TPO Board 101 Workshop
Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
March 28, 2023
1:30 PM

MINUTES

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

Members Not Present:
Commissioner Kathy Bryant
Mayor Kent Guinn
Councilmember Barry Mansfield
Commissioner Michelle Stone
Commissioner Carl Zalak

Others Present:
Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Rakinya Hinson, FDOT
Frank Kalpakis
Bob Esposito
Sara Shepard
Darren Park, City of Ocala
Oscar Tovar, City of Ocala
Elton Holland, Marion County
Other members of the public not signed in.
**Item 1. Call to Order and Pledge of Allegiance**

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

**Introduction to the TPO 101 Workshop**

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

**Item 4a. MPO 101 Overview**

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

The presentation highlighted the following subjects:

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

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

**Item 4b. TPO Governance, Plans and Programs**

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

The presentation highlighted the following:

- The TPO Board makeup
- TPO Staff
- TPO Agreements
Item 4c. Public Participation

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

The presentation highlighted the following:

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

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

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

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

1. How do MPOs and FDOT work together on transportation planning?
   a. It is a partnership and the MPOs and FDOT work very closely together. FDOT is responsible for coordinating the States Long Range Transportation Plan (Florida Transportation Plan – FTP) and the MPOs are responsible for the Regional Long Range Transportation Plan. FDOT takes the indivial MPO plans and incorporates it into the statewide plan. The state would have no plan without the MPOs plans. FDOT also depends on the MPO to help identify projects and local issues.

2. How do FDOT and MPOs work together to meet state and federal requirements?
   a. FDOT has a Central Office- Office of Policy Planning that provides guidance and directions about what State and Federal regulations that must be adhered to. Also outlines planner requirements such as performance measures and federal funding.

Item 4e. Local Transportation Funding

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

Transportation Improvement Funding
Gas Taxes
Impact Fees
Sales Tax

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

**Item 5. TPO Board Member Discussion**

*There was no additional discussion.*

**Item 6. Public Comment**

*There was no public comment.*

**Item 7. Adjournment**

Chairman Curry adjourned the workshop at 3:31pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant
• Why do MPOs Exist?
• MPO Responsibilities
• What is the MPOAC?
Why do MPOs Exist?
A Brief History

1940s and 1950s

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

1960s

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

Different Priorities  Conflict

Growing Tensions over the Urban Interstate

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

**Opponents**
- Adverse impacts on neighborhoods
- Loss of valuable land
- Urban traffic congestion
The Creation of MPOs

1973 Highway Act

- Areas with 50,000+ population, mandated to have or be a part of at least one MPO (Areas 200,000+ are Transportation Management Areas)
- Designated by agreement of governor and local governments
- Required to approach transportation in a multi-modal manner
23 USC 134 contains most of the federal authority and responsibility of MPOs

Most recent amendment:
  » Infrastructure Investment and Jobs Act (IIJA)/Bilateral Infrastructure Law (BIL)

Florida Statutes Chapter 339.175

Additional references to MPOs appear throughout Florida Statutes
Urban Areas v. MPO Planning Areas

MPO Boundaries (27)

Urbanized Areas Boundaries (78)
MPO Configuration in Florida

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

- Forum for the ‘3 C’ planning process
  - Continuing
  - Comprehensive
  - Cooperative

- Produce plans and programs that “give emphasis to facilities that serve important national, state, and regional transportation functions”

- Produce plans and programs consistent with approved local government comprehensive plans

- Provide a “forum for cooperative decision-making by officials of the affected governmental entities”
Product Requirements

Long-Range Transportation Plan (LRTP)
Transportation Improvement Program (TIP)
• Must be a five-year program
• Must be updated annually
Unified Planning Work Program (UPWP)
• Must be updated annually by law
• Adopted every 2 years in practice
Public Participation Plan
Congestion Management Process
All in cooperation with FDOT
What is the MPOAC?
Origin of MPOAC

- **Created in 1984 (expanded in 1994)**

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

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

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

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

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

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

- **Annual Unified Planning Work Program**
  - FHWA PL and FTA 5303 funds (now CPG)
  - Local non-federal funds

- **Added funds as needed for research/studies, membership dues, MPOAC Institute, etc.**

