



TPO Board Meeting

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

November 13, 2025

3:00 PM

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. Public Hearing Minutes October 28, 2025** (Page #3)
 - B. Board Meeting Minutes October 28, 2025** (Page #10)
 - C. Fiscal Years (FY) 2025-2026 Unified Planning Work Program (UPWP) Amendment #4** (Page #18)
 - D. Director Travel** (Page #129)
 - E. Citizens Advisory Committee (CAC) Member** (Page #142)
 - F. Origin-Destination (O-D) Study Scope of Work** (Page #144)
- 5. ACTION ITEMS**
 - A. Navigating the Future 2050 Long Range Transportation Plan (LRTP) Adoption** (Page #150)
Recommended Action: Adoption of the 2050 Long Range Transportation Plan
 - B. Election of 2026 Board Chair and Vice Chair** (Page #427)
Recommended Action: Election of 2026 Chair and Vice Chair
 - C. 2026 Board Meeting Schedule** (Page #428)
Recommended Action: Approval of proposed 2026 Board meeting schedule
 - D. Appointments to the Central Florida MPO Alliance** (Page #430)
Recommended Action: Approval of three Members for 2026
 - E. Appointments to the Florida Metropolitan Planning Organization Advisory Council (MPOAC)** (Page #431)
Recommended Action: Approval of a Member and Alternate for 2026

6. PRESENTATIONS

- A. Florida Department of Transportation (FDOT) Fiscal Years (FY) 2027 to 2031 Tentative Work Program for Marion County** (Page #432)

A presentation by FDOT on the Tentative Work Program

- B. Florida Department of Transportation (FDOT) Transportation Systems Management and Operations (TSM&O)** (Page #463)

A presentation by FDOT on the regional TSM&O program

7. COMMENTS BY FDOT

- A. FDOT Construction Report** (Page #464)

8. COMMENTS BY TPO STAFF

- A. Quarterly Budget Status Update** (Page #470)

- B. Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) Elections** (Page #472)

- C. Florida Metropolitan Planning Organization (MPOAC) Updates** (Page #473)

9. COMMENTS BY TPO BOARD MEMBERS

10. PUBLIC COMMENT (Limited to 2 minutes)

11. ADJOURNMENT

All meetings are open to the public, the TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@marionfl.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 (TPO)
will be held on January 27, 2026



TPO Board Public Hearing

Marion County Commission Auditorium

601 SE 25th Avenue, Ocala, FL 34471

October 28, 2025

3:00 PM

MINUTES

Members Present:

Councilman Ire Bethea, Sr.
Commissioner Kathy Bryant (*arrived at 3:03pm*)
Councilmember Kristen Dreyer
Councilman James Hilty (*arrived at 3:09pm*)
Councilman Tim Inskeep
Mayor Ben Marciano
Commissioner Matt McClain
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Craig Curry
Commissioner Ray Dwyer
Councilmember Barry Mansfield

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Kia Powell, FDOT
Mike McCammon, FDOT
Aubrey Hale, City of Ocala
Noel Cooper, City of Ocala
Darren Park, City of Ocala
Sean Lanier, City of Ocala
Amber Gartner, Kimley-Horn and Associates
Jen Musselman, Kittelson and Associates
Ernie Carcas
Mike Archdeacon
Steve Beverly
Rebecca Beverly
Matthew Peltz
Karen Haught

Approved –

Sam Sansom

Donnie and Pam Craig

RJ and Mary Jo Smith

Allan Holunberg

Barb Girtman

Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Carl Zalak called the hearing to order at 3:01pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

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

Item 3. Proof of Publication

Administrative Assistant Shakayla Irby stated that the meeting was published online on the TPO's website, as well as on the websites of the City of Ocala, Belleview, Marion County, and Dunnellon on October 21, 2025. It was also published in the September 29, 2025 edition of the Star-Banner. Additionally, the meeting was shared on the TPO's Facebook and X (formerly Twitter) pages.

Item 4a. Draft Navigating the Future 2050 Long Range Transportation Plan (LRTP)

Mr. Balmes reported that on September 29, the TPO released the *Navigating the Future 2050 Long Range Transportation Plan* for a 30-day public review and comment period. Public notice was provided through the following channels:

- Star Banner (government public notice section)
- TPO website
- Email notifications to TPO board committees and partner agencies (federal, state, and local)
- Social media posts
- Distribution to Public Information Officers (PIOs)

A public open house was held on September 30 at the Mary Sue Rich Community Center from 4:00 PM to 6:30 PM.

Additionally, the LRTP received local media coverage:

- 352 Today (October 2)
- The Gazette (October 3)
- WCJB TV 20 (October 8)

Mr. Balmes then introduced Amber Gartner with Kimley-Horn and Associates, Project Director for the LRTP.

Ms. Amber Gartner, Project Director with Kimley-Horn and Associates, addressed the board and introduced a short video summarizing the *Navigating the Future 2050 Long Range Transportation Plan (LRTP)*. The video highlighted the plan's focus on addressing growth, congestion, and safety, and emphasized that community input played a key role in shaping the plan.

Ms. Gartner explained that the purpose of the meeting was to close the 30-day public comment period, seek board approval of the adoption package, and prepare for the formal adoption scheduled for November 13. She outlined that the LRTP was developed using population and traffic forecasts, balanced with anticipated revenues from federal, state, and local sources, including the recently renewed local sales tax. The plan includes a cost feasible list of projects that can be funded through 2050, such as roadway improvements, intersection upgrades, trails, sidewalks, and shared-use paths.

Projects are categorized as fully funded or partially funded, with several corridor studies identified for long-term planning. Transit improvements from the SunTran Transit Development Plan were also incorporated, including route extensions, new routes, and microtransit options. Multimodal elements from the Active Transportation Plan were included as well, such as trails, bike lanes, and sidewalks, particularly in urban areas. Ms. Gartner also reviewed the public outreach efforts, which included two surveys, two public workshops, an open house, and participation in community events, resulting in nearly 680 survey comments, 270 attendees, and approximately 1,900 people reached.

She noted that public comments received during the review period, particularly those concerning US 41, were included in the board's meeting materials. She concluded by inviting questions and reiterating that the formal adoption of the LRTP would take place on November 13.

Mr. Inskeep referred to page five of the plan and pointed out that US 41 and SR 40 appeared to be shown as a single project.

Ms. Gartner confirmed that US 41 and SR 40 were listed as separate projects on the partially funded list. She explained that certain phases of these projects would be funded, but not the entirety through to construction.

Mr. Inskeep referred to page 58 of the plan, specifically Table 4-3, which appeared on page four of four. He noted that the table showed US 41 from 110th Street to just north of SR 40 as being fully funded. He recalled a previous meeting with FDOT representatives, including Assistant County Administrator Tracy Straub, where it was discussed that US 41 would be split into two phases: the first from 110th Street to SR 40, and the second from SR 40 to near the county line. He stated that he did not see the second phase listed in the plan and assumed the segment from 110th to SR 40 represented the first phase, which was now marked as fully funded.

Ms. Gartner responded that the project Mr. Inskeep referenced was listed in Table 4-7 of the report. She clarified that the segment of US 41 from 110th Street to SR 40 was included and would be funded through the right-of-way phase.

Mr. Balmes explained that in the current Transportation Improvement Program (TIP), the US 41 project was shown as fully funded in the fifth year of the TIP. He noted that the Florida Department of Transportation (FDOT) had recently released its tentative work program for fiscal years 2027 to 2031, and the TPO was still waiting to receive detailed information. FDOT is expected to present those details at the next month's meeting. At the time of the discussion, the TPO was relying on the committed list from the previous TIP cycle.

Ms. Gartner added that when state funding allocations change, the TPO updates the Long Range Transportation Plan (LRTP) accordingly during regular board meetings.

Mr. Inskeep noted that when reviewing the tables later in the plan, the US 41 project appeared as only partially funded, despite also being listed in the fully funded table. He reiterated that he did not see the second phase of the project included. Additionally, he raised a concern about the intersection at State Road 40 and US 41, stating that the last update indicated the project would occur this year. However, the table now showed the project scheduled sometime between 2031 and 2050. He asked whether the intersection improvement was no longer planned for the current year.

Ms. Gartner responded that the intersection project at State Road 40 and US 41 likely aligned with the outer edge of the five-year plan, which corresponds to the year 2031.

Mr. McClain made a motion to approve the draft Navigating the Future 2050 Long Range Transportation Plan (LRTP) Adoption Package. Ms. Dreyer seconded the motion, and it was approved, with Mr. Inskeep opposed.

Item 5. Public Comment

Mr. Ernie Carcas, a resident of 9726 SW 192 Court Road, voiced concern about the long-delayed widening of US 41 from Walmart to SR 40, which he referred to as "The Forgotten Project." He stated the project had been discussed in 2013–2014, with work expected to begin in 2018, but no progress had been made. He cited increased traffic, safety concerns, and impacts on nearby neighborhoods. Mr. Carcas asked why the project had stalled, who was responsible, and what the next steps and timeline would be.

Mr. RJ Smith, a resident of 19400 SW 77th Loop in Rainbow Springs, spoke about traffic and safety concerns near St. John the Baptist Catholic Church. He noted that the church serves 625 families and pays the Marion County Sheriff's Office \$1,500 per month for traffic control during services and events. The church also operates a food pantry serving 1,000 people monthly, making it a vital community hub. Mr. Smith emphasized the need for immediate traffic solutions not long-term plans specifically requesting a traffic signal between the state park, Grand Park North, and the church to improve safety for left-turning vehicles. He referenced frequent accidents in the area and urged action now, rather than waiting until 2050.

Mr. Hugh Lochrane, a 25-year resident of 9184 SW 193rd Circle Rainbow Springs, expressed frustration over the lack of progress on the US 41 widening project. He noted that while the road had been expanded through Dunnellon, it remained two lanes north to Williston, worsening traffic.

He recalled that the state had purchased land, relocated utilities, and held public meetings promising the project would be completed by 2025. With traffic now exceeding 24,000 vehicles daily and only six entrances/exits for Rainbow Springs, he emphasized the growing danger for residents, particularly seniors. Mr. Hugh urged immediate action, stating the project had already been partially completed and should not be delayed until 2030 or 2050.

Mr. Mike Archdeacon, a resident of 21645 SW 84th Loop the Woodlands section of Rainbow Springs, discussed projected traffic growth along US 41. He noted that current traffic volumes were around 24,000 vehicles per day and projected that, based on a 7% annual growth rate, traffic could exceed 31,000 vehicles per day by 2029. He attributed this growth to ongoing residential and business development, particularly from out-of-state migration. Mr. Archdeacon emphasized that delays in addressing the widening of US 41 would only increase project costs and worsen congestion and safety concerns.

Mr. Steve Beverly, a resident of 8217 SW 196 Court Road in Dunnellon, emphasized the traffic and safety concerns already raised by others. He noted that three active churches—and a potential fourth—along US 41 contribute to frequent congestion, especially during community events. He shared a personal experience where it took 11 minutes to travel 0.4 miles to a traffic light due to heavy traffic. Mr. Beverly also raised safety concerns about drivers misusing the right lane to make left turns, creating near-collision situations when residents attempt to turn into their subdivisions.

Ms. Charlotte Conklin, a resident of 19454 SW 79th Street in Grand Park North, shared her frustration with traffic congestion and safety issues in her neighborhood. Having lived there for only six months, she described waiting 15 minutes just to exit her community and experiencing a 20-minute delay traveling from downtown Dunnellon to her home. She emphasized that Grand Park North has only one way in and out and reported two fatalities at the intersection. Ms. Conklin expressed anger over the lack of progress and urged officials to take immediate action, stating that residents feel ignored and are not even included in the 2030–2050 planning timeline.

Ms. Bryant, the representative for the affected portion of the county, acknowledged the long history of the US 41 widening project and confirmed her awareness of the ongoing concerns. She stated that she had personally asked staff to follow up on the intersection at US 41 and SR 40, which she described as “atrocious.” She also requested a review of the intersection at High School Road and SR 40 for a potential traffic signal. Ms. Bryant recalled that the project had previously been moving forward, including right-of-way acquisition and the purchase of part of the Rainbow Springs Golf Course. She requested that the FDOT representative present at the meeting provide an update on the project’s status.

Mr. Inskeep stated that he did not see any construction timeline listed for US 41 itself in the plan tables. He noted that the only construction date shown was for the intersection at US 41 and SR 40, which was projected as far out as 2050.

Mr. Mike McCammon with FDOT clarified that he was not responsible for funding decisions but focused on maintaining and constructing roads once funding was secured. He noted that a right-turn lane at US 41 onto SR 40 was currently under construction through FDOT’s push-button program, which may help alleviate some congestion at the intersection.

Mr. McCammon explained that funding decisions are influenced by several factors, including the TPO's priority list, though he was unsure of this project's current ranking. He emphasized that FDOT aims to balance funding priorities and considers community input in its planning.

