian Church had established a volunteer program called VISION-"Volunteers in Service in our Neighborhood". Since VISION recruited volunteers, and Service on Wheels needed volunteers to deliver meals, the two worked well together. Karen May, Director of Vision, supervised both programs and served as the first Service on wheels Board President. Diane Morthland was the part-time M.O.W. Director from 1973-1976. Karen May, Linda Foy and other volunteers wrote letters to local organizations for financial help, recruited some volunteers, found someone to prepare the meals (Julian's Marion Lunch), and they were off running. They delivered 13 meals the first day.

In the early days, church groups, clubs, organizations and fees from the participants kept the program going. The program grew to a point where additional funding was necessary to continue; therefore, Service on Wheels applied for and became a United Way Agency.

In mid1975, the S.O.W. Board decided to apply for a federal grant for a Nutrition Program for the Elderly, through Older Americans Act funds of 1964 which provided daily meals at congregate dining sites.

Nancy Picard, a volunteer who served as the director of the Nutrition Program for the first 6 months, wrote the first grant. Diane Morthland was hired to take her place in July 1976. The budget totaled \$90,145 and we served 100 meals daily (five days a week).

In October 1976, a new program funded through Older Americans Act funds was added to provide transportation and homemaker service. The first Director for this program was Eleanor Preston, wife of the Ft. King Presbyterian Church minister, Dr. Frank Preston. The office was located on the grounds of that church and started off with one leased van and 3 homemakers.

In January 1977, the Nutrition Program and the Homemaker/Transportation Program combined and moved to an office next door to our present office, with Diane Morthland as Executive Director for the combined programs.

In the beginning S.O.W. (Meals on Wheels) and the Marion County Nutrition Program operated separately but shared the same Board of Directors. The name was changed from Service on Wheels to Marion County Senior services, Inc. in April 1979 and in October of 1979 the two services combined to share staff and office space.

System Safety Program Plan (SSPP)

We still maintain independent Meals on Wheels Program, which is funded as it was in the beginning, with local donations, United Way funding, and fees based on a sliding scale. Maintaining this separate program allows us to serve needy clients of any age. The federal programs are restricted to those 60 years of age and older. Local match funds (cash or in-kind) are required to secure grant funds.

In 1980, MCSS began participation in the state-funded Community Care for the Elderly Program. CCE is a continuum of care for functionally impaired, frail, elderly to live independently in their homes for as long as possible. Case managers plan both in-home support services as well as other community resources (such as food stamps, SSI, Medicaid, legal services, doctor appointments, etc.) while working with the clients until their problems are solved.

In 1982, the Metropolitan Planning Organization designated Marion County Senior Services as the Community Transportation Coordination Provider for the transportation disadvantaged in Marion County including coordinating all transportation trips using public funds such as Medicaid. Operating, administrative and capital funds were provided by the Florida Department of Transportation. Since 1991, the Transportation Disadvantaged Commission has also provided funds to pay for clients not sponsored by any agency or organization. Sponsored trips include Medicaid and elder programs. We currently operate 37 daily routes to transport elderly, disabled and transportation-disadvantaged persons throughout Marion County. In 1994 our transportation service was renamed Marion Transit Services to more accurately reflect the diverse ridership.

In 1989, three new state-funded programs were added: Community Care for Disabled Adults, Alzheimer's disease Initiative and Community Care for the Elderly Diversions Program.

These programs allowed us to provide services to severely disabled adults 18-59, to provide more frequent and intensive in-home services to clients at risk of nursing home placement and to provide much needed support, particularly respite, to Alzheimer's victims.

Additional programs/services added in 1993: Medicaid Waiver services for low-income clients who would otherwise be placed in nursing homes at a greater cost to the state (replacing the elderly Diversions Program) and Preventative/Health Promotion Services (Title III-F) funded through Older Americans Act.

Beginning January 1, 1996, we began administering the Home Care for the Elderly Programs, which offers case management and subsidy payments to caregivers as an alternative to institutionalization. II-F funds were discontinued. In May Diane Morthland retired after 23 years with our agency. Gail Cross became the new Executive Director.

In order to expand needed services; in 1977 we implemented an intensive volunteer recruitment program for in-home services with a special grant from the

System Safety Program Plan (SSPP)

Department of Elder Affairs. State funded programs began requiring a co-pay based on income from all clients.

From small volunteer-based program in the 70's and then a recipient of program grants, Marion County Senior Services has evolved into two primary contractor roles for our community. We serve as the "lead agency" and service provider for state and federally funded contracts to provide services to elderly and disabled through specific "contracts" for service with our regional Area Agency on Aging. And we are the designated Community Transportation Coordinator providing public Paratransit service to elderly, disabled, and underprivileged people throughout Marion County the Commission for Transportation Disadvantaged, Florida Department of Transportation, and SunTran (for Complementary ADA trips).

In January 2011, Marion County Senior Services' name changed to Marion Senior Services, Inc. The primary purpose for changing the name was to remove the connotation that the Agency was part of Marion County government.

Marion Transit is a division of Marion Senior Services, Inc.

Marion Transit System Profile (As of 09/21/2022):

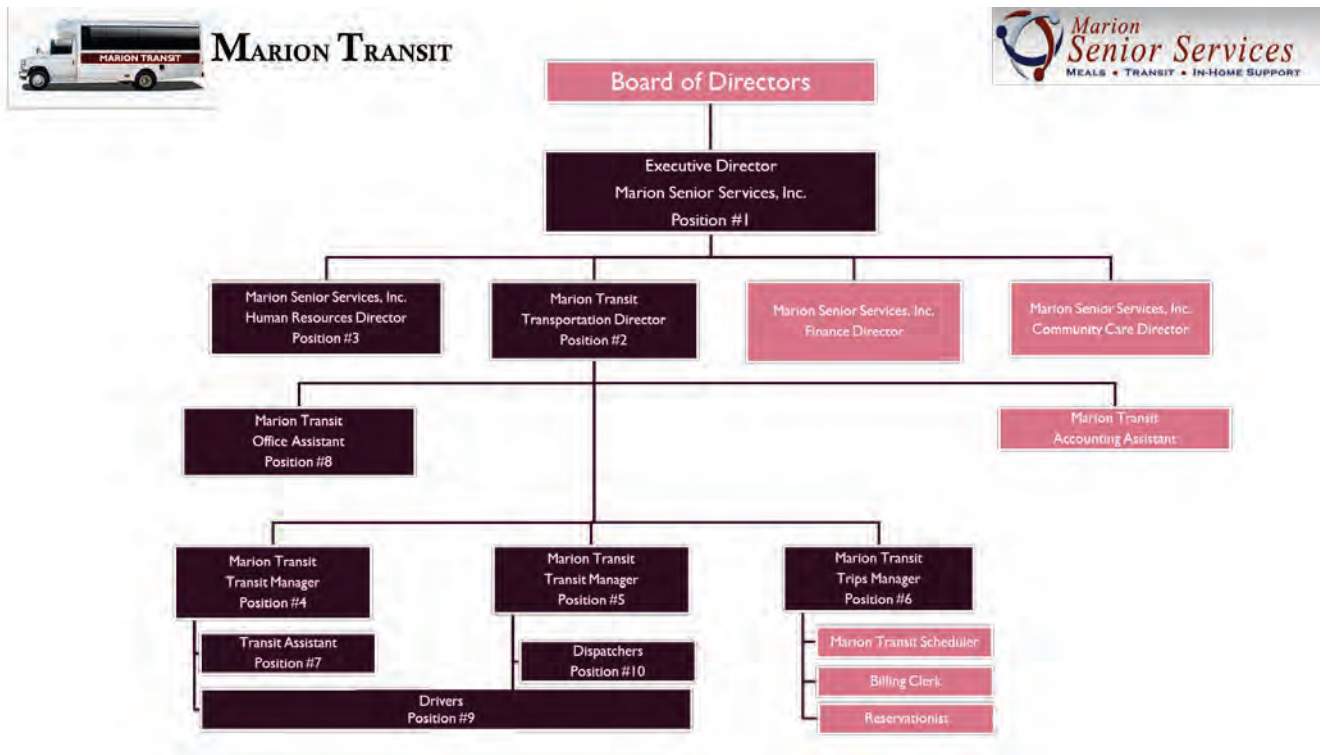
- Total Number of drivers: 37
- Full-time: 31 Part-time: 6 Volunteers: 0 in transportation
- Number of operational buses: 46
- Buses W/C accessible: 46
- Number of Type I buses (>22' length) 40 Type II buses (<22' length)
- Dispatch Location(s): 1101 SW 20th Court, Ocala, FL – Marion Transit
- Maintenance Locations:
 - Advance Tire & Service, 2199 NW 10th Street, Ocala, FL 34475
 - Fishers Auto Care – 2021 SW 27th Avenue, Ocala, FL 34471
 - Don's Garage – 218 SW 10th Street, Ocala, FL 34471
 - Advanced Vehicle Modifications (Lift) 2520 NW 6th Street, Ocala, FL
- Community Transportation Coordinator (CTC): Yes
- CTC Operator: Yes
- CTC Name: Marion Senior Services, Inc. D/B/A Marion Transit
- Contracted passenger service operations: None at this time.
- Contract operator has own adopted SSPP and SPP approved by transit system or CTC: N/A
- Contract operator adopts and implements the Transit System's CTC's SSPP: N/A

Any additional text for Chapter 4.0 must be inserted above this point for formatting/page numbering purposes.

5.0 Organization Structure and System Safety Responsibilities

Management has the overall responsibility of safe and secure operations of Marion Transit and any contract service operators (N/A at this time). Each employee is required to carry out specific system safety responsibilities, depending on his/her position, in compliance with the SSPP. The organization information provided below describes each position and the reporting structure; the table in the following page shows system safety responsibilities of each position.