- **2023 budget of $607,484 (includes consultant fees)**
  - Operating Budget (salaries, benefits, expenses)
  - Work Program Budget (Consultant fees, MPOAC Weekend Institute)
Reasons for a Statewide MPO Association

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

Contact Information:
Mark Reichert
850-414-4062
mark.reichert@dot.state.fl.us
TPO 101 Workshop
Folders
Governance
12-Member Governing Board

• City of Belleview (1)
• City of Dunnellon (1)
• City of Ocala (5)
• Marion County (5)
• FDOT District 5 Secretary (non-voting)
Agreements
Agreements

- Metropolitan Planning Agreement
  - TPO & Florida Department of Transportation
  - Federal Grant (CPG) Agreement

- Interlocal Agreement (TPO)
  - Belleview, Dunnellon, Ocala, Marion County, Florida Department of Transportation
Agreements

- Intergovernmental ICAR
  - TPO, East Central FL Regional Planning Council, Marion Co., City of Ocala, FDOT

- Staff Services Agreement
  - TPO and Marion County
Agreements

- Interlocal Public Transportation
  - TPO, City of Ocala, Marion County

- Interlocal Agreement
  - Central Florida MPO Alliance (6 MPO/TPOs)

- Joint Planning Agreement
  - TPO and Lake-Sumter MPO
The Transportation Disadvantaged Local Coordinating Board (TDLCB) coordinates transportation needs of the disadvantaged in our community, including individuals with physical and economic challenges and senior citizens facing mobility issues.
The TDLCB meets quarterly and assists the TPO in identifying local service needs and provides information, advice, and direction to the Community Transportation Coordinator (CTC) on services to be provided to the transportation disadvantaged.
This Board is comprised of:

1. County Commissioner – (Serves as Chairperson)
2. Various health, labor, and not-for-profit organizations
3. Marion County School Board
4. FDOT
4. City of Ocala
5. Public or Local Mass Transit
6. Person over sixty
7. Person with a disability

Each member provides an alternate to serve in their absence.
Advisory Committees
Technical Advisory Committee (TAC)

- 11-Member Committee
- Engineers, planners, director/managers, school official
- Meetings 9 to 10 times year
- Recommendations to TPO Board
Citizens Advisory Committee (CAC)

- 9-Member Committee (bylaws to 15)
- Residents of a municipality, Marion County
- Meetings 9 to 10 times year
- Recommendations to TPO Board
Plans & Programs
Core work required to ensure projects in Marion County maintain eligibility for federal and state funding
Unified Planning Work Program (UPWP)

- 2-year Budgetary document
- Fiscal Years 2023 to 2024
- Outlines all planning activities of the TPO
- Condition of receiving Federal Funding
The 25-Year blueprint for federal and state funded transportation improvements in Marion County

Adopted by TPO Board on November 29, 2020
2045 LRTP

- Updated Every 5 Years

- 2050 LRTP
  - February 2024 to October 2025
2045 LRTP Funding

- Projected Revenue to Marion County Fiscal Years 2026 to 2045

$2.08 BILLION STATE/FEDERAL
2045 LRTP Funding

- Cost Feasible Element

<table>
<thead>
<tr>
<th>TABLE 6.2: STATE/FEDERAL REVENUES (IN 000'S YOE $)*</th>
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<tbody>
<tr>
<td>Strategic Intermodal System (SIS)</td>
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<tr>
<td>2026-2030</td>
</tr>
<tr>
<td>$185.3</td>
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<tr>
<td>Other Roads Construction &amp; ROW**</td>
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<td>2026-2030</td>
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<td>$175.3</td>
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<td>$360.6</td>
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</table>

- Unfunded Needs Element
2045 LRTP Capacity and Operational Needs
Transportation Improvement Program

- Fiscal Years 2023 to 2027
- Transportation Improvement Program (TIP)
- Adopted by TPO Board on June 28, 2022
Five-year programmed listing of transportation projects

Updated annually

- Fiscal Year 2024 – 2028 Draft in May 2023
**TIP Funding by Source and Year**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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## Transportation Improvement Program