Ms. Bryant stated that she had asked staff months ago to look into safety concerns at the intersection of US 41 and SR 40 due to multiple accidents. She noted that the addition of a new gas station had worsened traffic conditions at the intersection. She expressed appreciation for the right-turn lane currently under construction and asked FDOT for clarification on the project listed for 2041–2050 at that intersection.

Mr. McCammon clarified that he was not involved in long-term planning at FDOT. However, he explained that historically there had been a project planned to realign a portion of SR 40 north of its current intersection with US 41, near the railroad tracks. Additionally, there had been planning-level discussions to widen US 41 northward toward the four-lane section at CR 328, though that project was never included in the official work program.

Ms. Bryant acknowledged that shifting priorities and population changes over the years had affected the status of the US 41 project. She noted that while other projects took precedence in the past, the population boom since 2020 had significantly increased traffic in the area. She stated that the project had been discussed repeatedly during long-range transportation planning sessions and urged FDOT to re-evaluate its priority. She requested that this message be communicated up the chain within the department.

Chairman Zalak acknowledged the concerns raised and agreed that the board could revisit the discussion during the upcoming TIP prioritization process. He noted that while Ms. Bryant was correct in highlighting the need, the board faces similar challenges in other areas, such as CR 484 and Maricamp Road. He emphasized that there are limits to how many priorities can be addressed at once due to funding constraints. He added that while the broader discussion is focused on the 2050 Long Range Transportation Plan, the US 41 project should already be in progress. He suggested that FDOT consider short-term improvements—such as adding turn lanes, traffic signals, or other measures—to address immediate safety and congestion issues.

Mr. McCammon noted that a resident had raised similar concerns at the previous month's meeting and mentioned that Mike Sanders, a leader in FDOT's traffic operations group, had been involved. He explained that Mr. Sanders would be a key contact for addressing short-term improvements, as he has access to funding through programs like the push-button initiative. This program is designed to implement traffic signals and turn lanes more quickly than standard project timelines.

Chairman Zalak agreed with Mr. McCammon's remarks and noted that Mike Sanders had been identified at the previous meeting as the appropriate FDOT contact for addressing short-term improvements. He emphasized that many of the issues raised by residents—such as congestion and safety—stemmed not only from the two-lane configuration of US 41 but also from the lack of turn lanes in key areas. He expressed hope that some of these short-term fixes, like turn lanes and crossings, could be implemented more quickly and thanked Mr. McCammon for his input.

Item 6. Close of Public Hearing

Chairman Zalak closed the public hearing at 3:41pm.

TPO Public Hearing Minutes – October 28, 2025
Approved –

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



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MINUTES

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Commissioner Kathy Bryant
Councilmember Kristen Dreyer
Councilman James Hilty
Councilman Tim Inskeep
Mayor Ben Marciano
Commissioner Matt McClain
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Craig Curry
Commissioner Ray Dwyer
Councilmember Barry Mansfield

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Kia Powell, FDOT
Mike McCammon, FDOT
Aubrey Hale, City of Ocala
Noel Cooper, City of Ocala
Darren Park, City of Ocala
Sean Lanier, City of Ocala
Amber Gartner, Kimley-Horn and Associates
Jen Musselman, Kittelson and Associates
Barb Girtman
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Carl Zalak called the meeting to order at 3:42pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

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

Item 3. Proof of Publication

Administrative Assistant Shakayla Irby stated that the meeting was published online on the TPO's website, as well as on the websites of the City of Ocala, Belleview, Marion County, and Dunnellon on October 21, 2025. It was also published to the TPO's Facebook and X (formerly Twitter) pages.

Item 4. Consent Agenda

Mr. Bethea made a motion to approve the Consent Agenda. Ms. Dreyer seconded the motion, and it was approved unanimously.

Item 5A. Draft Active Transportation Plan

Rob Balmes, TPO Director, introduced Jen Musselman, who served as one of the Co-Project Managers with Kittelson & Associates during the development of the Active Transportation Plan. Ms. Musselman delivered a presentation on the plan and its development process. The TPO sought adoption of the plan.

Ms. Musselman stated that she was excited to share the results of approximately a year's worth of work completed in partnership with TPO staff to develop the Active Transportation Plan. She explained that the purpose of the presentation was to provide an overview of the plan's structure, review key findings, highlight available resources, and gather feedback from committee members.

She noted that the plan was organized into three main sections. The first section served as an introduction and included the plan's vision, goals, and a summary of existing conditions. It also defined active transportation as human-powered mobility and emphasized the unique qualities of Marion County that support this initiative, including its equestrian heritage, natural resources, and established trail network. Ms. Musselman discussed how expanding the active transportation network offered significant safety, health, and economic benefits to the community.

The second section of the plan focused on the technical analysis. This included a Level of Traffic Stress (LTS) analysis that evaluated the comfort and safety of walking and biking environments throughout the county. The analysis considered factors such as roadway speed, traffic volume, and the presence of sidewalks, bike lanes, and trails. She explained that the LTS ranged from Level 1 (low stress, comfortable for most users) to Level 4 (high stress, suitable only for highly experienced users). This analysis helped determine where improvements were needed to create a more comfortable and accessible environment for all users.

Ms. Mussleman also described the Accessibility Analysis, which examined how easily residents could reach key destinations, including bus stops, schools, hospitals, parks, and community centers. She explained that areas shown in green on the analysis maps represented low-stress routes, while red areas indicated high-stress barriers where pedestrians or cyclists faced limited or unsafe access.

The third section of the plan identified potential projects and outlined a framework for prioritization. Using data from the technical analysis, feedback from stakeholders and local partners, and input from the public, the team identified three main categories of projects: trails, bicycle lanes, and sidewalk/shared-use path improvements. Ms. Mussleman explained that an initial prioritization process was conducted, taking into account user comfort levels, safety data, local priorities, and accessibility needs. The resulting prioritization served as a guide for the cities and county to determine which projects should advance first into the Transportation Improvement Program (TIP) or other local funding programs.

She further noted that the plan had already begun to inform regional efforts, including integration into the LOPP Trail projects, marking an important step forward in advancing active transportation initiatives. Ms. Mussleman emphasized that the TPO would continue to assist with identifying funding opportunities and monitoring progress toward achieving the plan's goals.

Additionally, Ms. Mussleman highlighted two supporting resources included in the plan: a Community and Economic Benefit Summary and a Toolkit of Active Transportation Strategies. The benefit summary compiled research on the safety, economic, and health advantages of investing in active transportation infrastructure. The toolkit provided examples of facility types, appropriate applications, cost estimates, benefits, and implementation challenges to help local agencies make informed decisions when planning future projects.

She concluded by reiterating that the Active Transportation Plan would serve as a living document to guide future projects, with continued stakeholder and public engagement as well as periodic updates to track progress toward the county's long-term vision of a safe, connected, and accessible active transportation network.

Mr. McClain made a motion to approve the Draft Active Transportation Plan. Mr. Bethea seconded the motion, and it was approved unanimously.

Item 5B. Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program Amendment #2

Mr. Balmes presented an amendment to the Fiscal Year 2026–2030 Transportation Improvement Program (TIP), requesting approval. The amendment included three key changes:

1. **I-75/49th Street Interchange:** FDOT requested an update to reflect revised right-of-way funding for FY 2026–2030. The programmed amount increased from approximately \$21.3 million to \$59.4 million, incorporating prior TIP year funds to align with the current five-year period.

2. **New Project – SR 464 at SE 25th Avenue:** A new intersection improvement project was introduced, including a westbound right-turn lane, with state funding and a local contribution.
3. **TPO Funding Adjustment:** A funding change previously approved by the TPO Board in September was incorporated, adding approximately \$479,000 in federal funds to the TPO.

Due to the urgency of the amendment, it was not reviewed by the advisory committees prior to the meeting. However, it was scheduled to be shared with them at the November 4th meeting for informational purposes. Approval was requested at the meeting to allow the projects to proceed.

Mr. Marciano made a motion to approve the Fiscal Years (FY) 2026 to 2030 TIP Amendment #2. Ms. Dreyer seconded the motion, a roll-call vote was called and it was approved unanimously.

Item 6. Comments by FDOT

Ms. Kia Powell, FDOT Liaison, began with a few highlights before providing project updates. She noted that the construction report was included in the agenda packet. She mentioned that improvements to I-75 and SR 200 to SR 326 for traffic capacity and operational efficiency were scheduled to begin soon. Two projects were recently completed and accepted: the Silver Springs State Park pedestrian bridge operations and safety improvements were accepted on August 6, and the SR 464/Maricamp resurfacing project was accepted on October 14. She also reported that FDOT held its Work Program Public Hearing from October 20–24, which included both virtual and in-person sessions. Public comments remained open through November 7. FDOT planned to present the Work Program at the next meeting and address any questions from the board. Ms. Powell also shared that the latest FDOT District 5 newsletter was available in print and had been distributed electronically. She concluded by recognizing October as Pedestrian Safety Month, noting that between 2020 and 2024, there were 3,789 pedestrian fatalities in Florida, accounting for 23% of all traffic-related deaths.

Chairman Zalak inquired about the status of follow-up items related to CR 484 that were discussed at the previous meeting. He asked whether the cleanup and tightening efforts had been completed or if they were still in progress.

Ms. Powell provided an update on the CR 484 project near I-75. She stated that the project had been temporarily paused for redesign but was expected to resume within the next two weeks. The work focused on reducing congestion at the interchange. FDOT anticipated opening new exit lanes from I-75 to CR 484 within six months. The southbound exit ramp would include two left-turn lanes and two right-turn lanes, while the northbound exit ramp would be modified to include two left-turn lanes instead of one. Additionally, the eastbound turn lane on northbound I-75 would be extended to increase capacity. She noted that the planned widening of CR 484 remained on hold as FDOT continued coordination with local governments to finalize future plans.

Chairman Zalak asked whether the other portions of the CR 484 project were now open.

Mr. McCammon stated that the contractor had started work earlier in the week and had begun implementing some of the planned improvements, including enhancements to the U-turn area near SummerGlen.

Ms. Bryant asked whether U-turns were being allowed at the location near SummerGlen, as they should not be occurring there. She identified two main concerns: first, the turning radius was too small, causing vehicles to block an entire lane of traffic when attempting a U-turn; second, the road markings made it difficult for drivers to determine when to merge, leading to confusion. She also noted that vehicles waiting to turn toward the interstate were blocking the intersection, preventing others from turning left into the area. Ms. Bryant expressed her belief that the location should be designated as a no U-turn zone and mentioned she had already discussed the issue with staff. She suggested directing drivers further west to make U-turns and stated that the situation created significant traffic congestion.

Mr. McCammon agreed that, since the road in question is a county road, FDOT could coordinate with the county engineer and staff to explore possible solutions.

Ms. Bryant expressed appreciation for the collaboration and noted that during previous discussions, they had been waiting on additional developments in order to move forward with other related items.

Mr. McCammon stated that work was expected to begin as early as that evening to implement interim improvements. He explained that, currently, the southbound I-75 exit at CR 484 includes one right-turn lane and one left-turn lane. The plan was to add dual left-turn lanes immediately, as a utility pole was preventing the addition of dual right-turn lanes at this time. He noted that a design and plan were being developed to add the two right-turn lanes in the coming months. These efforts were part of an interim solution, with the long-term goal of partnering with the county to fully reconstruct the interchange and expand CR 484 under the interstate.

Ms. Bryant asked for clarification on why the improvements at CR 475A and CR 484 could not be completed at this time. She acknowledged that the intent was for the projects to work in coordination but questioned what aspects of the proposed new plan would prevent the completion of those improvements now.

Mr. McCammon responded that the improvements at CR 475A should be able to move forward as originally designed three to four years ago. While he did not recall all the specific design details, he noted that in the coming weeks, FDOT planned to extend the left-turn queue length, which should provide some relief. He added that all improvements originally planned as part of the project were expected to be completed within the next six months, and he was pushing to implement the operational improvements as early as possible.

Mr. McCammon concluded with clarification that, aside from the operational improvements currently underway, the remaining work near and under the interstate would need to wait for the full reconstruction of the interchange. It was noted that additional through lanes could not be added under the interstate at this time without significant structural changes, such as removing and rebuilding the existing wall. Until the full rebuild occurs, the focus will be on cleaning up the area to ensure safe traffic flow. Once the interchange is fully reconstructed, additional capacity and lanes will be added.

Ms. Powell provided an additional update on the SR 200 project, stating that all pedestrian hybrid beacons (PHBs) had been activated. She noted that the project was nearing completion, with final punch list items and permanent sign installations underway.