5.1 Marion Transit Organizational Chart



System Safety Program Plan (SSPP)

5.2 Marion Transit Transit System Safety Responsibilities by Position

System Safety Task	Frequency	Management Responsibilities by Position						Staff Responsibilities by Position			
		Position 1	Position 2	Position 3	Position 4	Position 5	Position 6	Position 7	Position 8	Position 9	Position 10
Oversee and assure SSPP and HSP/SPP compliance	Daily	X	X		X	X					
Random inspections of Departments for safety compliance (pre-trip inspections, driver files, maintenance records, etc.)	Quarterly/ As needed		X		X	X		X			
SSPP and HSP/SPP review and distribution	Annual/ As needed	X	X		X	X			X		
Intra-agency coordination and safety briefings	Monthly		X		X	X			X		
Inter-agency coordination (FDOT, law enforcement, emergency response organizations, etc.)	As needed	X	X		X	X	X				
Facility inspection / generator	Monthly		X		X	X		X			
Employee safety training and testing and record keeping	Initial hire/ quarterly & ongoing		X	X	X	X			X		
Drug free workplace (policy maintenance, employee training and testing, etc.)	Initial hire/ Quarterly + Randoms		X	X	X	X					
Driver license validity check and record maintenance	Initial hire/ Monthly		X	X	X	X			X		
Administrative/Human Resource safety actions	As needed			X							
Safety and security data acquisition and analysis	On an ongoing basis		X		X	X					
Medical examination of drivers and record keeping	Initial hire/ biennium			X							
Vehicle and equipment procurement	As needed		X		X	X					
Pre-trip inspections and record keeping	Daily				X	X		X		X	

System Safety Program Plan (SSPP)

System Safety Task	Frequency	P-1	P-2	P-3	P-4	P-5	P-6		P-7	P-8	P-9	P-10
Vehicle maintenance and record keeping	Daily				X	X			X			
Annual safety inspections and record keeping	Annual		X		X	X	X		X	X		
Event investigation and record keeping	As needed		X		X	X				X		
Investigate safety complaints	As needed		X	X	X	X	X		X			
Pre-employment screening	Initial hire			X								
Employee time recording and maintenance	Daily		X		X	X	X					
Internal safety audits	Annual/As needed		X		X	X						
Records maintenance, retention, and distribution	Daily/As needed		X	X	X	X	X			X		
Vendor safety and security compliance oversight	Daily/As needed		X		X	X			X			
Hazard identification and resolution	Daily		X	X	X	X	X		X	X	X	X
Compliance with SSPP	Daily	X	X	X	X	X	X		X	X	X	X
Self-certification of safety compliance	Annual		X		X	X	X					

5.3 System Safety Responsibilities of Contract Service Operator(s)

Marion Transit requires all contract service operators to fully comply with the established safety standards set forth in Florida Administrative Code Florida Administrative Code Rule 14-90. Contract operators have the option to either adopt and implement the SSPP and HSP/SPP of Marion Transit, or develop, adopt, and implement their own program plans, but must ensure compliance with Florida Administrative Code Florida Administrative Code Rule 14-90. If the contract service operator opts to develop their own SSPP and HSP/SPP, the program plans must be reviewed and approved by Marion Transit management prior to initiation of service. In addition, each contractor/subcontractor shall submit a safety and security certification to Marion Transit no later than January 15th, annually for the prior calendar year period.

The certification shall attest to the following:

- The adoption of an SSPP and an HSP/SPP in accordance with established standards set forth in Florida Administrative Code Florida Administrative Code Rule 14-90.
- Compliance with its adopted SSPP and HSP/SPP.
- Performance of safety inspections on all buses operated by the system in accordance with Florida Administrative Code Rule 14-90.
- Reviews of the SSPP and HSP/SPP have been conducted to ensure they are up to date.

The certification shall include:

- The name and address of the contractor/subcontractor, and the name and address of the entity(ies) who performed bus safety inspections and security assessments during the prior calendar year, if different from that of the contractor/subcontractor.
- A statement signed by an officer or person directly responsible for management of the contractor/subcontractor attesting to compliance with Florida Administrative Code Florida Administrative Code Rule 14-90.

Contractors/subcontractors are subject to audits and inspections on an announced or unannounced basis at the discretion of Marion Transit management. Marion Transit, or its contractor, will conduct safety and security reviews of contract operators, at least once every three years, to ascertain compliance with the provisions of Florida Administrative Code Florida Administrative Code Rule 14-90. Marion Transit will prepare and submit a report of the audit to the affected contract operator within 30 business days of completion of the review containing the following:

- Identification of the findings, including a detailed description of any deficiency.
- Required corrective action and a schedule for implementation of the corrective action to be taken for each deficiency.
- Any required suspension of bus transit system service should Marion Transit determine of the continued operation of the service, or a portion thereof, poses an immediate danger to public safety.

If the contract operator fails to correct specific deficiency(ies) in accordance with Florida Administrative Code Florida Administrative Code Rule 14-90 and the established implementation

System Safety Program Plan (SSPP)

schedule, Marion Transit will notify the FDOT District Office and initiate actions to dismiss the contract.

Any additional text for Chapter 5.0 must be inserted above this point for formatting/page numbering purposes.

6.0 Qualification and Selection of Drivers

Marion Transit management is responsible for ensuring that the following minimum standards are met when hiring new drivers.

- Must possess a valid Florida driving license of appropriate class.
- Level 2 background screening pursuant to FSS chapter 435.
- Criminal background check (with local law enforcement and the Florida Department of Law Enforcement) and driving records check including, but not limited to, the following items:
 - Driving records
 - Instant Social Security Number validations
 - Instant identification of applicant's county of residence for the past seven years
 - County felony criminal history checks for up to three counties per applicant and other criminal records checks
 - Education verification
 - Employment reference checks
 - Personal reference check
 - Workers' Compensation claims
- Complete employment application.
- Successful completion of pre-employment physical including an eye examination and drug screening test.
- Signed acknowledgement of receipt and agreement to comply with drug-free workplace policy.
- Signed acknowledgment of receipt and agreement to comply with SSPP.
- Successful completion of required orientation, training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.
- Signed acknowledgment of receipt and compliance with the following written operational and safety procedures before driving on a street or highway unsupervised.
 - Communication and handling of unsafe conditions, security threats, and emergencies.
 - Familiarization and operation of safety and emergency equipment, wheelchair lift equipment, and restraining devices.
 - Application and compliance with all applicable federal and state laws, rules and regulations.
- Drivers are required to write and submit a daily bus inspection report pursuant to Florida Administrative Code Florida Administrative Code Rule 14-90.006, F.A.C.
- Personnel licensed and authorized by the bus transit system to drive, move, or road test a bus in order to perform repairs or maintenance services when it has been determined that such temporary operation does not create unsafe operating conditions or create a hazard to public safety are not bound to the following two provisions:
 - Training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.

System Safety Program Plan (SSPP)

- Bus transit systems shall provide written operational and safety procedures to all bus drivers before driving on streets or highways unsupervised.

Noncompliance with any regulatory or agency specific requirement may result in an employee administrative action up to and including suspension or termination of employment. It is the policy of Marion Transit to screen applicants to eliminate those that pose a safety or security threat to the agency or who would not be capable of carrying out agency safety and security policies.

Essential Requirements

- High School diploma or equivalent.
- Must be able to pass the DOT Physical Requirements.
- 2 years' verifiable experience in transporting passengers or other commercial driving experience.
- Ability to use a portable radio and/or phone
- Clean driving record that meets company's insurance standards
- Understand and to carry out detailed but uninvolved written or oral instructions.
- Basic math skills including addition, subtraction, division and multiplication of numbers and currency.
- Excellent Customer Service skills and experience interacting with the public
- Good people skills to include good communication, and the ability to deal with and manage large groups and communicate clear instructions.
- Be familiar with the Marion County Address System and able to locate addresses using maps and/or GPS.

Any additional text for Chapter 6.0 must be inserted above this point for formatting/page numbering purposes.

7.0 Driver Safety Training and Testing

All employees and drivers of Marion Transit and all contract service providers are required to complete all training and testing requirements to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised. The Transit Manager is responsible for conducting and documenting all training and testing activities utilizing a certification process. Noncompliance with any regulatory or agency specific guideline or requirement may result in suspension or termination of employment. This section of the SSPP discusses the training and testing programs to be administered by the Transit Manager.

7.1 Initial Driver Training and Testing

Upon hire and prior to being placed into road service, all drivers are required to complete a total of 80 hours of training and testing in the following areas:

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 lift and other special equipment.
7. Defensive driving.
8. Distracted driving.
9. Passenger assistance and securement.
10. Handling of emergencies and security threats.
11. Security and threat awareness.
12. Driving conditions.
13. 60 minutes of drug awareness and 60 minutes of the effects of alcohol abuse.

As part of the driver training program, specific procedures have been incorporated to instruct the driver on how to safely approach and depart from a transit bus stop to avoid contact with pedestrians and other hazards.

In addition, new drivers are required to successfully undergo a road test with an experienced driver. A new-hire check-off list must be completed to ensure the employee has received all required 14-90 training and information before being authorized for over-the-road service.

After successful completion of each training and testing module, the agency is required to document and record the satisfactory completion of the employee's training and submit to the Transportation Director. Certificates of completion will be maintained in the driver files for a minimum of 5 years.

System Safety Program Plan (SSPP)

All newly hired employees are also provided instructional training by the HR Director and Transit Manager per agency's HSP/SPP. Drivers are given instruction in Marion Transit rules and standard operating procedures in the following areas :

- General rules: General rules of the agency including employee conduct codes.
- Personal appearance and conduct: Cover uniforms, grooming, and employee conduct.
- Customer service: Covers expectations of employees when dealing with the public; includes instruction on how and to whom to report security incidents, and types of individuals or situations to be aware of and report.
- Traffic laws: Covers applicable traffic-related laws and regulations, drug and alcohol testing, and drug and alcohol use restrictions.
- Fare handling: Covers fare collection procedures and provides instruction in dealing with fare disputes, conflict resolution, and notification of security personnel.
- Americans with Disabilities Act requirements: Provides instruction in complying with ADA requirements and providing service to disabled patrons.
- Radio procedures: Provides instruction on radio procedure for both routine and emergency radio traffic. Includes instruction on reporting crimes, suspicious acts, and potentially hazardous situations.
- Report writing: Provides instruction on report writing, and reporting requirements.
- Substance abuse policy: Provides information on the drug and alcohol testing program.
- Occupational Safety and Health Administration (OSHA) standards: Covers blood borne pathogens and other occupational exposure to health hazards.

The HR Director and Transportation Director will develop and maintain a Training Manual for new hire training and testing of employees as part of the Safety Training Program. The manual will contain training course content, curriculum, lesson plans, testing requirements, etc. All training and testing activities will also be adequately documented by the Transit Manager.