### TIP 5-Year Investment Breakdown

<table>
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<tr>
<th>Category</th>
<th>Budget</th>
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<tr>
<td>I-75 Projects</td>
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<tr>
<td>U.S. Route Projects</td>
<td>$31,783,730</td>
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<tr>
<td>State and Local Projects</td>
<td>$67,529,131</td>
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<tr>
<td>Bicycle/Pedestrian Projects</td>
<td>$9,960,897</td>
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<td>Aviation Projects</td>
<td>$17,875,000</td>
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<tr>
<td>Transit, Funding and Grants</td>
<td>$34,915,831</td>
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<tr>
<td>ITS and Maintenance</td>
<td>$35,146,923</td>
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</table>
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

<table>
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<tr>
<th>Phase</th>
<th>Fund Category</th>
<th>Funding Source</th>
<th>2023</th>
<th>2024</th>
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<th>2026</th>
<th>2027</th>
<th>Total</th>
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<td>Local</td>
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<td>$0</td>
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<td>Federal</td>
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<tr>
<td>CST</td>
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<td>$5,703,448</td>
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<tr>
<td>CST</td>
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<td>State</td>
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<tr>
<td>Total</td>
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<td>$0</td>
<td>$42,379,864</td>
<td>$0</td>
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<td>$42,379,864</td>
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</tbody>
</table>
List of Priority Projects (LOPP)
Connection between LRTP and TIP

Annual requirement

- Projects requested for Federal and/or State funding over next 5 years
- FDOT Work Program new 5th Year (FY 2029)
- State Roadway Projects (on-system)
  - Funding to advance toward implementation

- Local Roadway Projects (off-system)
  - Ready to receive state funding for construction (CST) by new 5th year (FY ‘29)
  - Project to be federalized (LAP)
- Trail, Sidewalk Projects
  - Ready to receive federal or state funding by new 5th year
- Draft 2023 LOPP – April TPO Board
- Adoption by Board in May 2023
Performance Based Planning

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

- A formalized process to manage and improve operations and safety of the federal-aid network
- State-only requirement for our TPO
The TDSP Plan is a five-year annually updated tactical plan jointly developed by Marion Transit, the TDLCB, and the TPO. The plan encompasses a vision for how service will be provided to the disadvantaged community throughout the county.
It is a paratransit service, or a specialized service that provides door-to-door transportation assistance for economically disadvantaged or disabled persons.
The TD program concept is to offer a level of service comparable to that provided to persons without disabilities.
Supportive Plans
Planning documents over past five years in support of federal and state emphasis areas and local priorities
Commitment to Zero

Adopted November 29, 2022
Transportation Resilience

Completed in January 2022
Regional Trails Plan

Adopted in
October 2019
ITS Strategic Plan

Adopted in 2018
Emphasis Areas
Major Transportation Emphasis Areas

- Carbon Reduction
- Emerging Mobility
- Equity
- Resiliency
- Safety
- Transportation/Housing
Questions and Comments
TPO 101 Workshop
Public Participation
Process to ensure all members of our community are given the opportunity to participate in the “3C” planning process

Continuous, Cooperative, Comprehensive
Public Participation Plan (PPP)

- A Plan to ensure all individuals have opportunities to be involved in the TPO’s planning process and decision-making
- Federal Requirement all TPO/MPOs
# Public Participation Plan

<table>
<thead>
<tr>
<th>Opportunities for Public Participation</th>
<th>Schedule</th>
<th>Public Comment Period</th>
<th>Public Notice</th>
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</thead>
<tbody>
<tr>
<td><strong>Meetings</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Governing Board</td>
<td>TPO Board</td>
<td>Meets 4th Tuesday of month, at minimum quarterly</td>
<td>Every Meeting</td>
</tr>
<tr>
<td>Committees</td>
<td>TAC, CAC</td>
<td>Meets 2nd Tuesday of month, at minimum quarterly</td>
<td>Every Meeting</td>
</tr>
<tr>
<td>Transportation Disadvantaged Board</td>
<td>TDLCB</td>
<td>Meets 3rd Thursday of month, quarterly</td>
<td>Every Meeting</td>
</tr>
</tbody>
</table>
# Public Participation Plan