Mr. Inskeep addressed concerns regarding the resurfacing project on US 41 in Dunnellon. He noted that while the project appeared to be turning out well overall, there was a safety issue at the intersection of US 41 and CR 484. Specifically, trucks turning right from northbound US 41 onto eastbound CR 484 were unable to make the turn without encroaching into the westbound traffic lane. Additionally, due to the sharpness of the turn, truck tires were frequently mounting the curb, posing a risk to pedestrians. He mentioned that a representative had brought these concerns to the city council and asked whether anything could be done to address the issue.

Mr. McCammon responded that the issue may already be under review. He noted that any permanent right-turn lane at that location should be designed to accommodate truck traffic. He stated that he would follow up on the matter and report back with more information.

Mr. Marciano recalled that during the previous meeting, there was an update indicating that FDOT was planning to review the U-turn radius on SR 200. The intent was to adjust the speed reduction islands to allow for a wider turning radius, as trucks were having difficulty navigating the area. He asked if there were any updates on that effort and suggested it could be revisited at a future meeting if information was not yet available.

Mr. McCammon reported that the U-turn islands at the Hobby Lobby and at SW 3rd Street near Texas Roadhouse had been removed. He noted that these changes should improve traffic flow and make turning movements easier in those areas.

Mr. Marciano thanked Mr. McCammon for addressing the U-turn island removals and asked for an update on a previous discussion regarding the possibility of creating additional median access points along SR 200. He noted that some of the busier businesses had been affected by limited access, requiring drivers to travel significantly farther to reach them. He inquired whether there had been any progress or if the matter was still under review.

Mr. McCammon stated that he did not yet have an update regarding the potential for creating additional median access points along SR 200.

Chairman Zalak noted that construction was underway on US 441 near Heagy-Burry Boat Ramp in Orange Lake. He expressed concern about recent changes to the median configuration, which would prevent boats from making a left turn when exiting the ramp. He explained that drivers would instead have to travel farther to make a U-turn in a constrained area, which could be problematic given the expected popularity of the facility. He requested that FDOT explore the possibility of modifying the U-turn area to better accommodate vehicles towing boats.

Mr. McCammon noted that medium modifications are underway on the project, which is progressing rapidly. He emphasized the need to act quickly to ensure the work is completed within the current project timeline.

Mr. Marciano inquired whether any bids had been received for the US 441 project.

Mr. McCammon responded that the bid packages are currently with contractors and he believes the bids are due on Friday.

Item 7. Comments by TPO Staff

Mr. Balmes provided the following updates:

Upcoming TPO Meeting: A reminder that the next TPO meeting is scheduled for Thursday, November 13th at 3:00 p.m. This meeting is significant as the Long Range Transportation Plan (LRTP) is expected to be adopted.

Central Florida MPO Alliance Meeting: Held on October 10th, attended by Commissioner Curry and Mr. Balmes. The regional priority list—which includes priorities approved in June—was adopted. Commissioner Stone was elected as Secretary of the Alliance, having been nominated by Commissioner Curry.

MPOAC Meeting: Mr. Balmes and Councilman Hilty attended the October 25th MPOAC meeting. They expressed confidence in the new Executive Director, Amanda Carpenter, noting her strong organizational skills and leadership potential.

Future Agenda Items: At the next meeting, Mr. Balmes will include materials from Amanda Carpenter, such as one-page fact sheets offering guidance on MPOs and related processes.

Ms. Irby provided an update on the “Safety Matters” video series:

The series concluded on October 3rd with the release of the final episode on the Move Over Law, featuring Council Member Ire Bethea Sr. and representatives from multiple emergency response agencies, including:

- City of Ocala
- Ocala Police Department (OPD)
- Marion County Sheriff’s Office
- Marion County Fire Rescue
- Ocala Fire Rescue
- FDOT Road Rangers
- Belleview Police Department
- Florida Highway Patrol (FHP)

The full series included 10 episodes covering key safety topics:

- Serious injuries
- Bicycle and pedestrian safety
- School bus safety
- Speeding and aggressive driving
- Distracted driving
- Driving under the influence
- Seat belt safety

Approved –

- Stopping on red
- Motorcycle safety
- Move Over Law

Videos were published on Facebook, X (formerly Twitter), and shared by the Marion County Public Information Office, City of Ocala, Belleview, and Dunnellon. They are also available on YouTube at Safety Matters, Marion County.

A press release will be forthcoming to further promote the series.

Ms. Irby expressed gratitude to Bobbi Perez and the Marion County Public Information Office for their production support and thanked all partners and the TPO board for their collaboration and dedication to community safety.

Item 8. Comments by TPO Board Members

There were no comments by TPO Board members.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Chairman Zalak adjourned the meeting at 4:14pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2025 to 2026 Unified Planning Work Program (UPWP) Amendment #4

Staff proposes to amend the Fiscal Years (FY) 2025 to FY 2026 Unified Planning Work Program (UPWP) to include two revised activities in Task 1 Administration. The proposed updates do not involve additional budget allocated to Task 1. Administrative changes only.

- **Task 1: Administration**
 - Office Furniture
 - Office Sign

Attachment(s)

- Task 1 UPWP Proposed Changes
- FY 2025-26 UPWP Amendment #4

Recommended Action

Approval of FY 2025 to 2026 Unified Planning Work Program (UPWP) Amendment #4.

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

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

Task 1 Administration, FY 2025/2026			
Funding Source	FHWA		
Contract	PL	CTD	Total
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 442,607	\$ -	\$ 442,607
Total:	\$ 442,607	\$ -	\$ 442,607
B. Consultant			
Security Services for Meetings	\$ 500	\$ -	\$ 500
Professional Audit	\$ 1,000	\$ -	\$ 1,000
Total:	\$ 1,500	\$ -	\$ 1,500
C. Travel			
Travel Expenses	\$ 11,300	\$ 985	\$ 12,285
Training and Education	\$ 6,200	\$ 400	\$ 6,600
Total:	\$ 17,500	\$ 1,385	\$ 18,885
D. Direct Expenses			
Advertising/Public Notices	\$ 1,200	\$ 1,200	\$ 2,400
Computer Equipment, Furniture, Office Sign	\$ 7,500	\$ -	\$ 7,500
Copier Rental	\$ 3,800	\$ -	\$ 3,800
Insurance	\$ 3,800	\$ -	\$ 3,800
Meeting Room Rental	\$ 2,000	\$ -	\$ 2,000
Office Supplies	\$ 5,350	\$ 100	\$ 5,450
Postage	\$ 100	\$ 25	\$ 125
Printing and Binding	\$ 750	\$ -	\$ 750
Softw. Licenses, Subscriptions, Cell Phones	\$ 18,000	\$ -	\$ 18,000
Total:	\$ 42,500	\$ 1,325	\$ 43,825
E. Indirect Expenses			
Marion County Cost Allocation	\$ 58,395	\$ 1,761	\$ 60,156
Task Total:	\$ 562,502	\$ 4,471	\$ 566,973



Website: [Ocalamariontpo.org](https://ocalamariontpo.org)

Unified Planning Work Program

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

Mission

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

Vision

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

Board Adoption April 23, 2024

Amendment #1: August 27, 2024

Amendment #2: January 28, 2025

Amendment #3: September 23, 2025

Amendment #4: November 13, 2025

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

Federal Aid Project (FAP) Number: 0314-062-M; FDOT Financial Project Number (FPN): 439331-5-14-01

Catalog of Federal Domestic Assistance (CFDA) Numbers:

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

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

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Commissioner Carl Zalak, III, Marion County District 4, Chair
Councilmember James Hilty, City of Ocala District 5, Vice-Chair

Councilmember Ire Bethea, Sr., City of Ocala District 2

Commissioner Kathy Bryant, Marion County District 2

Commissioner Craig Curry, Marion County District 1

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Ray Dwyer, City of Belleview Seat 2

Vice-Mayor Tim Inskeep, City of Dunnellon Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Mayor Ben Marciano, City of Ocala

Commissioner Matt McClain, Marion County District 3

Commissioner Michelle Stone, Marion County District 5

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



Ocalamariontpo.org

2710 East Silver Springs Boulevard, Ocala, FL 34470
352-438-2630

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

Resolution
No. 25-6

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

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

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

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

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

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

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2024/25 to 2025/26 Unified Planning Work Program has been amended to include increased funding and corresponding changes to funding in Tasks 1, 4, 5, 6 and 7;

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

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 23rd day of September 2025.

By:



Carl Zalak, III, Chair

Attest:



Rob Balmes, Director

Resolution
No. 25-1

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

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

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

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

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

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

WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2024/25 to 2025/26 Unified Planning Work Program has been amended to include funding and activity changes in Task 1 and Task 7.

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

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 28th day of January 2025.

By:



Carl Zalak, III, Chair

Attest:



Rob Balmes, Director

Resolution
No. 24-6

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

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

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

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

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

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

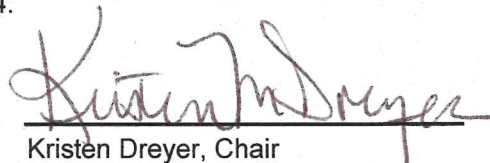
WHEREAS, the Ocala/Marion County Transportation Planning Organization's 2024/25 to 2025/26 Unified Planning Work Program has been amended to include increased funding and corresponding changes to an activity in Task 1, and a new activity in Task 6.

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

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 27th day of August 2024.

By:


Kristen Dreyer, Chair

Attest:


Rob Balmes, Director

Resolution
No. 24-4

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

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

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

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

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

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

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

CERTIFICATE

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

By:


Kristen Dreuer, Chair

Attest:


Rob Balmes, Director



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Cost Analysis Certification

Ocala/Marion County TPO

Unified Planning Work Program - FY 2025-2026

Adopted 4/23/2024

Revision Number: Initial Adoption

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

Name: Kia Powell

MPO Liaison District Five
Title and District

DocuSigned by:

Kia Powell

CF82AD47584A405...
Signature

5/23/2024

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INTRODUCTION

The Unified Planning Work Program (UPWP) outlines the Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) activities for a two-year period from July 1, 2024 to June 30, 2026 (fiscal years 2024/2025, 2025/2026). The definition of the UPWP is ***“a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds”*** (23 CFR450.104).

The UPWP is required as a basis and condition for federal funding assistance by the joint planning regulations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). All planning activities in the UPWP must also follow a *Continuing, Cooperative and Comprehensive (‘3C’) transportation process and be in full compliance with Title 23 United States Code (USC), Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning), Title 49 (Public Transportation) Chapter 53 and Florida Statutes (F.S.) 339.175(9). The UPWP is approved by FHWA and FTA.

FUNDING SOURCES

The UPWP provides a description and estimated budget for nine specific planning tasks. Planning tasks programmed in the UPWP reflect the services anticipated to meet local priorities and requirements of FHWA, FTA and the Florida Department of Transportation (FDOT). The federal and state governments provide funding to support the TPO through FDOT and the Florida Commission for Transportation Disadvantaged (CTD), including two funding sources: FHWA and FTA Planning (PL-CGP funds), and the CTD Transportation Disadvantaged. Local funding is provided to activities that are non-reimbursable through the two grants.

The TPO and FDOT participate in the Consolidated Planning Grant (CPG) program. The CPG enables FDOT, in cooperation with the TPO, FHWA, and FTA, to annually consolidate Florida’s FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the TPO utilizing formulas approved by the TPO, FDOT, FHWA, and FTA, in accordance with 23 Code of Federal Regulations (CFR) 420.109 and 49 USC Chapter 53. FDOT is fulfilling the CPG’s required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(i) and FTA C 8100.1D. A summary of all planning activities, budget and matching funds for the two-year period are provided on pages 38 to 41.

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

PARTICIPATION PROCESS

The review of the UPWP is accomplished through meetings of the TPO Board (draft and adoption), and Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) (draft). The TPO strives to engage citizens and stakeholders to provide feedback in the development of the UPWP. The draft UPWP is provided to the public for a minimum of 30 days prior to adoption by the TPO Board. The TPO uses a variety of methods to engage the public through posting on its website and social media platforms, and sending e-blast and press release notifications. A printed copy of the UPWP is available for public review at the TPO office during regular business hours. The TPO also ensures the UPWP complies with all public involvement provisions identified in Title VI of the Civil Rights Act of 1964 Nondiscrimination Requirements. The public participation process of the UPWP is described in further detail in the TPO's Public Participation Plan (PPP) on the TPO website. **Appendix A** consists of certification statements and assurances for all tasks in the UPWP. **Appendix B** provides a glossary of terms and acronyms used in this document and on a regular basis by the TPO and partner agencies.