7.2 On-Going/Refresher Training and Testing

The HR Director and Transportation Director will develop and maintain a Training Manual for on-going and refresher training and testing of employees. 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 Florida Administrative Code Florida Administrative Code Rule 14-90. The drivers are required to attend training and testing in all areas specified by Florida Administrative Code Florida Administrative Code Rule 14-90 at least once every three years.

Ongoing and refresher training will be conducted but is not limited to the following topics:

- Bus transit system safety and operational policies and procedures.
- Operational bus and equipment inspections.
- Bus equipment re-familiarization.
- Operation of wheelchair lift and other special equipment.

System Safety Program Plan (SSPP)

- Defensive driving.
- Distracted driving.
- Passenger assistance and securement.
- Handling of emergencies and security threats.
- Security and threat awareness.
- Drug awareness and the effects of alcohol abuse.

Marion Senior Services also requires quarterly mandatory safety meetings. Any training during these meetings will be documented.

All training and testing activities are to be recorded and retained in files for a minimum of five years.

7.3 Remedial Training and Testing

Marion Transit will employ remedial training for drivers who have been involved in a serious collision or have developed unsafe driving behaviour or other driving problems. Other causes for remedial training may include persistent customer complaints, supervisor recommendations, or a result of ongoing evaluations. Depending on the circumstances, the Transportation Director will determine the appropriate remedial training and testing, the results of which will also be documented and retained in files.

7.4 NIMS Training

The National Incident Management System (NIMS) provides a consistent nationwide template to enable all government, private-sector, and nongovernmental organizations to work together during domestic incidents (<http://www.fema.gov/emergency/nims/>). The NIMS system requires that transit agencies comply with a number of specific activities to ensure personnel who will be conducting activities in response to emergencies use the standard Incident Command System (ICS).

Marion Transit HSP/SPP requires that management staff take available NIMS training to understand this requirement and to coordinate regularly with outside organizations to prepare for coordinated responses to incidents. In addition, all employees will be provided security training and drills every six months to ensure they are familiar with emergency policies. All training and testing activities will also be recorded and retained in files.

Any additional text for Chapter 7.0 must be inserted above this point for formatting/page numbering purposes.

8.0 Records Management

The Transportation Director is responsible for implementing a record management program that includes maintenance, retention, distribution, and safe disposal of all safety and security records of the agency in compliance with state and federal regulations.

All safety and security documents of the agency (SSPP, HSP/SPP, etc.) will be periodically revised, as needed, to ensure that they are up to date. Revisions and updates will be communicated with employees, contractors, and regulatory agencies as they occur or as deemed necessary by the management, depending on the nature of the revision or update. The HSP/SPP is considered a confidential document and will be retained in a secure location by management.

Marion Transit will maintain and retain the following records for at least five years:

- Records of bus driver background checks and qualifications
- Detailed descriptions of training administered and completed by each bus driver
- A record of each bus driver's duty status which will include total days worked, on-duty hours, driving hours, and time of reporting on and off duty each day
- Event investigation reports, corrective action plans, and related supporting documentation
- Records of preventive maintenance, regular maintenance, inspections, lubrication, and repairs performed for each bus
- Records of annual safety inspections and documentation of any required corrective actions
- Completed and signed medical examination reports for each bus driver

In addition, Marion Transit will retain records of daily bus inspections and any corrective action documentation for a minimum of two weeks.

An organized paper and electronic filing system will be maintained by the agency, adequately backed up to prevent potential loss of information. All sensitive personnel records will be protected from public access. When ready for disposal, both paper and electronic data will be disposed of in a secure manner ensuring that critical information is protected.

Any additional text for Chapter 8.0 must be inserted above this point for formatting/page numbering purposes.

9.0 Drug and Alcohol Program

Marion Transit has established a Zero Tolerance Substance Abuse Policy Statement in accordance with 49 C.F.R. Part 32 and a substance abuse management and testing program in accordance with 49 C.F.R. Parts 40 and 655, October 1, 2009, a copy of which is included in Appendix B. The Substance Abuse Program Manager is responsible for ensuring the implementation of a drug and alcohol testing program for all safety-sensitive employees as identified and described within the subject policy.

The intent of the policy is to:

- Assure that employees are not impaired in their ability to perform assigned duties in a safe, productive, and healthy manner;
- Create a workplace environment free from the adverse effects of drug and alcohol abuse or misuse;
- Prohibit the unlawful manufacture, distribution, dispensing, possession, or use of controlled substances; and
- Encourage employees to seek professional assistance when substance abuse adversely affects their ability to perform their assigned duties.

Violation of this substance abuse policy is subject to disciplinary actions.

Any additional text for Chapter 9.0 must be inserted above this point for formatting/page numbering purposes.

10.0 Vehicle Maintenance Program

The function of the maintenance plan is to provide a consistent systematic program to properly maintain and service vehicles to meet or exceed the manufacturer's recommended maintenance schedule. Marion Transit vehicle maintenance program will ensure that all buses operated, and all parts and accessories on such buses, including those specified in Florida Administrative Code Florida Administrative Code Rule 14-90.007, F.A.C., and any additional parts and accessories which may affect safety of operation, including frame and frame assemblies, suspension systems, axles and attaching parts, wheels and rims, and steering systems, are regularly and systematically inspected, maintained, and lubricated to standards that meet or exceed the bus manufacturer's recommendations and requirements. The Transportation Director is responsible for ensuring that a Maintenance Plan consistent with 14-90 has been developed and implemented by the agency and that all vehicles operated are regularly and systematically inspected, maintained, and lubricated according to the agency's Maintenance Plan and Preventative Maintenance Guidelines (included in Appendix C and Appendix D, respectively).

10.1 Daily Vehicle Inspections (DVI)

Drivers are required to perform daily vehicle inspections prior to operating the assigned vehicle, during routes, and after all route schedules are completed. The pre-trip inspection includes an inspection of the following parts and devices to ascertain that they are in safe condition and in good working order:

- Service brakes
- Parking brakes
- Tires and wheels
- Steering
- Horn
- Lighting devices
- Windshield wipers
- Rear vision mirrors
- Passenger doors
- Exhaust system
- Equipment for transporting wheelchairs
- Safety, security, and emergency equipment

During the scheduled trips and at the end of the day, the operator will note any additional findings and submit the daily vehicle inspection forms. The process and form/s to be utilized for daily vehicle inspections is included in agency's preventative maintenance guidelines. The daily vehicle inspection forms must be complete with the operator's signature and a check in each box to document that the items are "OK" or a defect is noted in the comments section. If the driver finds any mechanical or other problems that could compromise the safety of the vehicle at any point, the drivers will immediately inform the Transit Manager and the vehicle will not be scheduled for service until repaired. Failure to report deficiencies by drivers may result in an administrative action taken against the employee.

The Transit Manager & Transit Assistant will review the daily inspections and document the corrective actions taken as a result of any deficiencies identified by the operator. Daily inspection records will be retained for a minimum of two weeks. ***The Transit Manager and Transit***

System Safety Program Plan (SSPP)

Assistant will periodically conduct vehicle inspections behind the drivers who have completed the vehicle inspections to ensure that the daily vehicle inspections are adequately performed. Once defects are noted they will be prioritized and sorted into categories for repairs. Once a defect is noted on the inspection form and repaired, the documentation will be attached to the work/repair order and filed in the maintenance files.

10.2 Preventive Maintenance

A preventative maintenance schedule is implemented to inspect for safety hazards and to maintain vehicles in a manner conforming to safety regulations. Marion Transit will perform scheduled preventive maintenance and safety inspections on all vehicles at every 6,000-mile interval according to the agency's maintenance plan (comply with FDOT PM Edition 4.1). As preventative maintenance inspections are scheduled by projected mileage, the agency will allow 10%-mile deviations in mileage interval, so long as the actual mileage interval meets the manufacturer's recommended maintenance schedule. When a vehicle is due for an inspection, it will be taken out of service until the inspection is completed. This allows a series of repairs to be carried out while minimizing costs and optimizing the number of operational vehicles. If a vehicle is "down" for an extended period of time due to unavoidable circumstances, preventative maintenance will be temporarily suspended until the vehicle can be returned to service. However, the annual inspection will be conducted on all vehicles regardless of "up/down" status and/or mileage accrued.

The Transit Manager and Transportation Director will regularly perform Quality Control (QC)/Quality Assurance (QA) checks to ensure that the inspections and repairs, both in-house and contracted, are completed and documented properly. Each vehicle will have a written record documenting preventive maintenance, regular maintenance, inspections, lubrication and repairs performed. Such records will be maintained for at least five years and include, at a minimum, the following information:

- Identification of the bus, the make, model, and license number or other means of positive identification and ownership
- Date, mileage, description, and each type of inspection, maintenance, lubrication, or repair performed
- If not owned by Marion Transit, the name of any person furnishing a bus
- The name and address of any entity or contractor performing an inspection, maintenance, lubrication, or repair

For tracking purposes, a maintenance log will be kept containing vehicle ID, make and type of vehicle, year, model, special equipment, inspections, maintenance and lubrication intervals, and date or mileage when services are due.

10.3 Bus Safety Inspections

Safety inspections are part of the maintenance inspections and are performed every 6,000 miles on all buses operated by Marion Transit. The Transit Manager is responsible for ensuring that each individual performing a bus safety inspection is qualified as follows:

- Understands the requirements set forth in Florida Administrative Code Florida Administrative Code Rule 14-90 and can identify defective components.

System Safety Program Plan (SSPP)

- Is knowledgeable of and has mastered the methods, procedures, tools, and equipment used when performing an inspection.
- Is ASE certified with at least one year of training and/or experience as a mechanic or inspector in a vehicle maintenance program and has sufficient general knowledge of buses owned and operated by the bus transit system to recognize deficiencies or mechanical defects.