<table>
<thead>
<tr>
<th>Opportunities for Public Participation</th>
<th>Schedule</th>
<th>Public Comment Period (in days)</th>
<th>Public Notice (in days)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Program Adoption</td>
<td></td>
<td></td>
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<tr>
<td>Long Range Transportation Plan</td>
<td>LRTP</td>
<td>Every Five Years</td>
<td>30</td>
</tr>
<tr>
<td>Transportation Improvement Program</td>
<td>TIP</td>
<td>Every Year (May and October)</td>
<td>30</td>
</tr>
<tr>
<td>Unified Planning Work Program</td>
<td>UPWP</td>
<td>Every Two Years (July 1st)</td>
<td>30</td>
</tr>
<tr>
<td>Public Participation Plan</td>
<td>PPP</td>
<td>Every Three Years</td>
<td>45</td>
</tr>
<tr>
<td>Program Amendments</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Long Range Transportation Plan</td>
<td>LRTP</td>
<td>Two Times Per Year - (May, November)</td>
<td>30</td>
</tr>
<tr>
<td>Transportation Improvement Program</td>
<td>TIP</td>
<td>As Needed</td>
<td>7</td>
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<tr>
<td>Unified Planning Work Program</td>
<td>UPWP</td>
<td>As Needed</td>
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<tr>
<td>Public Participation Plan</td>
<td>PPP</td>
<td>As Needed</td>
<td>7</td>
</tr>
</tbody>
</table>
2. What do you think are the main causes of congestion in Marion County? (select up to 3)

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

612 selections
Online Comment Maps

2045 LRTP

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

The website is frequently updated and maintained by TPO staff. The TPO website is the primary location of the most up-to-date information regarding all TPO activities.
Our Facebook and Twitter launched in January 2020 and specifically serve as tools for announcing all TPO meetings, draft and final documents for public review, Public Involvement Activities, Safety Announcements, Road Closures, and sharing Partner activities and information.

Currently we have:

300 Facebook Followers
92 Twitter Followers

If you are not following us take a moment to scan the QR Codes to stay in the know!
Pursuant to Title VI of the Civil Rights Act of 1964, and other nondiscrimination statutes, regulations and authorities.

- In order to accomplish equality for all partners and stakeholders the TPO put together a concise Title VI Non-Discrimination Plan.
The TPO is committed to ensuring that no person is excluded from the transportation planning process regardless of background, income level, or cultural identity.
Title VI
Non-Discrimination

The TPO does not tolerate discrimination in any of its programs, services, activities, events, or employment.
Questions and Comments
TRANSPORTATION IMPROVEMENT FUNDING
GAS TAXES, IMPACT FEES, & SALES TAX
OFFICE OF THE COUNTY ENGINEER
Marion County's Transportation Improvement Program (TIP) is a five-year planning document that is revisited and updated every year.

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

<table>
<thead>
<tr>
<th></th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
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<td>$18,638,000</td>
<td>$18,638,000</td>
<td>$18,638,000</td>
<td>$18,638,000</td>
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</table>
The figure below shows the programmed expenditures in the working TIP over the next five years broken down by the major funding sources. Please note that Sales Tax funds will be exhausted by FY 2026 should there not be an extension of the existing tax.

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

*In addition to the funding sources already mentioned, there is also approximately $3.8M raised each year from the Stormwater Assessment, which is used exclusively toward operation, maintenance, and enhancement of the County’s stormwater system.*
Around 41¢ of every gallon of gas purchased in Marion County is tax, of which around 21¢ is returned to the County. This amount is comprised of several required and optional taxes which have been assessed by statute or voted on by citizens. Florida statues require those taxes to be used toward acquisition, construction, and maintenance of the State’s transportation network. The figure below shows projected revenues in gas tax funds over the next 5 years.
Marion County collects Impact Fees from land development activities within the County. These fees are used to improve the transportation system of the district from which the development is taking place. There are two districts in the County, East and West, with I-75 as the dividing line between the two. Current projections predict a slowing in development over the next five years, and revenue is projected to decline as a result.
The current 1% Infrastructure Sales Surtax was approved by voters during the November 2020 general election, and is scheduled to end at the close of 2024. It may be extended an additional 4 years at the discretion of the voters. By ordinance, a portion of the sales tax goes toward transportation infrastructure improvements. There are several projects in various stages of design or construction that are currently utilizing sales tax funds:
If you have questions about any of our current or upcoming projects, please call the Office of the County Engineer at (352) 671-8686.