PLANNING AREA

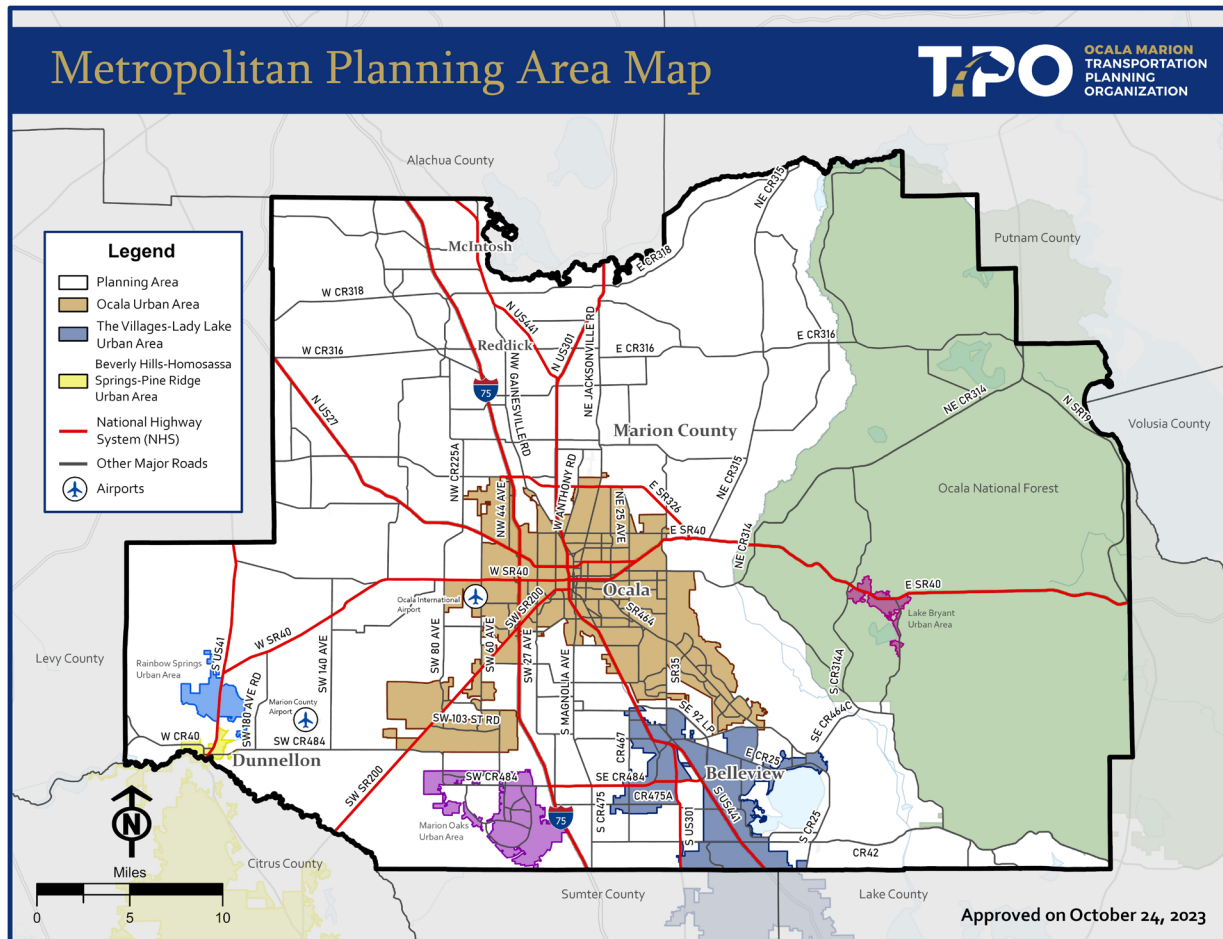
The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and unincorporated Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to population growth in the 1980s, the TPO Board approved the entirety of Marion County in 1992 as the Metropolitan Planning Area (MPA) displayed in **Figure 1** on the next page. The UPWP incorporates all federal, state, regional and local activities to be performed in the census-designated Urban Areas and all of Marion County.

ORGANIZATION STRUCTURE

TPO Governing Board: The Ocala Marion TPO is governed by a 12-member Board of locally elected officials responsible for the overall guidance of the transportation planning process in Marion County. The Board provides leadership and oversight for the development of transportation policies, plans, programs and strategies. The Board is comprised of: City of Ocala Mayor and four members of the City of Ocala Council; all five Marion County Board of County Commissioners; one member of the City of Belleview City Commission; and one member of the City of Dunnellon City Council. The FDOT District Five Secretary also serves on the TPO Board as a non-voting member. The Board is guided by bylaws, adopted in May 2004 and amended in 2021 and 2022

(<https://ocalamariontpo.org/wp-content/uploads/2021/02/TPO-Bylaws-January-2021.pdf>).

Figure 1: TPO Planning Area



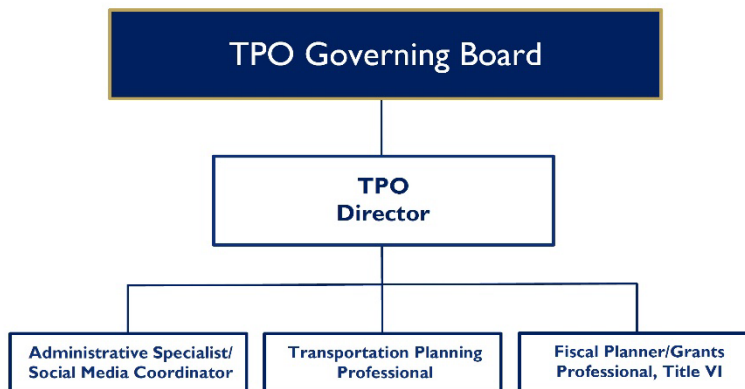
Transportation Disadvantaged Local Coordinating Board (TDLCB): Coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

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

Technical Advisory Committee (TAC): Comprised of planners, engineers, and other local and state professionals that review TPO plans, programs and projects from a technical perspective, offering recommendations to the TPO Board.

TPO Staff: The TPO is comprised of professional staff members, including a Director, Grants Coordinator/Fiscal Planner, Administrative Specialist/Social Media Coordinator and a Transportation Planning professional. **Figure 2** displays the current staff organization chart of the TPO.

Figure 2: TPO Staff Organization Chart



AGREEMENTS

The TPO executes agreements to support and facilitate the transportation planning process. An **Interlocal Agreement** was signed in June 2016 by the TPO's four local governments and FDOT. The Agreement establishes the TPO as the official planning agency for the Ocala Urban Areas and MPA as shown in Figure 1. Additional **Joint Participation Agreements (JPA)** have been executed for maintaining continued federal and state match funding. The **Metropolitan Planning Organization Agreement** was last approved in May 2022 and will be revised in 2024 as part of the budgetary process with FDOT for CPG funding. In December 2020, a revised **Joint Intergovernmental Coordination and Review (ICAR) and Public Transportation Agreement** was approved between FDOT, the TPO, East Central Florida Regional Planning Council, City of Ocala and Marion County.

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

The JPA of March 4, 1991, involving the Commission for the Transportation Disadvantaged (CTD) established the TPO as the **Designated Official Planning Agency (DOPA)** for transportation disadvantaged planning in Marion County. This JPA also established the Ocala Marion TDLCB. The TDLCB meets on a quarterly basis as managed by the TPO.

The TPO is part of the **Central Florida Metropolitan Planning Organization Alliance (CFMPOA)** and party to an **Interlocal Agreement** with six MPOs, updated in 2018 and 2016.

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

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

PLANNING EMPHASIS AREAS

The transportation planning activities of the UPWP are aligned with the ‘3C’ process and follow specific organizational, federal and state emphasis areas. This section summarizes how the UPWP tasks in fiscal years (FY) 2024/25 and 2025/26 are guided by planning emphasis areas.

Long Range Transportation Plan

The **2045 Long Range Transportation Plan (LRTP)** outlines the vision for transportation in Marion County for the next 20 to 25 years. The LRTP reflects input and guidance from government officials, citizen’s advisory boards, technical experts, community stakeholders and the general public. The LRTP is also used to forecast future travel demands in Marion County. The 2045 LRTP was adopted by the TPO Board on November 24, 2020 and includes a Needs Assessment and Cost Feasible Plan. Selected projects from the Cost Feasible Plan are identified in the Transportation Improvement Program (TIP) and List of Priority Projects (LOPP). These projects are prioritized on an annual basis. The vision and goals of the 2045 LRTP serve as guidance to transportation planning by the TPO, state and local partners.

2045 LRTP Vision

“Develop a safe, convenient and accessible multimodal transportation system that supports a vibrant economy, preserves existing assets, and protects the natural environment.”

2045 LRTP Goals

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

Federal Planning Factors

In November 2021, the Investment in Infrastructure Jobs Act (IIJA) was signed into law. The IIJA serves as the primary five-year surface transportation legislation, authorizing funding for highway programs over fiscal years 2022 through 2026. The IIJA includes over a dozen new highway programs involving both formula and discretionary federal funds. The IIJA also carried forward the required planning factors modified in the 2015 Fixing America’s Surface Transportation Act (Fast Act), which increased them from eight to ten. The ten planning factors (next page) shall be considered by the TPO as part of the development of transportation plans and programs. The planning factors are outlined in Title 23 USC, Section 134(h) and listed on the next page. The TPO will update the UPWP, as needed, when new federal regulations and guidelines become available.

Ten Federal Planning Factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

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

Figure 3: Ten Federal Planning Factors and UPWP Tasks

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

Federal Planning Emphasis Areas (PEA)

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

Eight Federal Planning Emphasis Areas (PEA):

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

Florida Planning Emphasis Areas

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

Figure 4: Florida Planning Emphasis Areas and UPWP Tasks

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

Appendix C contains further background information from FDOT's Office of Policy Planning. The Florida Planning Emphasis Areas are summarized as follows:

Safety

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

Equity

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

Resilience

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

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

Emerging Mobility

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

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

FDOT District Five Planning Activities

The following summarizes the major planning activities of FDOT District Five for the two-year period. **Appendix C** contains more detailed information regarding District planning activities.

Improve Safety

FDOT's mission and top priority is to create a safe, efficient transportation system for all road users in the state of Florida. To continually improve the safety of the traveling public, FDOT participates in several safety campaigns throughout the year, consistently spreads awareness of safety practices through its communication and social media channels, and follows safety standards in every project, every time. FDOT supports the mission of Vision Zero by implementing Target Zero initiatives and by collaborating with our partners to reach zero fatalities and serious injuring on all roads in Florida.

Enhance Mobility

As Florida continues to gain more than 600 residents a day and welcomes more than 126 million annual visitors, it is essential to enhance mobility throughout the state to accommodate its consistent and rapid growth. The Florida Department of Transportation is committed to continuing to enhance our state's transportation system to fit the current and future needs of our residents and visitors. Whether that's through the expansion or enhancement of existing roadways or increased multimodal options, we are committed to building the Florida of the future.

Inspire Innovation

Since it was created, FDOT has been consistently creating innovative solutions to solve transportation challenges throughout the state and has become a leader in transportation across the country. The transportation industry is evolving at a rapid pace, and one of our goals at FDOT is to inspire innovation in everything we do. FDOT is proud to employ some of the best and brightest individuals. In order to continue to provide a safe, efficient transportation system for Florida's residents and visitors and prepare for the future, FDOT encourages every employee to think outside of the box. From the everyday processes we use to complete our work to incorporating the latest technologies, let us be forward-thinking in all we do.

Additional Planning Activities

- MPO Program Management
- Regional Planning
- Environmental Management

PLANNING PRIORITIES

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

2045 Long Range Transportation Plan (LRTP)

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

2050 Long Range Transportation Plan (LRTP)

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

Transportation Improvement Program (TIP)

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

Transportation Disadvantaged Local Coordinating Board (TDLCB)

The TPO serves the transportation disadvantaged community of Marion County in partnership with representative agencies and the Community Transportation Coordinator (CTC), currently Marion Senior Services. The TPO will be involved in several major activities including an annual update and five-year major update to the Transportation Disadvantaged Service Plan (TDSP), annual CTC Evaluations, new CTC selection process, quarterly TDLCB meetings and annual workshops. Work completed for the major TDSP update will be tied to a Scope of Work, Consultant supplemental support and a public outreach/partner participation process.

Active Transportation Plan

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

Congestion Management Plan (CMP), State of System Report

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

Safety Planning Implementation

Improving safety for all modes and users is critical to the future of transportation in Marion County. In 2022, the TPO, in collaboration with its state and local government partners adopted the Commitment to Zero Safety Action Plan. As part of planning implementation, the TPO will identify and support projects that improve safety, including multimodal and complete streets. The TPO will also be involved in supporting grants; updating the Commitment to Zero online dashboard, annual report and project list; improving education and awareness; reviewing the High Injury Network (HIN); and implementation strategies in the Action Plan.

Resiliency Planning

Improving resiliency is crucial to the long-term viability of the transportation system in Ocala/Marion County. As a follow-up to the Transportation Resilience Guidance Paper published in February 2022, the TPO will assess the further development of planning tools and/or a master planning project. The TPO will also identify and support resilience projects, data/information, grants, education and other opportunities.

Transportation Studies

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

Unified Planning Work Program

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

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

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

TASKS AND BUDGET

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

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

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

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

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

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

Task 6: Public Involvement: Describes the activities used to encourage and solicit public participation in the '3C' transportation planning process.