Each bus receiving a safety inspection shall be checked for compliance with the requirements for safety devices and equipment as referenced or specified by Florida Administrative Code Florida Administrative Code Rule 14-90. Specific operable equipment and devices as required by Florida Administrative Code Florida Administrative Code Rule 14-90 include the following as applicable to Type I and II buses:

- Horn
- Windshield wipers
- Mirrors
- Wiring and batteries
- Service and parking brakes
- Warning devices
- Directional signals
- Hazard warning signals
- Lighting systems and signaling devices
- Handrails and stanchions
- Standee line and warning
- Doors and brake interlock devices
- Step wells and flooring
- Emergency exits
- Tires and wheels
- Suspension system
- Steering system
- Exhaust system
- Seat belts
- Safety equipment
- Equipment for transporting wheelchairs
- Working speedometer

A safety inspection report will be prepared by the individual(s) performing the inspection and will include the following:

- Identification of the individual(s) performing the inspection
- Identification of the bus transit system operating the bus
- The date of the inspection
- Identification of the bus inspected
- Identification of the equipment and devices inspected including the identification of equipment and devices found deficient or defective

System Safety Program Plan (SSPP)

- Identification of corrective action(s) for any deficient or defective items found and date(s) of completion of corrective action(s)

Records of annual safety inspections and documentation of any required corrective actions will be retained for a minimum of four years for compliance review.

Any additional text for Chapter 10.0 must be inserted above this point for formatting/page numbering purposes.

11.0 Safety Data Acquisition & Analysis

Understanding safety data is an important step towards allocating important and scarce resources to implement safety program elements. Safety data relative to transit provider operations can be used to determine safety trends in system operation. The following data will be collected and retained by Marion Transit on an ongoing basis:

- Accident and incident data
- Maintenance data including daily vehicle inspection forms
- Passenger claims and complaints
- Records of crimes and rule violations occurring in and around the transit agency

The data will be analyzed by Marion Transit management both qualitatively and quantitatively for safety hazard identification, resolution and risk management purposes. The analysis results will be useful for identifying necessary actions to minimize safety risks. Analysis of safety data will also help improve system performance, not only in respect to safety, but also in overall delivery of service to the public. In addition, trend analyses of safety data can help determine the effectiveness of safety initiatives that have been implemented. The results of such analysis will be shared with agency staff and law enforcement agencies on, at minimum, an annual basis for awareness and support.

Any additional text for Chapter 11.0 must be inserted above this point for formatting/page numbering purposes.

12.0 Hazard Identification and Resolution

Hazard management is a mechanism by which hazards are identified, analyzed for potential impact on the operating system, and resolved in a manner acceptable to the management and regulatory agencies. Marion Transit hazard management consists of three primary components – hazard identification, hazard categorization, and hazard resolution.

12.1 Hazard Identification

By means of safety data acquisition and analysis and coordination with the Transit Manager, the Transportation Director will identify system hazards on an ongoing basis.

12.2 Hazard Categorization

Once the key system hazards have been identified, the Transportation Director will categorize the hazards based on severity and probability of occurrence.

Hazard severity is a subjective measure of hazard, supported by factual data, and will be categorized as follows –

- Catastrophic – Death or system loss
- Critical – Severe injury, severe occupational illness, or major system damage
- Marginal – Minor injury, minor occupational illness, or minor system damage
- Negligible – less than minor injury, occupational illness, or system damage

Hazard probability is a subjective measure of likelihood that a specific hazard will occur and will be categorized as follows –

- Frequent – Likely to occur frequently
- Probable – Likely to occur several times
- Occasional – Likely to occur sometime
- Remote – Unlikely but possible to occur
- Improbable – So unlikely that it can be rejected from consideration

12.3 Hazard Resolution

Once the hazards are identified and categorized, subsequent analysis will be undertaken to resolve the issue and minimize risk associated with the identified hazard. A hazard resolution matrix will be developed combining hazard severity and hazard frequency, as shown in the matrix on the following page, to identify the level of acceptance for a specific hazard/risk.

Hazard Resolution Matrix	Catastrophic	Critical	Marginal	Negligible
Frequent	Unacceptable	Unacceptable	Unacceptable	Acceptable with reservation
Probable	Unacceptable	Unacceptable	Undesirable	Acceptable with reservation
Occasional	Unacceptable	Undesirable	Undesirable	Acceptable
Remote	Undesirable	Undesirable	Acceptable with reservation	Acceptable
Improbable	Acceptable with reservation	Acceptable with reservation	Acceptable with reservation	Acceptable

The results of the analysis will be shared by the Transportation Director with the Executive Director on an ongoing basis to identify appropriate actions. All “unacceptable” hazards must be eliminated, and measures will be taken for the remaining risk acceptance categories to minimize risk. The results of such analysis will be shared with agency staff and law enforcement agencies on a quarterly basis for awareness and support.

Any additional text for Chapter 12.0 must be inserted above this point for formatting/page numbering purposes.

13.0 Event Investigation

For the purpose of this SSPP, events are considered accidents or incidents that involve a transit vehicle or take place on Marion Transit controlled property. An “accident” is an event that causes damage to a vehicle, individual, or property while the vehicle is in motion. It may involve a single vehicle or multiple vehicles. An “incident” is defined as an event that causes damage to a vehicle, individual, or property, which is not an accident.

Any event involving a bus or taking place on property controlled by a transit system and resulting in a fatality, injury, or property damage will be investigated by Marion Transit. All events included but not limited to the following, will be investigated:

- A fatality, where an individual is confirmed dead within 30 days of a bus transit system related event, excluding suicides and deaths from illnesses.
- Injuries requiring immediate medical attention away from the scene for two or more individuals.
- Property damage to bus transit system buses, non-bus transit system vehicles, other bus system property or facilities, or any other property. Marion Transit will have the discretion to investigate events resulting in property damage less than \$1,000.
- Evacuation of a bus due to a life safety event where there is imminent danger to passengers on the bus, excluding evacuations due to operational issues.

In case of all events, drivers are required to contact the local law enforcement, dispatcher, and emergency medical services (as required) immediately. Supervisors will be sent to the scene depending on the severity of the event at the discretion of the Transportation Director and/or Transit Manager. Each investigation will be documented in a final report that includes a description of the investigation activities, identified causal factors, and any identified corrective action plan. Each corrective action plan will identify the action to be taken by the bus transit system and the schedule for its implementation. The Transportation Director will monitor and track the implementation of each corrective action plan. Investigation reports, corrective action plans, and related supporting documentation will be maintained by the Transportation Director for a minimum of five years from the date of completion of the investigation.

Marion Transit will notify FDOT within 24 hours of any accident or casualty involving project vehicles/equipment and submit related reports as required by FDOT. This notification will be accomplished by emailing the respective District 5 project coordinator for Marion Transit.

System Safety Program Plan (SSPP)

FTA Post-Accident Thresholds

Must perform a DOT post-accident test when there is an occurrence associated with the operation of a mass transit vehicle, if as a result:

FATAL ACCIDENT

1. An Individual *dies* (Must Test); or
-

NON-FATAL ACCIDENT

Unless the Marion Transit driver's performance can be ***completely discounted*** as a contributing factor to the accident

2. An individual suffers bodily injury and immediately ***receives medical treatment*** away from the scene of the accident; or

(‘Individual’ refers to a transit employee, pedestrian, passenger on the mass transit vehicle

or person in the other vehicle(s))

3. A vehicle (including non-transit vehicle) incurs disabling damage as the result of the occurrence and a vehicle is ***transported away from the scene by a tow truck or other vehicle;*** or

(in which the mass transit vehicle involved is a bus, electric bus, van or automobile)

4. The mass transit vehicle is ***removed from operation.***

(in which the mass transit vehicle involved is a rail car, trolley car, trolley bus, or vessel)

Who to Test

1. Covered employee operating the mass transit vehicle, unless the transit employee's performance can be ***completely discounted*** as a contributing factor to the accident.
2. Other covered employee who could have contributed to the accident.

Time Limitations for Post-Accident Testing

- ✓ Employee must remain readily available for testing
- ✓ Alcohol & Drug testing must begin as soon as practicable following the accident

Any additional text for Chapter 13.0 must be inserted above this point for formatting/page numbering purposes.

14.0 Medical Exams for Bus Transit System Drivers

This section of the SSPP establishes Marion Transit medical examination requirements for all applicants for driver positions and for existing drivers.

- Medical examination requirements include a pre-employment examination for applicants, an examination at least once every two years for existing drivers, and a return to duty examination for any driver prior to returning to duty after having been off duty for 30 or more days due to an illness, medical condition, or injury.
- Medical examinations will be performed and recorded according to FDOT Form Number 725-030-11, *or equivalent*, Medical Examination Report for Bus Transit System Driver, Rev. 05/09, included in Appendix E.
- Medical examinations will be performed by a Doctor of Medicine or Osteopathy, Physician Assistant, or Advanced Registered Nurse Practitioner licensed or certified by the State of Florida. If medical examinations are performed by a Physician Assistant or Advanced Registered Nurse Practitioner, they must be performed under the supervision or review of a Doctor of Medicine or Osteopathy.
- An ophthalmologist or optometrist licensed by the State of Florida may perform as much of the medical examination as it pertains to visual acuity, field of vision, and color recognition.
- Upon completion of the medical examination, the examiner shall complete, sign, and date the medical examination form and maintain the original at his or her office.
- Upon completion of the medical examination, the examiner shall complete, sign, and date the medical examination certificate and provide a copy to Marion Transit.
- Upon completion of the medical examination the driver shall provide their driver license number, signature, and date on the medical examination certificate.
- Completed and signed medical examination certificate for each bus driver, dated within the past 24 months, will be maintained on file for a minimum of five years from the date of the examination.
- Marion Transit will not allow a driver to operate a transit bus without having on file a completed medical examination certificate dated within the past 24 months.

Any additional text for Chapter 14.0 must be inserted above this point for formatting/page numbering purposes.

15.0 Operating and Driving Requirements

The Transportation Director and Transit Manager are responsible for overall compliance with all operating and driving requirements of the SSPP.

It is the responsibility of every Marion Transit employee who performs driving and/or operational duties to strictly adhere to the following requirements:

- Under no circumstances is a driver allowed to operate a vehicle without having the appropriate and valid driver's license in his or her possession.
- Drivers are not permitted to drive a bus when his or her driver license has been suspended, cancelled, or revoked. A driver who receives a notice that his or her license to operate a motor vehicle has been suspended, cancelled, or revoked is required to notify his or her supervisor of the contents of the notice immediately, if possible, otherwise no later than the end of the business day following the day he or she received the notice. Violation of this policy may result in disciplinary actions including suspension or termination of employment.
- Marion Transit management will annually check Motor Vehicle Records (MVR) for all drivers for investigating information on license suspensions, revocations, accidents, traffic violations, unpaid summons, etc. Marion Transit management will also check driver license status of each driver utilizing the Florida Department of Highway Safety and Motor Vehicles website - <https://www6.hsmv.state.fl.us/DLCheck/main.jsp>.
- Buses must be operated at all times in compliance with applicable traffic regulations, ordinances, and laws of the jurisdiction in which they are being operated.
- Florida Administrative Code Florida Administrative Code Rule 14-90 defines "On Duty" and "Off Duty" status of drivers as follows -
 - "On Duty" means the status of the driver from the time he or she begins work, or is required to be in readiness to work, until the time the driver is relieved from work and all responsibility for performing work. "On Duty" includes all time spent by the driver as follows:
 - (a) Waiting to be dispatched at bus transit system terminals, facilities, or other private or public property, unless the driver has been completely relieved from duty by the bus transit system.
 - (b) Inspecting, servicing, or conditioning any vehicle.
 - (c) Driving.
 - (d) Remaining in readiness to operate a vehicle (stand-by).
 - (e) Repairing, obtaining assistance, or remaining in attendance in or about a disabled vehicle.
 - **NOTE:** The amount of on-duty hours is monitored by Supervisors to ensure compliance by reviewing daily schedules (they are not scheduled for more than 11 hours) and electronic time-clocks.
 - "Off-Duty" means any time the driver is not on duty, required to be in readiness to work, or under any responsibility to perform work. Such time shall not be counted towards the maximum allowed on-duty hours within a 24-hour period.

System Safety Program Plan (SSPP)

- Drivers are not permitted to drive more than 12 hours in a 24-hour period, or drive after having been on duty for 16 hours in a 24-hour period. A driver is not permitted to drive until the requirement of a minimum eight consecutive hours of off-duty time has been fulfilled. A driver's work period begins from the time he or she first reports for duty to his or her employer. A driver is permitted to exceed his or her regulated hours in order to reach a regularly established relief or dispatch point, provided the additional driving time does not exceed one hour.
- Drivers are not permitted to be on duty more than 72 hours in any period of seven consecutive days; however, any 24 consecutive hours of off duty time shall constitute the end of any such period of seven consecutive days. A driver who has reached the maximum 72 hours of on duty time during the seven consecutive days is required to have a minimum of 24 consecutive hours of off duty time prior to returning to on duty status.
- A driver is permitted to drive for more than the regulated hours for the safety and protection of the public when conditions such as adverse weather, disaster, security threat, a road or traffic condition, medical emergency, or an accident occur.
- Drivers are not permitted to drive a bus when his or her ability is impaired, or likely to be impaired, by fatigue, illness, or other causes, likely to create an unsafe condition.
- Drivers will not report for duty or operate any vehicle while under the influence of alcohol or any other substance, legal or illegal, that may impair driving ability. All employees are required to comply with agency's Substance Abuse Policy.
- Drivers are required to conduct daily vehicle inspections and reporting of all defects and deficiencies likely to affect safe operation or cause mechanical malfunctions.
- Drivers are required to immediately report any defect or deficiency that may affect safe operations or cause mechanical malfunctions. Any defect or deficiency found shall be properly documented on a Daily Vehicle Inspection (DVI) form and should be submitted to the Transit Manager.
- The Transit Manager will review daily inspection reports and document corrective actions taken as a result of any deficiencies identified by daily inspections.
- A bus with any passenger doors in the open position will not be operated with passengers aboard. The doors will not be opened until the bus is stopped. A bus with any inoperable passenger door will not be operated with passengers aboard, except to move a bus to a safe location.
- Drivers will ensure that during darkness, interior lighting and lighting in stepwells on buses shall be sufficient for passengers to enter and exit safely. Adherence to pre-trip inspection requirements help insure the ability of this requirement to be met.
- Passengers will not be permitted in the stepwells of any bus while the bus is in motion, or to occupy an area forward of the standee line.
- Passengers will not be permitted to stand on buses not designed and constructed for that purpose.
- Buses will not be refueled in a closed building. The fueling of buses when passengers are being carried will be reduced to the minimum number of times necessary during such transportation.
- Drivers are required to be properly secured to the driver's seat with a restraining belt at all times while the bus is in motion.

System Safety Program Plan (SSPP)

- Buses will not be left unattended with passengers aboard for longer than 15 minutes. The parking or holding brake device will be properly set at any time the bus is left unattended.
- Buses will not be left unattended in an unsafe condition with passengers aboard at any time.
- Drivers are prohibited from leaving keys in the vehicle for any reason at any time the bus is left unattended.
- Transit vehicles will not be used at any time for uses other than those that are authorized and permitted according to state and federal program requirements.

Noncompliance with these requirements may result in disciplinary actions including suspension or termination of employment.

15.1 Wireless Communication

“Wireless communication device” means an electronic or electrical device capable of remote communication. Examples include cell phones, personal digital assistants (PDAs) and portable computers (commonly called laptop computers). “Personal wireless communications device” means an electronic or electrical device that was not provided by the bus transit system for business purposes. “Use of a wireless communication device” means use of a mobile telephone or other electronic or electrical device, hands-on or hands-free, to conduct an oral communication; to place or receive a telephone call; to send or read electronic mail or a text message; to play a game; to navigate the Internet; to play, view, or listen to a video; to play, view, or listen to a television broadcast; to play or listen to music; to execute a computational function, or to perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee from a safety-critical task. Use of an electronic or electrical device that enhances the individual’s physical ability to perform, such as a hearing aid, is not included in this definition.

Marion Transit requires all drivers to fully comply with the following wireless communication policies –

Policies on the use of a personal wireless communication device:

- The use of a personal wireless communication device is prohibited while the transit vehicle is in motion.
- All personal wireless communication devices must be turned off with any earpieces removed from the operator’s ear while occupying the driver’s seat.
- In an emergency, if a driver is unable to use the radio (e.g., driver is separated from the vehicle due to a need to evacuate, or the radio is inoperable because it is beyond the radio coverage area or other malfunction), a personal cellular phone may be used to contact the agency. In such situation the driver must park the vehicle in a safe place off the road and call the direct line to the dispatcher.
- Drivers are not permitted to use any wireless communication device issued by the bus transit system while the transit vehicle is in motion except brief radio communications with the dispatcher. If the driver must use the radio for a long duration, he/she must stop the vehicle in a safe place off the road.

System Safety Program Plan (SSPP)

- The use of a wireless communication device is prohibited while loading or unloading a wheelchair patron or while conducting any other safety related duty that require the driver's undivided attention. If wireless communication is necessary, the driver will use a company issued wireless communication device before or upon completion of the safety related task.
- Employees are permitted to use wireless communication devices issued by the bus transit system in the following situations -
 - A driver needing to communicate with the dispatcher and vise-versa.
 - A driver requesting medical or emergency assistance.
 - A driver reporting an illegal activity, a traffic accident, a road hazard, or a safety or security threat.

Marion Transit requires all employees to follow the radio operating procedures included in Appendix F. .

16.0 Vehicle Equipment Standards & Procurement Criteria

Marion Transit will procure vehicles utilizing the Transit Research-Inspection-Procurement Services (TRIPS) program, formerly known as the Florida Vehicle Procurement Program (FVPP), and other State Programs strictly adhering to the vehicle equipment standards and procurement criteria specified in 14-90.007.

- All buses procured and operated must meet the following minimum standards, as applicable:
 - a. The capability and strength to carry the maximum allowed load and not exceed the manufacturer's gross vehicle weight rating (GVWR), gross axle weighting, or tire rating.
 - b. Structural integrity that mitigates or minimizes the adverse effects of collisions.
 - c. Federal Motor Vehicle Safety Standards (FMVSS), 49 C.F.R. Part 571, Sections 102, 103, 104, 105, 108, 207, 209, 210, 217, 302, 403, and 404, October 1, 2008, hereby incorporated by reference.
- Proof of strength and structural integrity tests on new buses procured will be submitted by manufacturers or bus transit systems to the Department.
- In addition, every bus operated by the agency will be equipped as follows:
 - Mirrors. There shall be two exterior rear vision mirrors, one at each side. The mirrors shall be firmly attached to the outside of the bus and so located as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Each exterior rear vision mirror, on Type I buses shall have a minimum reflective surface of 50 square inches. Neither the mirror nor the mounting shall protrude farther than the widest part of the vehicle body except to the extent necessary to produce a field of view meeting or exceeding the requirements of this section. All Type I buses shall, in addition to the above requirements, be equipped with an inside rear vision mirror capable of giving the driver a clear view of seated and standing passengers. Buses having a passenger exit door that is located inconveniently for the driver's visual control shall be equipped with additional interior mirrors to enable the driver to view the passenger exit door. In lieu of interior mirrors, trailer buses and articulated buses may be equipped with closed circuit video systems or adult monitors in voice control with the driver.
 - Wiring and Batteries. Electrical wiring shall be maintained so as not to come in contact with moving parts, heated surfaces, or be subject to chafing or abrasion which may cause insulation to become worn. Every Type I bus manufactured on or after February 7, 1988, shall be equipped with a storage battery electrical power main disconnect switch. The disconnect switch shall be practicably located in an accessible location adjacent to or near to the battery and be legibly and permanently marked for identification. Every storage battery on a public-sector bus shall be mounted with proper retainment devices in a compartment which provides adequate ventilation and drainage.
 - Brake Interlock Systems. All Type I buses having a rear exit door shall be equipped with a rear exit door/brake interlock that automatically applies the brake upon driver activation of the rear exit door to the open position. Brake interlock application shall

System Safety Program Plan (SSPP)

remain activated until deactivated by the driver and the rear exit door returns to the closed position. The rear exit door brake interlock on such buses shall be equipped with an identified override switch enabling emergency release of the brake interlock function. The override switch shall not be located within reach of the seated driver. Air pressure application to the brake during brake interlock operation, on buses equipped with rear exit door/brake interlock, shall be regulated at the equipment's original manufacturer's specifications.