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

Task 8: Regional Activities: Identifies the transfer of funds to MetroPlan in support of the Central Florida Metropolitan Planning Organization (MPO) Alliance regional coordination.

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

Budget categories for the UPWP are as follows:

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

State Soft Match

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

FHWA Approval

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

Indirect Rate – Cost Allocation Plan

Per the Staff Services Agreement between the TPO Governing Board and Marion County Board of County Commissioners, calculated indirect rates are used by the Office of the Marion County Clerk of the Circuit Court and Comptroller to recover indirect costs of the TPO. These rates are derived from an annual Cost Allocation Plan completed by the Clerk of the Circuit Court and Comptroller. The Plan is prepared in compliance with Section 200 of Title 2, USC. The Plan was presented and approved in 2021 by the TPO Board and the FDOT. **Appendix E** contains the most current Cost Allocation rate, prior rates, and the Staff Services Agreement with Marion County.

FUNDING SUMMARY

The following chart summarizes the total funding by source for the FY 2024/2025 and FY 2025/2026 UPWP. The CPG is reflected as FHWA PL in each of the UPWP task tables in both fiscal years for reporting purposes. However, as noted, the CPG contains FHWA and FTA planning funds.

Funding Source	Fiscal Year 2024/2025	Fiscal Year 2025/2026
Consolidated Planning Grant (CPG)	\$1,128,631	\$1,156,902
CTD (Transportation Disadvantaged)	\$30,735	\$31,757
Local Funding	\$1,800	\$1,800
Total:	\$1,161,166	\$1,190,459

TASK 1: ADMINISTRATION

Purpose

Conduct all administrative related functions necessary to carry out the '3C' (continuous, cooperative and comprehensive) transportation planning process for the TPO planning area.

Previous Work Completed

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

- Administration of all TPO meetings, workshops, agendas and public notices.
- Documentation of all TPO meetings, including minutes, recordings and files.
- Completion of financial and invoicing tasks for the PL-CPG and 5305d grant reimbursement process through FDOT.
- Travel and attendance to Central Florida MPO Alliance (CFMPOA) and Metropolitan Planning Organization Advisory Council (MPOAC) meetings.
- Development of regional priority projects lists, including coordination with local partners, committees, TPO Board and the CFMPOA.
- Coordination and meetings with MPO/TPO, local, state and federal partners.
- Completion of FY 2022/23 to 2023/24 UPWP and amendments or modifications.
- Completion of updates to the bylaws for the TPO Board, CAC and TAC.
- Completion of the annual Joint Certification with FDOT in 2023 and 2024.
- Updated the TPO Disadvantaged Business Enterprise (DBE) Program in 2022.
- Completed the TPO Continuity of Operations Plan (COOP) in 2022.
- Coordination with FDOT and local governments on Census activities.
- Adoption of 2023 Apportionment Plan.
- Monitored DBE participation and report payments for work completed.
- Staff and TPO Board travel to meetings, trainings, conferences and workshops.
- Review of federal and state legislation involving programs to MPO/TPO's.
- Coordination with Marion County Departments, including Human Resources, Payroll, Procurement, IT, Administration and Clerk of the Court and Comptroller.
- Annual host agency Marion County budget process conducted through the Marion County Clerk of the Court and Comptroller.
- Staff management, timesheets, interviews and personnel changes.
- Staff Services Agreement with Marion County review.
- Ongoing communication with TPO Board members regarding budget status.
- Completed a TPO Board 101 Workshop, including presentation materials.
- Procurement and contracting with consultants for tasks and projects.
- Procurement of office supplies, equipment and software licenses.
- Management of travel and training for staff and TPO Board members.
- Printing of information for meetings and workshops.

Required Activities

The Task 1 activities planned for FY 2024/25 and FY 2025/26, including end products and completion dates are summarized as follows.

Activity	End Product(s)	Completion Date(s)
Staff support, administration and *security of TPO committees, boards, meetings, workshops	Meetings, packets, public notifications, minutes	Monthly
Financial tasks, grant and budget management, maintenance of electronic files and records	Budgets for UPWP	Ongoing
Process timesheets, payroll and monthly/quarterly progress reporting	Staff timesheets, progress reports	Bi-weekly
Prepare and submit invoices for federal grants, progress reports and backup documentation	Invoices, progress reports for federal grants	Monthly, Quarterly
Amend, update FY 24/25 to FY 25/26 UPWP	FY 25-26 updated UPWP	As needed
Complete FY 26/27 to FY 27/28 UPWP	FY 27-28 new UPWP	May 2026
Prepare financial budgets for host agency	Clerk of Court Budgets	May 2025, 2026
TPO Board budget updates	Budget Summary Reports	Quarterly
Participate in annual Joint FDOT/TPO Certification process	Certification Reports, Certification Statements	March/April 2025, 2026
Participation in MPOAC and CFMPOA, regional and statewide partner meetings, trainings	Meetings, trainings,	Quarterly, Ongoing
Coordination with MPOAC, CFMPOA on regional planning and project prioritization	State planning and coordination	Ongoing
Coordinate and attend meetings with federal, state, regional and local partners	Meeting participation	Ongoing
Maintain and update TPO agreements, board and committee bylaws	Revised agreements, bylaws	As needed
Update Continuity of Operations Plan (COOP) and Process Documentation	COOP document, Process documentation	Ongoing, As needed
Monitor legislative activities at the federal, state, local levels affecting transportation	Summary reports, documentation	Ongoing
Manage consultant support services and contracts, scopes and task work orders	Consultant contract(s), task work orders	Ongoing, As needed
Office supplies, furniture, computer equipment	Supplies and Equipment	As needed
Cell phones; Softw. license renewals, purchases (ArcGIS, Pagefreezer, Microsoft Office, Teams, BIS/DCR, Kronos, Clockify, Adobe Pro, Adobe Cloud); News subscriptions	Software licenses, Cell phone services, news subscriptions	Ongoing, Annual
Printing of materials for education and outreach	Printed materials	As needed
Travel and training for TPO staff and TPO Board	Meetings, conferences	Ongoing
Monitor DBE participation and report payments	Summary report(s)	Monthly
#Conduct Single Audit for Federal Funds	Professional Audit	As Needed

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

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

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

Task 1 Administration, FY 2024/2025			
Funding Source Contract	FHWA PL G2W15	CTD	Total
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 253,398	\$ -	\$ 253,398
Total:	\$ 253,398	\$ -	\$ 253,398
B. Consultant			
Security Services for Meetings	\$ 1,000	\$ -	\$ 1,000
Total:	\$ 1,000	\$ -	\$ 1,000
C. Travel			
Travel Expenses	\$ 10,250	\$ 985	\$ 11,235
Training and Education	\$ 6,100	\$ 400	\$ 6,500
Total:	\$ 16,350	\$ 1,385	\$ 17,735
D. Direct Expenses			
Advertising/Public Notices	\$ 1,200	\$ 1,200	\$ 2,400
Computer Equipment	\$ 7,500	\$ -	\$ 7,500
Copier Rental	\$ 3,600	\$ -	\$ 3,600
Insurance	\$ 3,500	\$ -	\$ 3,500
Meeting Room Rental	\$ 2,000	\$ -	\$ 2,000
Office Supplies	\$ 5,160	\$ 100	\$ 5,260
Postage	\$ 100	\$ 25	\$ 125
Printing and Binding	\$ 750	\$ -	\$ 750
Software Licenses, Subscriptions, Cell Phones	\$ 18,000	\$ -	\$ 18,000
Total:	\$ 41,810	\$ 1,325	\$ 43,135
E. Indirect Expenses			
Marion County Cost Allocation	\$ 56,945	\$ 1,761	\$ 58,706
Task Total:	\$ 369,503	\$ 4,471	\$ 373,974

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

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

Task 1 Administration, FY 2025/2026			
Funding Source	FHWA		
Contract	PL	CTD	Total
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 442,607	\$ -	\$ 442,607
Total:	\$ 442,607	\$ -	\$ 442,607
B. Consultant			
Security Services for Meetings	\$ 500	\$ -	\$ 500
Professional Audit	\$ 1,000	\$ -	\$ 1,000
Total:	\$ 1,500	\$ -	\$ 1,500
C. Travel			
Travel Expenses	\$ 11,300	\$ 985	\$ 12,285
Training and Education	\$ 6,200	\$ 400	\$ 6,600
Total:	\$ 17,500	\$ 1,385	\$ 18,885
D. Direct Expenses			
Advertising/Public Notices	\$ 1,200	\$ 1,200	\$ 2,400
Computer Equipment, Furniture, Office Sign	\$ 7,500	\$ -	\$ 7,500
Copier Rental	\$ 3,800	\$ -	\$ 3,800
Insurance	\$ 3,800	\$ -	\$ 3,800
Meeting Room Rental	\$ 2,000	\$ -	\$ 2,000
Office Supplies	\$ 5,350	\$ 100	\$ 5,450
Postage	\$ 100	\$ 25	\$ 125
Printing and Binding	\$ 750	\$ -	\$ 750
Softw. Licenses, Subscriptions, Cell Phones	\$ 18,000	\$ -	\$ 18,000
Total:	\$ 42,500	\$ 1,325	\$ 43,825
E. Indirect Expenses			
Marion County Cost Allocation	\$ 58,395	\$ 1,761	\$ 60,156
Task Total:	\$ 562,502	\$ 4,471	\$ 566,973

TASK 2: DATA COLLECTION

Purpose

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

Previous Work Completed

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

- Completion of 2022 and 2023 Traffic Counts Reports.
- Completion of online interactive and static maps and database updates for TPO website, including Traffic Counts, Transportation and Community Features, Transportation Improvement Program, Congestion Management Plan and Long-Range Transportation Plan.
- Coordination and review of traffic counts collection with FDOT, City of Ocala and Marion County.
- Collection of crash data and information from FDOT and University of Florida Signal Four Analytics database and other sources.
- Participation in Marion County Community Traffic Safety Team (CTST).
- Data collection support of the Congestion Management Plan (CMP) and updates.
- Participation in the regional Transportation Systems Management and Operations (TSM&O) work group.

Required Activities

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

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

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

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

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

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

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

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

TASK 3: LONG RANGE PLANNING

Purpose

Conduct activities that support the long-term implementation of TPO transportation programs, plans and projects. Also included are activities that support transportation needs on a local or regional level.

Previous Work Completed

Summary of completed long-range planning activities in FY 2022/23 and FY 2023/24.

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

Required Activities

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

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

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

The estimated budgets for Task 3 are summarized in Tables 3A and 3B.

Table 3A: Task 3 Budget, FY 2024/2025

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

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

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

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

TASK 4: SHORT RANGE PLANNING

Purpose

Conduct activities that support the short-term implementation of TPO transportation programs and projects. Also included are activities in support of the annual development and updates to the Transportation Improvement Program (TIP) and List of Priority Projects (LOPP).

Previous Work Completed

The completed short-range planning activities of the TPO in FY 2022/23 and FY 2023/24.

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

Required Activities

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

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

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

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

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

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

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

Task 4 Short-Range Planning, FY 2025/2026			
Funding Source Contract	FHWA PL	CTD	Total
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 35,697	\$ -	\$ 35,697
Total:	\$ 35,697	\$ -	\$ 35,697
B. Consultant			
Consultants	\$ 51,500	\$ -	\$ 51,500
Total:	\$ 51,500	\$ -	\$ 51,500
Task Total:	\$ 87,197	\$ -	\$ 87,197

TASK 5: PUBLIC TRANSPORTATION

Purpose

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

Previous Work Completed

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

- Provided staff support and administration to the Transportation Disadvantaged Local Coordinating Board (TDLCB), quarterly meetings and annual workshop.
- Conducted administration responsibilities for the Florida Commission for Transportation Disadvantaged grant (TD), including quarterly reports, invoices and financial statements.
- Conducted annual reviews of the CTC, Marion Transit (MT).
- Completed review and approval of the CTC Annual Operating Report (AOR).
- Reviewed CTC's Annual report.
- Completed two minor updates to the Transportation Disadvantaged Service Plan (TDSP) in 2023 and 2024.
- Completed updates/reviews of TDLCB Bylaws, Grievance Procedures and TD Service Plan revisions.
- Coordination with the CTD state grant program manager.
- Facilitated coordination between the TDLCB, CTC and MT.
- Coordination and project management for the Marion Transit Service Area Study.
- Conducted a brainstorming workshop for the TDLCB in 2023.
- Coordination with SunTran on support services.
- Coordination with SunTran for UPWP tasks and updates.
- Participation with SunTran in the transit route realignments and public meetings.
- Provided support to FDOT for FTA grant application reviews.

Required Activities

The Task 5 activities planned for FY 2024/25 and FY 2025/26, including end products and completion dates are on the next page.