- Standee Line and Warning. Every bus designed and constructed to allow standees shall be plainly marked with a line of contrasting color at least two inches wide, or be equipped with some other means to indicate that all passengers are prohibited from occupying a space forward of a perpendicular plane drawn through the rear of the driver's seat and perpendicular to the longitudinal axis of the bus. A sign shall be posted at or near the front of the bus stating that it is a violation for a bus to be operated with passengers occupying an area forward of the line.
- Handrails and Stanchions. Every bus designed and constructed to allow standees shall be equipped with overhead handrails for standee passengers. Overhead handrails shall be continuous, except for a gap at the rear exit door, and terminate into vertical stanchions or turn up into a ceiling fastener. Every Type I and Type II bus designed for carrying more than 16 passengers shall be equipped with handrails, stanchions, or bars at least 10 inches long and installed to permit safe on-board circulation, seating and standing assistance, and boarding and alighting by elderly and handicapped persons. Type I buses shall be equipped with a safety bar and panel directly behind each entry and exit stepwell.
- Flooring, Steps, and Thresholds. Flooring, steps, and thresholds on all buses shall have slip resistant surfaces without protruding or sharp edges, lips, or overhangs, in order to prevent tripping hazards. All step edges and thresholds shall have a band of color(s) running the full width of the step or edge which contrasts with the step tread and riser, either light-on-dark or dark-on-light.
- Doors. Power activated doors on all buses shall be equipped with a manual device designed to release door closing pressure.
- Emergency Exits. All buses shall have an emergency exit door, or in lieu thereof, shall be provided with emergency escape push-out windows. Each emergency escape window shall be in the form of a parallelogram with dimensions not less than 18" by 24", and each shall contain an area of not less than 432 square inches. There shall be a sufficient number of push-out or kick-out windows in each vehicle to provide a total escape area equivalent to 67 square inches per seat, including the driver's seat. No less than 40% of the total escape area shall be on one side of the vehicle. Emergency escape kick-out or push-out windows and emergency exit doors shall be conspicuously marked with a sign or light and shall always be kept in good working order so that they may be readily opened in an emergency. All such windows and doors shall not be obstructed either inside or outside so as to hinder escape. Buses equipped with an auxiliary door for emergency exit shall be equipped with an audible alarm and light indicating to the driver when a door is ajar or opened while the engine is running. Supplemental security locks operable by a key are prohibited on emergency exit doors unless these security locks are equipped and connected with an ignition interlock system or an audio visual alarm located in the driver's compartment. Any supplemental security lock system used on emergency exits shall be kept unlocked whenever a bus is in operation.

System Safety Program Plan (SSPP)

- Tires and Wheels. Tires shall be properly inflated in accordance with manufacturer's recommendations.
 - i. No bus shall be operated with a tread groove pattern depth:
 - 1. Less than $\frac{4}{32}$ ($\frac{1}{8}$) of an inch, measured at any point on a major tread groove for tires on the steering axle of all buses. The measurements shall not be made where tie bars, humps, or fillets are located.
 - 2. Less than $\frac{2}{32}$ ($\frac{1}{16}$) of an inch, measured at any point on a major tread groove for all other tires of all buses. The measurements shall not be made where tie bars, humps, or fillets are located.
 - ii. No bus shall be operated with recapped, regrooved, or retreaded tires on the steering axle.
 - iii. Wheels shall be visibly free from cracks and distortions and shall not have missing, cracked, or broken mounting lugs.
- Suspension. The suspension system of all buses, including springs, air bags, and all other suspension parts, shall be free from cracks, leaks, or any other defect which may cause its impairment or failure to function properly.
- Steering and Front Axle. The steering system of all buses shall have no indication of leaks which would or may cause its impairment to function properly, and shall be free from cracks and excessive wear of components that may cause excessive free play or loose motion in the steering system or above normal effort in steering control.
- Seat Belts. Every bus shall be equipped with an adjustable driver's restraining belt in compliance with the requirements of FMVSS 209, "Seat Belt Assemblies" 49 C.F.R. 571.209—October 1, 2008, and FMVSS 210, "Seat Belt Assembly Anchorages" 49 C. F. R. 571.210 October 1,2008, hereby incorporated by reference.
- Safety Equipment. Every bus shall be equipped with one fully charged dry chemical or carbon dioxide fire extinguisher, having at least a 1A:BC rating and bearing the label of Underwriter's Laboratory, Inc. The fire extinguishers shall be maintained as follows:
 - i. Each fire extinguisher shall be securely mounted on the bus in a conspicuous place or a clearly marked compartment and be readily accessible.
 - ii. Each fire extinguisher shall be maintained in efficient operating condition and equipped with some means of determining if it is fully charged.
 - iii. Every Type I bus shall be equipped with portable red reflector warning devices in compliance with Section 316.300, Florida Statutes.
- Persons with Disabilities. Buses used for the purpose of transporting individuals with disabilities shall meet the requirements set forth in 49 C.F.R. Part 38, October 1, 2008, hereby incorporated by reference, as well as the following:
 - i. Installation of a wheelchair lift or ramp shall not cause the manufacturer's GVWR, gross axle weight rating, or tire rating to be exceeded.
 - ii. Except in locations within 3 1/2 inches of the bus floor, all readily accessible exposed edges or other hazardous protrusions of parts of wheelchair lift assemblies or ramps that are located in the passenger compartment shall be padded with energy absorbing material to mitigate injury in normal use and in

System Safety Program Plan (SSPP)

case of a collision. This requirement shall also apply to parts of the bus associated with the operation of the lift or ramp.

- iii. The controls for operating the lift shall be at a location where the bus driver or lift attendant has a full view, unobstructed by passengers, of the lift platform, its entrance and exit, and the wheelchair passenger, either directly or with partial assistance of mirrors. Lifts located entirely to the rear of the driver's seat shall not be operable from the driver's seat, but shall have an override control at the driver's position that can be activated to prevent the lift from being operated by the other controls (except for emergency manual operation upon power failure).
- iv. The installation of the wheelchair lift or ramp and its controls and the method of attachment in the bus body or chassis shall not diminish the structural integrity of the bus nor cause a hazardous imbalance of the bus. No part of the assembly, when installed and stowed, shall extend laterally beyond the normal side contour of the bus or vertically beyond the lowest part of the rim of the wheel closest to the lift.
- v. Each wheelchair lift or ramp assembly shall be legibly and permanently marked by the manufacturer or installer with the following information:
 - 1. The manufacturer's name and address.
 - 2. The month and year of manufacture.
 - 3. A certificate that the wheelchair lift or ramp securement devices, and their installation, conform to State of Florida requirements applicable to accessible buses.
- o Wheelchairs. Wheelchair lifts, ramps, securement devices, and restraints shall be inspected and maintained as required by this rule chapter. Instructions for normal and emergency operation of the lift or ramp shall be carried or displayed in every bus.

Any additional text for Chapter 16.0 must be inserted above this point for formatting/page numbering purposes.

17.0 Internal and External Safety Audits

The Transportation Director is responsible for conducting announced and unannounced internal safety audits of Marion Transit units and contract operators. Annual internal safety audits will be conducted starting October 1st of each calendar year and ending prior to the end of the same calendar year utilizing the internal audit checklist included in Appendix G. The annual audit results will be documented by the Transportation Director in a report containing the following:

- Identification of the findings, including a detailed description of any deficiency.
- Required corrective action and a schedule for implementation of the corrective action to be taken for each deficiency.
- Any required suspension of bus transit system service should Your Community Transit determine the continued operation of the service, or a portion thereof, poses an immediate danger to public safety.

In addition, announced and unannounced periodic internal audits will be conducted by the Transportation Director or designee(s) to ensure compliance with all the objectives and requirements of SSPP and Florida Administrative Code Rule 14-90. Safety audits (sampling) of vehicles and records will be conducted on random basis, but at least annually. Pre-Post Trip Inspections will also be utilized to monitor safety concerns/issues on a daily basis. Facility inspection will be conducted once every week to identify and resolve potential safety and security hazards. The HR Director will regularly perform Quality Control (QC)/Quality Assurance (QA) checks to ensure that safety compliance, both in-house and contracted, is achieved at all times. Contractors/subcontractors are subject to audits and inspections on an announced or unannounced basis at the discretion of Marion Transit management. Marion Transit, or its contractor, will conduct safety and security reviews of contract service operators, at least once every three years, to ascertain compliance with the provisions of Florida Administrative Code Rule 14-90.

Marion Transit management will work closely with regulatory agencies (FDOT, FTA, etc.) when external audit notifications are received and allocate resources, as necessary, to facilitate the audits.

Any additional text for Chapter 17.0 must be inserted above this point for formatting/page numbering purposes.

18.0 Certification

The Transportation Director will submit an annual safety and security certification to the FDOT utilizing the self-certification form included in Appendix H. **The certification will be submitted no later than February 15, for the prior calendar year period unless otherwise required by FDOT.** The certification will attest to the following:

- The adoption of an SSPP and an SPP in accordance with established standards set forth in Florida Administrative Code Rule 14-90.
- Compliance with the adopted SSPP and SPP.
- Performance of safety inspections on all buses operated by the system in accordance with Florida Administrative Code Rule 14-90.
- Reviews of the SSPP and SPP have been conducted to ensure they are up to date.

The certification will also include:

- The name and address of Marion Transit, and the name and address of the entity(ies) who performed bus safety inspections and security assessments during the prior calendar year, if different from Marion Transit.
- A statement signed by the Chief Executive Officer/signatory authority responsible for the management of Marion Transit attesting to compliance with Florida Administrative Code Rule 14-90.

Any additional text for Chapter 18.0 must be inserted above this point for formatting/page numbering purposes.

19.0 Appendices

- Appendix A: Rule Chapter 14-90, F.A.C.
- Appendix B: Substance Abuse Policy
- Appendix C: Maintenance Plan
- Appendix D: Preventative Maintenance Guidelines
- Appendix E: Medical Examination Form 725-030-011
- Appendix F: Radio Operating Procedures
- Appendix G: Internal Safety Audit Checklist
- Appendix H: Bus Transit System Annual Safety and Security Certification Form
- Appendix I: SSPP Addendums (placeholder for future updates)
- Appendix J: Text Formatting Palette
- Appendix K: Marion Transit Procedures
 - a. Operations Staff Accident Procedures / Responsibilities
 - b. Pre-Trip / Post-Trip Daily Inspections
 - c. Biohazard Clean Up Procedure
 - d. Bus Evacuation Procedure/Plan
 - e. Transportation for Life Sustaining Activities
 - f. Lift & Wheelchair Procedure/Policy
 - g. Closing Procedure for Dispatch
 - h. Railroad Crossings Procedure
 - i. Proper Use of Two-Way Radios
 - j. Reasonable Modification Policy
 - k. Employee Incident & Injury Report Procedure
 - l. Vehicle Inspections
 - m. Complaint & Compliments Procedure
 - n. Alternative Internet Access
 - o. Customer Rights & Responsibilities
 - p. Scope of Work for Community Transportation Coordinators
 - q. Rider Disciplinary- Suspension Policy
 - r. Marion Transit STAR of the Month
 - s. Client Intake Procedure / Form
 - t. Trip Rate Procedure
 - u. Bus Road Call & Wrecker Procedure
 - v. Disadvantaged Business Enterprise (DBE) Policy/Procedure
 - w. About our Clients
 - x. Bus Video Review Policy
 - y. Asset Management Plan
 - z. Client Injury Report
 - aa. Supervisor Incident Review

Appendix A
Rule Chapter 14-90, F.A.C.

Appendix B

Substance Abuse Policy

Appendix C

Maintenance Plan

Appendix D

Preventative Maintenance Guidelines

Appendix E

Medical Examination Form 725-030-011

Appendix F

Radio Operating Procedures

Appendix G

Internal Safety Audit Checklist

Appendix H

Bus Transit System

Annual Safety and Security Certification

Form

Appendix I

SSPP Addendums
(placeholder for future updates)

Appendix J

Text Formatting Palette

Formatting/Styles

Report margins:

Top margin = 1"
Bottom margin = 1"
Left margin = 1.25"
Right margin = .75"

Heading levels:

Heading One

Arial 18 pt bold; centered; paragraph spacing = 20 pt after

Heading 2

Arial 12 pt bold; left-aligned; line spacing-single; paragraph spacing = 6 pt before, 14 pt after

Body Text: Arial 11, single spaced, one blank line between paragraphs.

- Bulleted List: Arial 11 pt; line spacing-single; paragraph spacing = 6 pt before

General Instructions

How to Update Table of Contents:

Right click on table of contents and choose **update field**—you will then have the option of updating the entire table of contents or just the page numbers.

How to Add New Section:

Under **Page Layout Menu**, choose **Breaks**, then **Section Break**, then **Next Page**.
Heading numbers should update automatically in new section.

Appendix K

Marion Transit Procedures

- a. Operations Staff Accident Procedures / Responsibilities
- b. Pre-Trip / Post-Trip Daily Inspections
- c. Biohazard Clean Up Procedure
- d. Bus Evacuation Procedure/Plan
- e. Transportation for Life Sustaining Activities
- f. Lift & Wheelchair Procedure/Policy
- g. Closing Procedure for Dispatch
- h. Railroad Crossings Procedure
- i. Proper Use of Two-Way Radios
- j. Reasonable Modification Policy
- k. Employee Incident & Injury Report Procedure
- l. Vehicle Inspections
- m. Complaint & Compliments Procedure
- n. Alternative Internet Access
- o. Customer Rights & Responsibilities
- p. Scope of Work for Community Transportation Coordinators
- q. Rider Disciplinary- Suspension Policy
- r. Marion Transit STAR of the Month
- s. Client Intake Procedure / Form
- t. Trip Rate Procedure
- u. Bus Road Call & Wrecker Procedure
- v. Disadvantaged Business Enterprise (DBE) Policy/Procedure
- w. About our Clients
- x. Bus Video Review Policy
- y. Asset Management Plan
- z. Client Injury Report
- aa. Supervisor Incident Review



Diane Poitras

District Transit Programs Administrator
FDOT District Five Modal Development Office
420 W Landstreet Road, MS 594
Orlando, FL 32824
Phone: 407-482-7860
Email: diane.poitras@dot.state.fl.us



FDOT District Five Modal Development Office
420 W Landstreet Road, MS 594
Orlando, FL 32824



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:

1053F40140014E0...
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

FDOT Triennial Review - Section 5311 Sub-Recipient Finding Summary

Review Category	Review Area/Finding Level	Details
Charter Bus/School Bus	No Findings	Not Applicable
Civil Rights: Americans with Disabilities Act (ADA)	No Findings	Not Applicable
Civil Rights: Disadvantaged Business Enterprise	No Findings	Not Applicable
Civil Rights: Equal Employment Opportunity	No Findings	Not Applicable
Civil Rights: Title VI Program	Plan and Support Documents / Area of Concern	Agency's Title VI Plan does not identify the racial breakdown of the Transportation Disadvantaged Local Coordinating Board (TDLCB) in the region.
Civil Rights: Title VI Program	Plan and Support Documents / Area of Concern	Agency's Title VI Plan did not conclude include the American Community Survey maps and tables provided by FDOT.
Coordinated Plans	Coordinated Public Transportation/Human Services / Area of Concern	"Section 5310 CFR 9070.1G Coordinated Public Transit-Human Services Transportation Plan. On December 4, 2015, Congress enacted the Fixing America's Surface Transportation (FAST) Act, which provides funding for highway and transit programs. The FAST Act has been extended through fiscal year 2021 in September of 2020. The law includes transportation planning requirements. Among these, FAST requires that local communities have a coordinated human services transportation plan. Projects funded by the Federal Transit Administration's (FTA) Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) Program, "must be derived from a locally developed, coordinated public transit-human services transportation plan." In addition to promoting local transportation coordination, this

FDOT Triennial Review - Section 5311 Sub-Recipient Finding Summary

Review Category	Review Area/Finding Level	Details
		<p>requirement is intended to improve transportation services for persons with disabilities, older adults and individuals with lower incomes. FTA defines a coordinated plan as a unified, comprehensive strategy for public transportation service delivery that defines the transportation needs of individuals with disabilities, seniors, and individuals with limited incomes, lays out strategies for meeting these needs and prioritizes services.</p> <ul style="list-style-type: none"> Requires public participation for the planning process, the TDLCB meetings are part of the coordinated system but not a part of the planning process. Agency should work with Ocala/Marion TPO on this process to update this plan. MSS is required to develop a Coordinated Public Transit-Human Services Transportation Plan which can also be used to meet the Commission for Transportation Disadvantaged requirements for the TDSP.
Drug & Alcohol Testing	Drug and Alcohol Policy / Area of Concern	Agency may be including employees in the federal testing program that are not performing safety-sensitive functions (as defined by FTA rule, 49 CFR Part 655.4). Federal testing of employees who are not covered by the rule is prohibited.
Drug & Alcohol Testing	Pre-Employment- Testing and Background Checks / Deficiency	USDOT rule, 49 CFR Part 40.25 requires all transportation employers to perform drug and alcohol background checks when an applicant or transferee is being placed into a safety-sensitive position and has previously held a DOT-covered position within the 2 years prior to date of application. Agency was not able to provide documentation that DOT-previous employer drug and alcohol background checks (inquiries) are being performed.

FDOT Triennial Review - Section 5311 Sub-Recipient Finding Summary

Review Category	Review Area/Finding Level	Details
Project Management/Financial Information	Procurement / Area of Concern	Agency's procurement policy does not include language explaining the graduated purchasing authority that is followed and language explaining the agency's appeal and protest procedures.
Project Management/Financial Information	Procurement / Area of Concern	Agency should update the addendum concerning SAM.gov check to make it clear that any proposed vendor that will be paid with federal funds must not be excluded or disqualified through the Excluded Parties List System (EPLS) by completing a verification search on the following link: Sam.gov/SAM/
Project Management/Financial Information	Procurement / Area of Concern	FDOT address on DBE plan is outdated.
Project Management/Financial Information	Procurement / Area of Concern	Agency's procurement policy did not include reference that procurements utilizing federal funds will be in accordance to 2 CFR 200.317 – 200.326.
Safety and Security	Driver Qualifications / Observation	The CUTR team reviewed a random selection of driver records to ensure that all licenses, medical examinations, and training requirements were in compliance with Chapter 14-90, FAC and the agency's SSPP. Marion Senior Services is doing a good job ensuring they are in compliance with these requirements.
Safety and Security	Rules and SOPs / Deficiency	Marion Senior Services operators observed during the virtual ride-along did not operate the bus in accordance with the agency's rules and regulations and in observance of local, state, and federal laws.
Safety and Security	Accidents / Deficiency	<p>Marion Senior Services does not address the following requirements for Event Investigation as outlined in Rule 14-90 FAC.:</p> <ul style="list-style-type: none"> Events are investigated and documented in a final report that includes a description of the investigation activities, identified causal factors, and any identified corrective actions - Documentation not consistent with agency's SSPP

FDOT Triennial Review - Section 5311 Sub-Recipient Finding Summary

Review Category	Review Area/Finding Level	Details
		<ul style="list-style-type: none"> • Corrective action plans are developed by the bus transit system that will identify planned actions and schedule for implementation - Documentation not consistent with agency's SSPP • Does the agency monitor and tracks the implementation and completion of each corrective action - Documentation not consistent with the agency's SSPP • Does the agency have a follow-up procedure in place to ensure that the corrective action is working - Documentation not consistent with the agency's SSPP • Does the agency conduct annual/periodic safety and hazard analysis of data – agency stated that this requirement is under implementation
Safety and Security	Accidents / Deficiency	Marion Senior Services does not address the requirement of notification and investigation reports, findings, causal factors, corrective action plans, supporting documents as outlined in Rule 14-90 FAC. – Several files are incomplete missing CAP implementation documentation along with CAP monitoring documentation.
Safety and Security	Hazards / Deficiency	Marion Senior Services does not conduct a hazard analysis to assess the level of risk the seating capacity and configuration could pose if a vehicle needed to be evacuated in an emergency situation for vehicles with more than three (3) wheelchair positions as outlined in FDOT guidelines.
Safety and Security	Emergency Management and Security / Deficiency	<p>Marion Senior Services does not address the following requirements for the development and adoption of a Security Program Plan as outlined in Rule 14-90 FAC.</p> <ul style="list-style-type: none"> • Approved Security Program Plan (SPP) – The document is not signed. • Certification requirements • SPP requirements for contractors

FDOT Triennial Review - Section 5311 Sub-Recipient Finding Summary

Review Category	Review Area/Finding Level	Details
		<ul style="list-style-type: none"> Procedures for oversight and monitoring of contractors compliance with security requirements Review threat and vulnerability assessment Procedures for SPP maintenance and distribution; includes disclosure prohibition per Section 119.071(3)(a), F.S. – disclosure prohibition is not included.
Equipment Management	No Findings	Not Applicable
Facility Maintenance	No Findings	Not Applicable
National Transit Database (NTD)	No Findings	Not Applicable
Vehicle Maintenance	Vehicle Files / Observation	Marion Senior Services has an excellent PM program. The program is well documented and maintenance practices are consistent with the agency's written policies. Performance measures also indicated the program is efficient.
Vehicle Maintenance	Vehicle Files / Vehicle Files	A safety-sensitive defect was identified during the on-site vehicle inspection. The critical nature of the defect resulted in the vehicle being removed from service by the FDOT District 5 Representative.
Vehicle Maintenance	Maintenance Plan / Maintenance Plan	The fleet roster does not include all of the vehicles currently operated by Marion Senior Services to provide passenger transportation.
Vehicle Maintenance	Pre and Post-Trip Inspections / Pre and Post Trip Inspections	Although the drivers checked the wheelchair lift and interlock during their pre-trip inspection observation, they did not seem completely familiar with all of their safety functions.