Activity	End Product(s)	Completion Date(s)
Staff support and administration of the TDLCB	Meetings, packets, public notifications, minutes	Quarterly
Perform CTC annual evaluation process	Annual CTD Evaluation Report	March 2025, 2026
Financial tasks and maintain records for TD grant	Budget for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and invoices for TD grant	Invoices and progress reports	Quarterly
Meetings and coordination with CTC, CTD and SunTran	Meetings	Ongoing, As needed
Staff training for Transportation Disadvantaged	CTD Annual Conference and workshops	2024, 2025
Updates, Amendments to TDLCB Bylaws and Grievance Procedures	Updated documents	Ongoing, As needed
Review and approval of CTC Annual Operating Report (AOR)	AOR Review	2024, 2025
Conduct TD annual Public workshop	Public workshop meeting	2024, 2025
*Five-year major update to the TDSP, including data collection and analysis, plan development, public and partner agency outreach and coordination	TDSP Major Update	October 2025
Coordination and support for minor update to the TDSP	Annual update to TDSP	June 2026
Prepare and review Actual Expenditure Report (AER)	Annual Expenditure Report (AER)	August 2024 August 2025
Development of CTC Request for Proposals (RFP), selection and contracting process	New CTC Five-year contract	June 2025
Meetings, coordination, support to FDOT, SunTran and other public transit providers	Meetings, support services	As needed
Coordinate with SunTran for the Public Transportation Agency Safety Plan (PTASP) and required safety performance targets	PTASP targets and reporting in TIP	Annual
Coordination and support for public transportation in development of short-term and long-term planning needs for TPO area	Technical assistance, meetings, data and information gathering	As needed

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

The estimated budget for Task 5 in FY 2022/23 and FY 2023/24 is summarized in Tables 5A and 5B.

Table 5A: Task 5 Budget, FY 2024/2025

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

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

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

Task 5 Public Transportation, FY 2025/2026			
Funding Source	FHWA PL	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 14,373	\$ 27,286	\$ 41,659
Total:	\$ 14,373	\$ 27,286	\$ 41,659
B. Consultant			
Consultants	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -
Task Total:	\$ 14,373	\$ 27,286	\$ 41,659

TASK 6: PUBLIC INVOLVEMENT

Purpose

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

Previous Work Completed

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

- Completed regular updates on the TPO website, including public notices for meetings, meeting agendas and minutes, meeting schedules and all federally required planning document reviews.
- Provided public notices for all meetings and workshops within seven (7) days to meet state Sunshine Law and PPP directives.
- Developed or updated information fact sheets and postcards for public education and awareness.
- Maintained Limited English Proficiency "I Speak Cards", and made available Public Comment cards for use in all TPO meetings.
- Maintained non-discrimination statements in English on all public meeting notices and agendas.
- Maintained non-discrimination statement in English and Spanish on the website.
- Maintained the TPO's Facebook and Twitter social media platforms.
- Regular Facebook and Twitter postings for meeting notices, community events, transportation information and publications.
- Maintained social media archive services.
- Title VI Plan update completed in January 2023.
- Public Participation Plan (PPP) update completed in March 2024.
- Maintained and updated TPO List of Acronyms publication.
- Hosted Mobility Week events in 2022 and 2023.
- Hosted a TPO-Community Traffic Safety Team Safety Summit in November 2023.
- Participated in community events, local government meetings and activities.
- Documented and responded to all public inquiries and requests for information.
- Developed a new Annual Report document template in 2022.
- Developed Annual Reports for 2022 and 2023.
- Maintained public website page for the Commitment to Zero Safety Action Plan.
- Conducted outreach to solicit interest and applications for the Citizens Advisory Committee (CAC).

Required Activities

The Task 6 activities planned for FY 2024/25 and FY 2025/26, including end products and completion dates are as follows.

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

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

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

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

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

Task 6 Public Involvement, FY 2025/2026			
Funding Source	FHWA PL	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 41,390	\$ -	\$ 41,390
Total:	\$ 41,390	\$ -	\$ 41,390
B. Consultant			
New Website	\$ 40,000	\$ -	\$ 40,000
Website Maintenance and Hosting	\$ 4,040	\$ -	\$ 4,040
Total:	\$ 44,040	\$ -	\$ 44,040
Task Total:	\$ 85,430	\$ -	\$ 85,430

TASK 7: SPECIAL PROJECTS

Purpose

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

Previous Work Completed

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

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

Required Activities

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

Activity	End Product(s)	Completion Date(s)
*Completion of an Active Transportation Plan for non-motorized transportation, in support of bicyclists, pedestrians, trails, complete streets and equestrians. Project includes data collection and analysis, plan development, public/partner review process, and listing of project improvements. A study of the economic, community, health benefits of active transportation, and level of traffic stress will be included in the plan	Active Transportation Plan with economic, community, health benefits study, level of stress for cyclists and pedestrians	October 2025
Implementation of Commitment to Zero safety activities, online interactive map dashboard, HIN and Action Plan updates, project list updates, education/awareness and strategy implementation, annual safety report	Commitment to Zero Online Dashboard, Annual Report, Action Plan Update, Education	August 2024, 2025
*Transportation Resiliency planning, including additional technical tools, master planning, data/information gathering, education and grant support for projects	Transportation resiliency planning	Ongoing, as needed and identified
*Conduct an Origin-Destination Study to assess travel patterns and characteristics, including trip purpose,	Origin-Destination Study	June 2026

time-of-day and within sub-areas of the county. The study will be summarized in a report.		
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*Consultant support (As identified in a Task Order, Scope of Work)

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO, Consultants

Budget Summary

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

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

Task 7 Special Projects, FY 2024/2025			
Funding Source	FHWA PL	CTD	Total
Contract	G2W15		
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 53,868	\$ -	\$ 53,868
Total:	\$ 53,868	\$ -	\$ 53,868
B. Consultant			
Active Transportation Plan	\$ 121,690	\$ -	\$ 121,690
Consultants	\$ 24,310	\$ -	\$ 24,310
Total:	\$ 146,000	\$ -	\$ 146,000
Task Total:	\$ 199,868	\$ -	\$ 199,868

Task 7 includes \$146,000 of de-obligated FHWA PL funding. Available after October 1, 2024 with FHWA approval. These funds meet the requirements for the 2.5% PL set aside for Complete Streets planning [§ 11206(b)]. The total amount of funds used for Complete Streets planning for FY 24/25 is \$151,558 of \$1,128,631 PL. 2.5% of the total PL allocation for FY 24/25 is \$28,216.

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

Task 7 Special Projects, FY 2025/2026			
Funding Source	FHWA PL	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 25,451	\$ -	\$ 25,451
Total:	\$ 25,451	\$ -	\$ 25,451
B. Consultant			
Active Transportation Plan	\$ 5,000	\$ -	\$ 5,000
Consultants	\$ 225,000	\$ -	\$ 225,000
Total:	\$ 230,000	\$ -	\$ 230,000
Task Total:	\$ 255,451	\$ -	\$ 255,451

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

TASK 8: REGIONAL ACTIVITIES

Purpose

To promote and enhance interregional transportation planning and coordination with neighboring MPOs by supporting common interests through the Central Florida MPO Alliance (CFMPOA). Participating MPOs/TPOs include: Lake~Sumter MPO, MetroPlan Orlando, Ocala Marion TPO, Polk TPO, River to Sea TPO and Space Coast TPO.

Previous Work:

Previous Work	Adoption Date/Status
Transfer to MetroPlan Orlando, financial support to administer CFMPO Alliance	Annual
CFMPOA Regional priority project list	Annual
CFMPOA Quarterly meetings	Quarterly
CFMPOA annual joint meeting with Sun Coast Transportation Planning Alliance (SCTPA)	Annual

Required Activities:

Required Activities and Work Products	Milestone/Completion Date
Transfer to MetroPlan Orlando, financial support to administer CFMPO Alliance	July 2024 July 2025
CFMPOA Regional Priority Project List	July 2024 July 2025
CFMPOA Regional Indicators Report	April 2024 April 2025
CFMPOA continued coordination amongst regional MPO partners	Quarterly meetings/Ongoing
CFMPOA Regional LRTP Summary	April 2026

Responsible Agencies:

Participating agencies of CFMPOA include Lake-Sumter MPO, MetroPlan Orlando, Ocala-Marion TPO, Polk TPO, River to Sea TPO, and Space Coast TPO

Budget Tables:

The estimated budget for Task 8 in FY 2024/25 and FY 2025/26 is summarized in Tables 8A and 8B on the next page.

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

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

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

 Orange formatting indicates outgoing funds.

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

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

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

 Orange formatting indicates outgoing funds.

TASK 9: LOCAL FUND

Purpose

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

Previous Work Completed

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

- Staff professional membership dues.

Required Activities

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

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

Responsible Agency

Ocala Marion TPO

Responsible Staff

Ocala Marion TPO

Budget Summary

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

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

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

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

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

FINANCIAL SUMMARY TABLES

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

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

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

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

*Orange formatting indicates outgoing funds

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

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

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

Funding Sources, FY 2025/2026					
Funding Source Source Level Contract Number UPWP Task	Federal FHWA PL	^State Soft Match (18.07%)	State CTD	Local	Total (minus soft match)
1. Administration	\$ 562,502	\$ 101,644	\$ 4,471	\$ -	\$ 566,973
2. Data Collection	\$ 21,018	\$ 3,798	\$ -	\$ -	\$ 21,018
3. Long-Range Planning	\$ 125,931	\$ 22,756	\$ -	\$ -	\$ 125,931
4. Short-Range Planning	\$ 87,197	\$ 15,756	\$ -	\$ -	\$ 87,197
5. Public Transportation	\$ 14,373	\$ 2,597	\$ 27,286	\$ -	\$ 41,659
6. Public Involvement	\$ 85,430	\$ 15,437	\$ -	\$ -	\$ 85,430
7. Special Projects	\$ 255,451	\$ 46,160	\$ -	\$ -	\$ 255,451
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800
TOTAL:	\$ 1,156,902	\$ 209,052	\$ 31,757	\$ 1,800	\$ 1,190,459

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

Agency Participation, FY 2025/2026							
UPWP Task	FHWA	FDOT (Soft Match)	CTD	Local	Total (minus soft match)	MetroPlan Transfer (CFMPOA)	Consultant
1. Administration	\$ 562,502	\$ 101,644	\$ 4,471	\$ -	\$ 566,973	\$ -	\$ 1,500
2. Data Collection	\$ 21,018	\$ 3,798	\$ -	\$ -	\$ 21,018	\$ -	\$ -
3. Long-Range Planning	\$ 125,931	\$ 22,756	\$ -	\$ -	\$ 125,931	\$ -	\$ 80,500
4. Short-Range Planning	\$ 87,197	\$ 15,756	\$ -	\$ -	\$ 87,197	\$ -	\$ 51,500
5. Public Transportation	\$ 14,373	\$ 2,597	\$ 27,286	\$ -	\$ 41,659	\$ -	\$ -
6. Public Involvement	\$ 85,430	\$ 15,437	\$ -	\$ -	\$ 85,430	\$ -	\$ 44,040
7. Special Projects	\$ 255,451	\$ 46,160	\$ -	\$ -	\$ 255,451	\$ -	\$ 230,000
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ -	\$ -
TOTAL:	\$ 1,156,902	\$ 209,052	\$ 31,757	\$ 1,800	\$ 1,190,459	\$ 5,000	\$ 407,540

*Orange formatting indicates outgoing funds

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

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

Summary by Category and Funding Source, FY 2024/2025				
Budget Category	Funding Sources			
	FHWA (CPG)	CTD	Local	Total
A. Personnel				
Salaries and Fringe Benefits	\$ 477,986	\$ 26,264	\$ -	\$ 504,250
Total:	\$ 477,986	\$ 26,264	\$ -	\$ 504,250
B. Consultant Services				
Consultants	\$ 200,540	\$ -	\$ -	\$ 200,540
2050 Long Range Transportation Plan	\$ 330,000	\$ -	\$ -	\$ 330,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ 5,000
Total:	\$ 535,540	\$ -	\$ -	\$ 535,540
C. Travel				
Travel and Training	\$ 16,350	\$ 1,385	\$ -	\$ 17,735
Total:	\$ 16,350	\$ 1,385	\$ -	\$ 17,735
D. Direct Expenses				
Advertising	\$ 1,200	\$ 1,200	\$ -	\$ 2,400
Computer Equipment	\$ 7,500	\$ -	\$ -	\$ 7,500
Copier/Printer Rental	\$ 3,600	\$ -	\$ -	\$ 3,600
Insurance	\$ 3,500	\$ -	\$ -	\$ 3,500
Meeting Room Rental	\$ 2,000	\$ -	\$ -	\$ 2,000
Office Supplies	\$ 5,160	\$ 100	\$ -	\$ 5,260
Postage	\$ 100	\$ 25	\$ -	\$ 125
Printing and Binding	\$ 750	\$ -	\$ -	\$ 750
Professional Membership Dues	\$ -	\$ -	\$ 1,800	\$ 1,800
Softw. Licenses, Subscriptions, Cell Phone	\$ 18,000	\$ -	\$ -	\$ 18,000
Total:	\$ 39,310	\$ 1,325	\$ 1,800	\$ 42,435
E. Indirect Expenses				
Marion County Cost Allocation	\$ 56,945	\$ 1,761	\$ -	\$ 58,706
Total:	\$ 56,945	\$ 1,761	\$ -	\$ 58,706
Grand Total:				
	\$ 1,128,631	\$ 30,735	\$ 1,800	\$ 1,161,166

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

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

Summary by Category and Funding Source, FY 2025/2026				
Budget Category	Funding Sources			
	FHWA (CPG)	CTD	Local	Total
A. Personnel				
Salaries and Fringe Benefits	\$ 625,967	\$ 27,286	\$ -	\$ 653,253
Total:	\$ 625,967	\$ 27,286	\$ -	\$ 653,253
B. Consultant Services				
Consultants	\$ 357,540	\$ -	\$ -	\$ 357,540
2050 Long Range Transportation Plan	\$ 50,000	\$ -	\$ -	\$ 50,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ 5,000
Total:	\$ 412,540	\$ -	\$ -	\$ 412,540
C. Travel				
Travel and Training	\$ 17,500	\$ 1,385	\$ -	\$ 18,885
Total:	\$ 17,500	\$ 1,385	\$ -	\$ 18,885
D. Direct Expenses				
Advertising	\$ 1,200	\$ 1,200	\$ -	\$ 2,400
Computer Equipment	\$ 7,500	\$ -	\$ -	\$ 7,500
Copier/Printer Rental	\$ 3,800	\$ -	\$ -	\$ 3,800
Insurance	\$ 3,800	\$ -	\$ -	\$ 3,800
Meeting Room Rental	\$ 2,000	\$ -	\$ -	\$ 2,000
Office Supplies	\$ 5,350	\$ 100	\$ -	\$ 5,450
Postage	\$ 100	\$ 25	\$ -	\$ 125
Printing and Binding	\$ 750	\$ -	\$ -	\$ 750
Professional Membership Dues	\$ -	\$ -	\$ 1,800	\$ 1,800
Softw. Licenses, Subscriptions, Cell Phones	\$ 18,000	\$ -	\$ -	\$ 18,000
Total:	\$ 42,500	\$ 1,325	\$ 1,800	\$ 45,625
E. Indirect Expenses				
Marion County Cost Allocation	\$ 58,395	\$ 1,761	\$ -	\$ 60,156
Total:	\$ 58,395	\$ 1,761	\$ -	\$ 60,156
Grand Total:				
	\$ 1,156,902	\$ 31,757	\$ 1,800	\$ 1,190,459

APPENDIX A: UPWP STATEMENTS AND ASSURANCES

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

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

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

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


Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

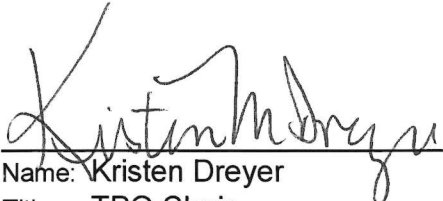
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LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

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

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


Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

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

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

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



Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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TITLE VI/ NONDISCRIMINATION ASSURANCE

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

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

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

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


Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

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

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

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

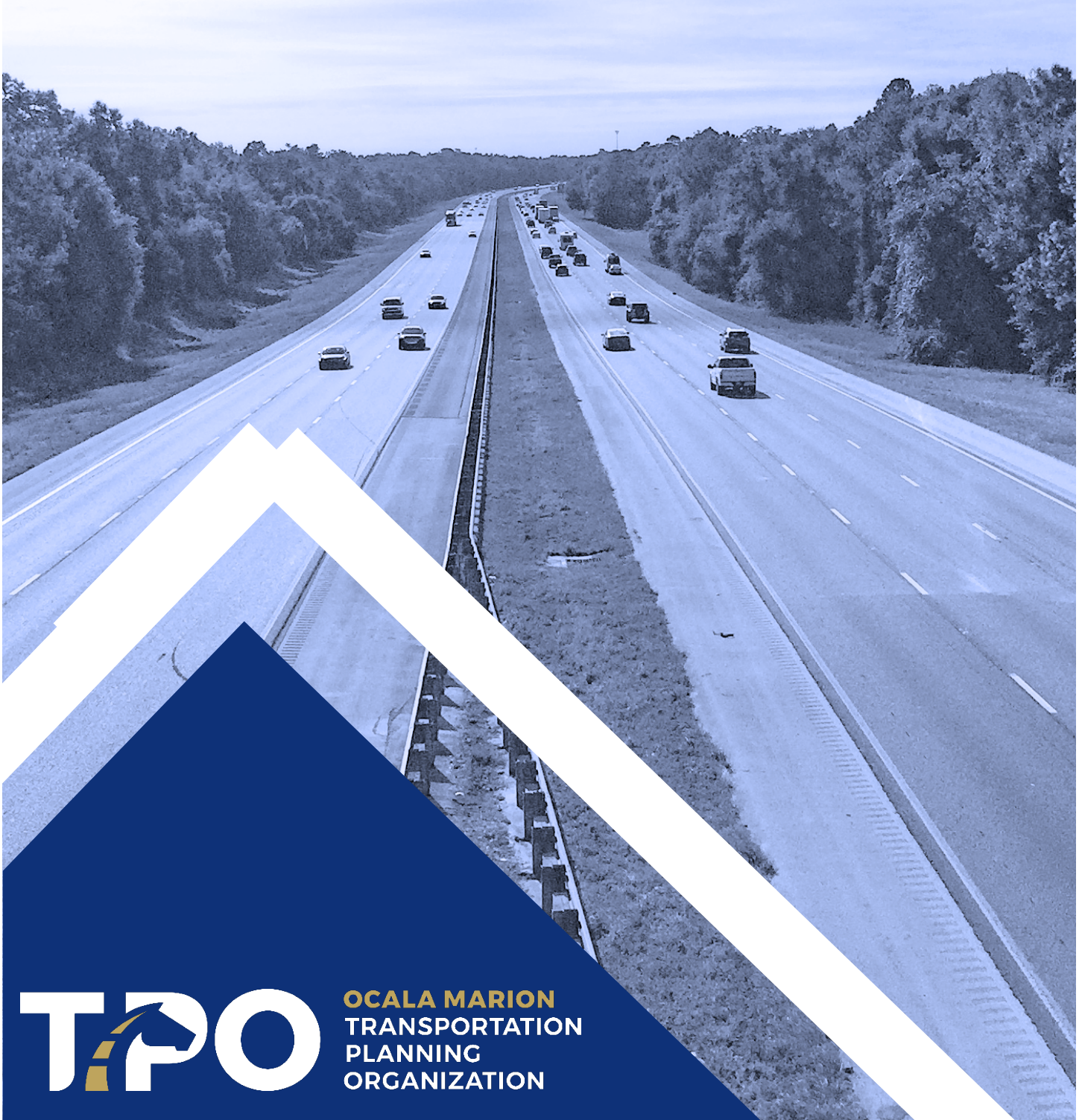
FLORIDA DEPARTMENT OF TRANSPORTATION
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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by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

APPENDIX B: GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

November 2023

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

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CIP	Capital Improvement Program	The CIP is a multi-year schedule of programmed capital improvement projects, including cost estimates and budgeted by year. CIP documents are typically updates annually by a local government.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
COOP	Continuity of Operations Plan	The COOP outlines guidance to TPO Staff and Board Members to ensure all federal and state required essential functions continue to be performed in the event of an extended interruption of services due to a declared emergency or disaster.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - 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).
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

ACRYONYM	NAME	DESCRIPTION
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- 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.

ACRYONYM	NAME	DESCRIPTION
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
IIJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
L RTP/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 L RTP 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 L RTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariantpo.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.
TDSP	Transportation Disadvantaged Service Plan	The TDSP is a tactical plan outlining the services provided to the transportation disadvantaged population served by the Community Transportation Coordinator (Marion Transit). The TDSP is update every year, and also undergoes a major update every five years by the TPO.
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.

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

APPENDIX C: PLANNING EMPHASIS AREAS



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

Office of the Administrator

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

Federal Transit
Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

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

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

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

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

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

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

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

Equity and Justice⁴⁰ in Transportation Planning

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

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

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

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

Complete Streets

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

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

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

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

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

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

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

Florida Planning Emphasis Areas 2021

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

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

Safety

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

Equity

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

Resilience

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

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

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

Emerging Mobility

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

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

Contact Information:

Abra Horne, FDOT, Metropolitan Planning Administrator

850-414-4901

Abra.Horne@dot.state.fl.us



Florida Department of Transportation
District Five

Planning Activities

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

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

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

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

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

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



Florida Department of Transportation
District Five

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

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

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

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

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

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

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



Florida Department of Transportation
District Five

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

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

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

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



Florida Department of Transportation
District Five

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



Florida Department of Transportation
District Five

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

APPENDIX D: PUBLIC NOTICES AND PARTNER AGENCY COMMENTS

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

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

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

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

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

OcalaMarionTPO@marionfl.org

Rob Balmes

Ocala Marion TPO Director

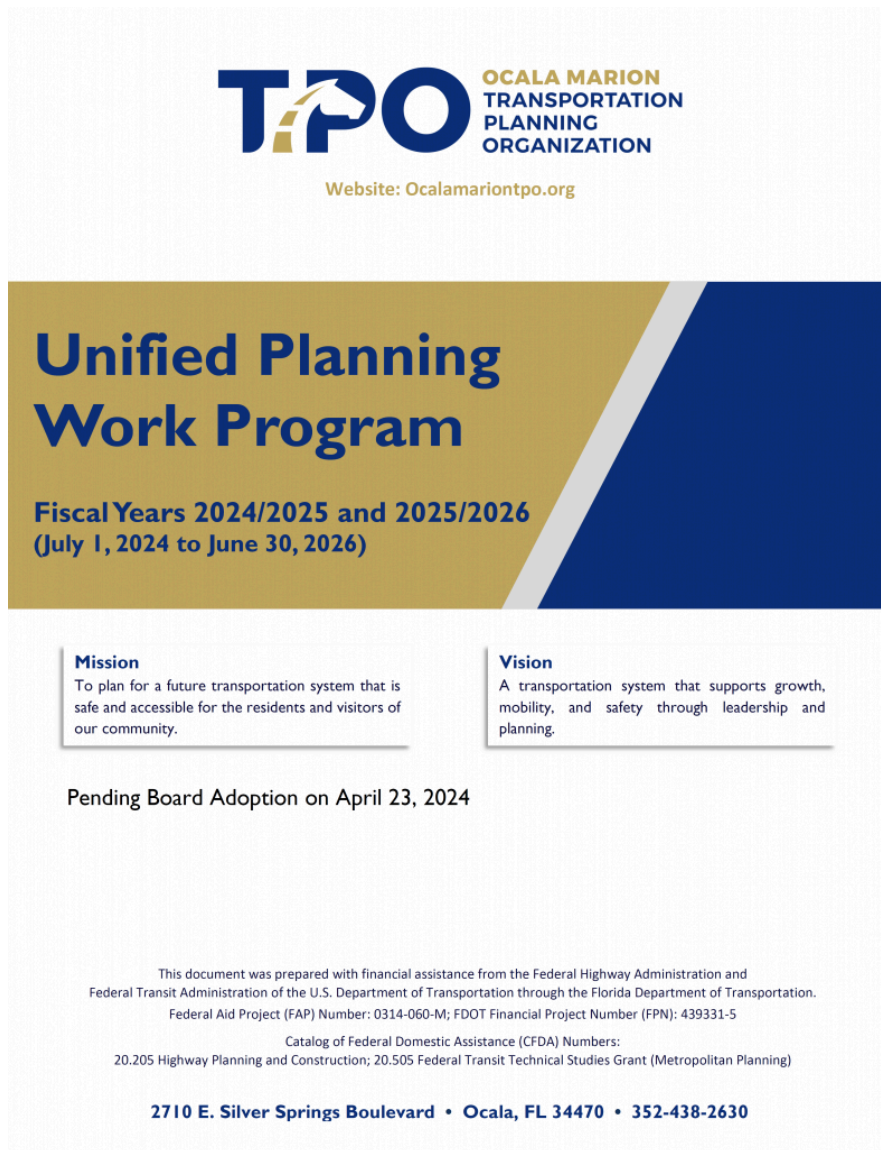
rob.balmes@marionfl.org

352-438-2631

#

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

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



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

Rob Balmes
Ocala Marion TPO Director
rob.balmes@marionfl.org
352-438-2631



UNIFIED PLANNING WORK PROGRAM (UPWP) REVIEW CHECKLIST

MPO: **Ocala Marion**

UPWP Draft # or Date: **1**

Review #: **1**

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

Reviewed By: **KP**

The following UPWP Review Checklist is provided to assist in the review of the MPO's UPWP. This Review Checklist is to be completed by the MPO Liaison and included in the UPWP Appendix.