January 31, 2023

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

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	6000 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></p> <p>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></p> <p>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></p> <p>Check fast idle system for proper operation.</p>
21	<p><u>Check Air System Pressures/ Perform Leak Down Test</u></p> <p>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></p> <p>Move the shift lever into each gear and ensure the detents are operating correctly.</p>
23	<p><u>Parking Brake Operation</u></p> <p>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></p> <p>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></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. Check all dash and gauge lights for proper operation.</p>
26	<p><u>Interior Mirrors/ Sun Visor</u></p> <p>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	<u>Check Fuel Filter</u> Check and/or replace fuel filter. Inspect fuel lines for leaks or damage.
56	<u>Check/ Clean A/C Filters & Cores/ Lines for Routing/ Chafing</u> 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.
57	<u>A/C Compressor Mounting/ Clutch</u> Inspect compressor for any loose or missing hardware. Check pulley alignment and correct if needed. Ensure all wiring is securely routed.
Chassis/Drive Line	
61	<u>Check Ball Joints</u> Inspect all ball joints according to manufacturer's recommendations. Lubricate after inspection. Check king pins if applicable. 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: <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	<u>Steering Gear/ Linkage & Arms</u> 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. 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.

Table 3: “A” Level Inspection Components (cont.)

Item #	Component
63	<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.
64	<u>Lube Chassis</u> Lubricate all steering and suspension zirk fittings.
66	<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.
72	<u>Check Exhaust System for Mounting/ Leaks/ Restriction</u> Check the exhaust system for mounting, routing, leaks and restrictions.
Wheelchair Lift Inspection	
75	<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: <ul style="list-style-type: none"> • The manufacturer’s name and address • The month and year of manufacture A certificate that the wheelchair lift or ramp securement devices, and their installation, conform to State of Florida requirements applicable to accessible buses.
76	<u>Check Lift Wiring for Routing/ Chafing & Loose Connections</u> Inspect all lift wiring for proper routing. Inspect pendant cord for any damage.
77	<u>Check Lift for Damage/ Inspect Lift Anchor Bolts</u> Inspect lift towers for proper alignment. Ensure lift mounting hardware is secure.
78	<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.
79	<u>Record Lift Cycle Count</u> Document the lift cycle count on your preventative maintenance inspection form.
80	<u>Check for Hydraulic Leaks/ Level</u> Inspect cylinders, hoses, pump and reservoir for any signs of leaks. Check for proper fluid level.
81	<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.

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 *Preventative 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



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

1/31/2023

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 Arthur J. Gallagher Risk Management Services, LLC 1050 Crown Point Parkway Suite 600 Atlanta GA 30338	CONTACT NAME: Andrea Thompson PHONE (A/C, No, Ext): 6783935209 E-MAIL ADDRESS: andrea_thompson@ajg.com FAX (A/C, No): 678-393-5220
INSURED Marion Senior Services, Inc. 1101 S.W. 20th Court Ocala FL 34471	INSURER(S) AFFORDING COVERAGE INSURER A : Philadelphia Indemnity Insurance Company INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES**CERTIFICATE NUMBER:** 1024112111**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 checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	Y		PHPK2362871	1/1/2022	3/1/2023	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 20,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			PHPK2362871	1/1/2022	3/1/2023	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			PHUB797744	1/1/2022	3/1/2023	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ \$
	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 type="checkbox"/>	N / A				PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Professional Liability			PHPK2362871	1/1/2022	3/1/2023	Each Occurrence \$1,000,000 Aggregate Limit \$2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Certificate holder is listed as loss payee and additional insured as respects the units on the schedules shown.
Comprehensive Deductible \$5,000 and Collision Deductible \$5,000

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

© 1988-2015 ACORD CORPORATION. All rights reserved.

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 Serive, 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
									Adulterated	Substituted	"Shy Bladder" ~ With No Medical Explanation	Other Refusals To Submit To Testing	
Pre-Employment	31	31	0	0	0	0	0	0	0	0	0	0	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
							"Shy Lung" ~ With No Medical Explanation	Other Refusals To Submit To Testing	
Pre-Employment	0	0	0	0	0	0	0	0	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 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 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

MARIONTRANSIT

Substance Abuse Policy

Zero Tolerance

In accordance with USDOT and FTA Regulations

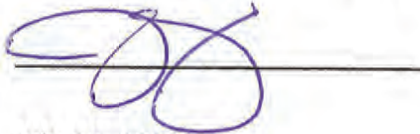
MARIONTRANSIT is dedicated to providing safe, dependable, and economical transportation service to its patrons. **MARIONTRANSIT** employees are a valuable resource and it is our agency's goal to provide a safe, healthy and satisfying working environment, free of the potential dangers posed by a safety-sensitive 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: July 22, 2022

Policy effective date: July 22, 2022

MARIONTRANSIT

Table of Contents

1. Testing Program Background
2. Employee Applicability
3. USDOT/FTA Prohibited Drugs
4. Pre-employment Drug and Alcohol Background Checks
5. Pre-employment Testing
6. Random Testing
7. Reasonable Suspicion Testing
8. Post Accident Testing
9. Urine Specimen Collections
10. Refusal to Submit to USDOT/FTA Required Drug Testing
11. Urine Specimen Analysis
12. Role of the Medical Review Officer (MRO)
13. Consequence for MRO Verified Positive Drug Test
14. Split Specimen Testing
15. Alcohol Prohibition
16. Alcohol Testing
17. Consequence for USDOT/FTA Alcohol Violation
18. Refusal to Submit to USDOT/FTA Required Alcohol Testing
19. **MARIONTRANSIT** Testing Program Contacts

MARIONTRANSIT

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. Suzanne L. Steele, M.D.
Vault Health
1100 Easton Road, Suite F
Willow Grove, PA 19090
T 800. 732. 3784 / F 215. 396. 5609
www.fssolutions.com / E info@fssolutions.com

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)

Clayton Murch, Transportation Director
1101 SW 20th Court, Ocala, FL 34471
352-620-3519
cmurch@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

MARION TRANSIT

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>



TO: Board Members

FROM: Rob Balmes, Director

RE: Metropolitan Planning Organization Advisory Council

Summary

Mark Reichert, Executive Director, Metropolitan Planning Organization Advisory Council (MPOAC), is visiting the TPO Board meeting on March 28, 2023. In addition, to a presentation at the TPO Board 101 Workshop at 1:30 PM, Mark will introduce himself and the MPOAC to the TPO Board at the regularly scheduled meeting at 4:00 PM.

For more information about the MPOAC, please visit their website at:
<https://www.mpoac.org>.

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Ocala/Marion County Project Status Update as of February 28, 2023

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, 2023. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at anna.taylor@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

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

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

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

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

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

- Contract: T5768
- Contractor: CW Roberts
- Construction Cost: \$1.8 million
- Estimated Start: Spring 2023
- Estimated Completion: Fall 2023

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

- Description: This project will construct improvements at the intersection of SE Abshier Boulevard (U.S. 27/U.S. 301/U.S. 441) and SE Hames Road to enhance safety and operations for drivers, pedestrians and bicyclists. The project proposes to create left turn lanes in each direction on SE Abshier Boulevard west of Hames Road with a raised concrete traffic separator in the middle.

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

- Contract: T5755
- Contractor: Ranger Construction
- Construction Cost: \$1.1 Million
- Estimated Start: March 6, 2023
- Estimated Completion: Fall 2023
- Description: The purpose of the project is to signalize the pedestrian crossing on U.S. 41 (S. Williams Street) between Brittan Alexander Bridge and River Road, near Dunnellon City Hall. This will enhance pedestrian safety by installing a Midblock Pedestrian Signal (MPS) to replace the existing pedestrian crossing at this location.

Current Projects:

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

- Contract: T5765
- Contractor: Mejia International Group
- Construction Cost: \$780 thousand
- Estimated Start: Early 2023
- Estimated Completion: Fall 2024
- Description: The intent of this project is to remove the existing 4.5-foot concrete path on the north side of the road and replace it with an 8- foot concrete sidewalk. The new 8-foot sidewalk will meet FDOT and ADA requirements.
- Update: Contractor started work on February 13. Temporary pedestrian crossings and temporary signals were installed. Motorists should expect nighttime lane closures within the project limits.

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

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Early 2023
- Estimated Completion: Summer 2024
- The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484 from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.
- Update: Paving and signage operations are underway. Motorists should continue to expect lane closures and traffic shifts as needed within the project limits.
- There was an accident involving a semi-truck that crashed into the I-75 overpass. No one was hurt.

Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split. (FDOT Financial Information Number 441136-1)

- Contract: T5705
- Contractor: Anderson Columbia Inc.
- Construction cost: \$15.4 million
- Start: Fall 2021
- Estimated Completion: Spring 2023
- Update: Controlling items of work for this project include widening, signalization, and pavement friction operations. Contractor has completed mainline resurfacing from SR-326 to the North end (US-301/US-441). Contractors are working on median turn lanes, drainage improvements, and curb & gutter operations.
- Structural asphalt work has been completed. Subsoil excavation areas are almost complete.

Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Construction cost: \$15.7 million
- Start: Late 2021
- Estimated Completion: Spring 2023
- Update: Contractor has been working on paving, signalization, and signage operations. Motorists should expect nighttime lane closures within the project limits.

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

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