Comments should be categorized as:

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

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

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

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

UPWP Cover & Title Page

Does the cover or title page include the following information?

- MPO name, address, website? **Yes | If yes, page number: 1**
- CFDA number (FHWA – PL & SU: 20.205, FTA 5305: 20.505)? **Yes | If yes, page number: 1**
- Identification of agencies providing funds for the UPWP? **Yes | If yes, page number: 1**
- Financial Project Number (FPN) for each contract shown in UPWP? **Yes | If yes, page number: 1**
- Federal Award Identification Number (FAIN) for FHWA contracts (or the Federal Aid Project Number [FAP])? **Yes | If yes, page number: 1**
- Correct State Fiscal Years? **Yes | If yes, page number: 1**
- Statement of nondiscrimination? **Yes | If yes, page number 2**
- DRAFT UPWP: Space for adoption date and revision dates? **Yes | If yes, page number: 1**
- FINAL UPWP: Adoption date and space for revision dates? **Not Applicable | If yes, page number: xx**

No comment

Page numbers correspond with page # of pdf file provided

Required Content

Does the UPWP have the following information?

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

Unified Planning Work Program (UPWP)

Review Checklist

- Organization and Management? [Yes | If yes, page number: 6](#)
- UPWP Planning Task Pages? [Yes | If yes, page number: 18](#)
- Funding Source Budget Table and Summary Budget Table? [Yes | If yes, page number: 42](#)
- Definition of acronyms used in UPWP? [Yes | If yes, page number 53](#)
- District Planning Activities? [Yes | If yes, page number: 13](#)
- Indirect Rate Approval (if required)? [Yes | If yes, page number: 77](#)
 - Cost Allocation Plan and Certificate of Indirect Cost in an appendix? [Yes | If yes, page number: 77](#)
- the MPO must identify and include cost estimates for transportation planning, research, and technology transfer activities funded with other federal, state, or local funds being conducted within the MPO area (this includes planning and feasibility studies by other entities) (23 CFR 420.111(e)). [Not Applicable | If yes, page number: xx](#)
- DRAFT UPWP:
 - A place for the signed Resolution adopting the final UPWP? [Yes | If yes, page number 3](#)
 - A place for the draft Resolution to adopt Travel Policy if not using FDOT policy (if required)? [Yes | If yes, page number: 83](#)
 - A place for the Cost Analysis Certification Statement? [No | If yes, page number: xx](#)
 - A place for the FHWA Certifications and Assurances? [Yes | If yes, page number: 46](#)
- FINAL UPWP:
 - The signed Resolution adopting the UPWP? [Not Applicable | If yes, page number: xx](#)
 - The signed Resolution adopting the Travel Policy if not using FDOT policy (if required)? [Not Applicable | If yes, page number: xx](#)
 - The signed Cost Analysis Certification Statement? [Not Applicable | If yes, page number: xx](#)
 - The signed FHWA Certifications and Assurances? [Not Applicable | If yes, page number: xx](#)
 - UPWP Comments? [Not Applicable | If yes, page number: xx](#)
- Appendix to include items previously mentioned: Travel Policy (if required), Cost Allocation Plan and Certificate of Indirect Cost (if required), and UPWP Comments? [Yes | If yes, page number: 46](#)

Critical

Please add cost certification analysis to final document

Introduction

Does the introduction include the following elements?

- Definition and purpose of the UPWP? [Yes | If yes, page number: 5](#)
- Overview of MPO's comprehensive transportation planning activities? [Yes | If yes, page number: 9](#)
- Discussion of planning priorities, both MPO and local? [Yes | If yes, page number: 14](#)
- Statement of CPG participation: "The FDOT and the (insert organization name) participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49, U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share

Unified Planning Work Program (UPWP)

Review Checklist

(match) using Transportation Development Credits as permitted by 23 CFR 120(i) and FTA C 8100.1D". [Yes | If yes, page number: 5](#)

- Definition of the soft match: Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23 (except Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is, in essence, a "soft-match" provision that allows the Federal share to be increased up to 100% to the extent credits are available. The "soft match" amount utilized to match the FHWA funding in the UPWP is 18.07% of FHWA program funds for a total of \$_____ ? [Yes | If yes, page number: 5](#)
- Description of the public involvement process used to develop the MPO's UPWP? [Yes ☒ No ☐ Page number: 6](#)
- Description of how the MPO addresses the [Federal Planning Factors](#) - (23 CFR 450.306(b)) – can be demonstrated using a matrix? [Yes | If yes, page number: 10](#)
- Description of how the MPO's UPWP addresses the [2021 Federal Planning Emphasis Areas](#)? [Select response | If yes, page number: xx](#)
- If MPO is not in attainment, description of transportation related air quality planning activities regardless of funding sources or agencies conducting activities? [Not Applicable | If yes, page number: xx](#)

[Choose a category](#)

[Click here to enter comments](#)

MPO Organization and Management

At a minimum, does the UPWP include information on the following items?

- Identification of participants and description of role in the UPWP planning process? [Yes | If yes, page number: 6](#)
- Discussion of agreements, including date executed:
 - Metropolitan Planning Agreement (FHWA funds)? [Yes | If yes, page number: 8](#)
 - Public Transportation Grant Agreements (prior year FTA funds)? [Yes | If yes, page number: 8](#)
 - Interlocal Agreement for the Creation (or Redesignation) of the Metropolitan Planning Organization? [Yes | If yes, page number: 8](#)
 - Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)? [Yes | If yes, page number: 8](#)
 - Memorandum of Understanding between MPOs or FDOT if transferring funds to accomplish Regional Activities? [Yes | If yes, page number: 8](#)
- Discussion and identification of operational procedures and bylaws including date executed:
 - Continuity of Operations (COOP): [Yes | If yes, page number: 8](#)
 - MPO Bylaws: [Yes | If yes, page number: 6](#)
- Does the MPO include the following SIGNED Certifications and Assurances section?
 - Disadvantaged Business Enterprise Utilization? [Yes | If yes, page number: 49](#)
 - Debarment and Suspension Certification? [Yes | If yes, page number: 47](#)
 - Lobbying Certification for Grants, Loans, and Cooperative Agreements? [Yes | If yes, page number: 48](#)
 - Title VI/Nondiscrimination Assurances? [Yes | If yes, page number: 50](#)

Unified Planning Work Program (UPWP)

Review Checklist

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

[Choose a category](#)

[Click here to enter comments](#)

Work Elements/Tasks Sheets

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

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

[Choose a category](#)

[Click here to enter comments](#)

Do each of the Work Element/Task Summary Pages include the following?

- Is each Task Sheet named and numbered? [Yes](#)
- Does each Task Sheet include Purpose, Previous Work, and Required Activities? [Yes](#)
- Do the required activities list who will be completing the work? [Yes](#)
- Does each Task Sheet indicate who the responsible agency or agencies are? [Yes](#)
- Does each Task Sheet include end products/deliverables with a description of the scope and estimated completion date? [Yes](#)
- Does the supporting narrative for each task provide sufficient detail to determine the eligibility, necessity, and reasonableness of the purchase? [Yes](#)
- If memberships are listed as an expense, does it state that the memberships are for organizational memberships, not individual memberships? [Select response | If yes, page number: xx](#)

[Editorial](#)

NOTE: memberships paid for using local funds

Work Elements/Tasks Sheets Budget Tables

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

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

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

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

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

Unified Planning Work Program (UPWP)

Review Checklist

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

Do each of the other Work Element/Task Summary **Estimated Budget Tables** include the following?

- Personnel Services? [Yes](#)
- Consultant Services (if using consultant on task)? [Yes](#)
- Travel (if needed)? [Yes](#)
- Direct Expenses (if needed)? [Not Applicable](#)
- Indirect Expenses (only required if MPO has an approved indirect rate)? [Yes](#)
- Supplies (if needed)? [Yes](#)
- Equipment (if needed)? [Yes](#)

[No comment](#)

[Click here to enter comments](#)

MPO Regional Activities Task (required if MPO is transferring funds between MPOs and/or FDOT to complete regional planning activities)

Does the MPO have distinct tables to reflect MPO funding and overall regional task funding? In the UPWP Budget Table template provided by the Central Office, these tables are called MPO Regional Activities and All Regional Accounting. [Yes | If yes, page number: 39](#)

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

- Show ALL agencies (e.g., other MPOs, FDOT) included in the regional activities? [Yes | If yes, page number: 38](#)
- Show amounts to be transferred by the MPO to other agencies (if applicable)? [Yes | If yes, page number: 39](#)
- Show amounts to be received by the MPO from other agencies (if applicable)? [Not Applicable | If yes, page number: xx](#)
- Show activities the funds are being used for? [Yes | If yes, page number: 38](#)
- Do all participating MPOs use identical:
 - Descriptions of the activities to be completed [No | If yes, page number: Click or tap here to enter text.](#)
 - Task name, activity description(s), and budgeted funds [No | If yes, page number:](#)

Critical

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

Funding Source Budget Table

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

[Yes](#)

Total Year 1 contract amounts:

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

[Choose a category](#)

[Click here to enter comments](#)

Total Year 2 contract amounts:

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

[Editorial](#)

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

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

Unified Planning Work Program (UPWP)

Review Checklist

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

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

Summary Budget Table

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

[Select response](#)

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

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

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

General UPWP Comments

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

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

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

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



Federal Highway Administration
Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312
(850) 553-2201
www.fhwa.dot.gov/fldiv

Federal Transit Administration
Region 4 Office
230 Peachtree St, NW, Suite 1400
Atlanta, Georgia 30303
(404) 865-5600

Planning Comments

Document Name: Draft UPWP FY 2024/2025 – 2025/2026

MPO: **Ocala Marion**

Date of Document:
03/15/2024

Date Received
03/15/2024

Date Reviewed
04/15/2024

District: 5

Reviewed by: Jean Parlow

COMMENTS

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

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

APPENDIX E: COST ALLOCATION AND STAFF SERVICES AGREEMENT

Type of Central Service	TPO
	2025-26
Independent Audit Fee	197
Clerk of the Circuit Court - Finance	6,588
Clerk of the Circuit Court - Internal Auditor	632
Clerk of the Circuit Court - Budget	9,331
BCC Records	1,204
Records Center	-
County Attorney	211
County Administration	7,251
Information Systems	13,953
Human Resources	2,526
Procurement	6,411
Human Resources - Clinic	77
Facilities Management	11,257
Public Safety Radio	-
MSTU / Assessments Office	-
Tax Collector (Assessment)	-
Property Appraiser (Assessment)	-
Total Costs Identified	59,639
Actual Budgeted Allocation	59,639
BR407 - 97%	57,850
BR408 - 0%	-
BR409 - 3%	1,789
	59,639

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

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

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

STAFF SERVICES AGREEMENT

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

WITNESSETH:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. **Financial Administration**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARION COUNTY BOARD OF
COUNTY COMMISSIONERS

By: Kathy Bryant
Kathy Bryant, Chairman

OCALA / MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION

By: Jeff Gold
Jeff Gold, TPO Chair

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

ATTEST: Mr. [Signature]
TPO Director

Approved as to form and legality

Mathew G. Minter
Mathew G. Minter, County Attorney

APPENDIX F: TPO TRAVEL POLICY

Ocala Marion County Transportation Planning Organization



Travel Policy

Resolution
No. 22-6

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO)
ENDORISING THE ADOPTION OF THE TPO TRAVEL POLICY

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

WHEREAS, Florida Statutes Section 112.061(14) allows TPO/MPOs to establish rates that vary from the standard state per diem rates by enactment of a resolution, provided that the rates apply uniformly to all travel by the entity; and

WHEREAS, the policies and procedures concerning the reimbursement of travel expenses are outlined in the TPO Travel Policy, updated and approved by the TPO Board on February 22, 2022.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the TPO Travel Policy.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 26th day of April 2022.

By: 
Ire Bethea Sr., Chair

Attest: 
Rob Balmes, Director

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Section 1: General

1.1 Purpose

To establish policies and procedures for the payment and/or reimbursement of expenses incurred while traveling on official TPO business.

1.2 Scope and Applicability

These regulations apply to all travel for TPO employees, elected and appointed officials, advisory board members, volunteers, and all others who are authorized to travel on official TPO business.

1.3 Roles and Responsibility

1) Director

- a) Ensure all travel expenditures have been budgeted.
- b) Ensure that travel is related to TPO business and expenses are reasonable and necessary in accordance with this policy.
- c) Ensure that travelers understand their responsibilities and initiate the appropriate action when procedures are not followed.
- d) Review travel related documentation to ensure that travelers have adhered to the travel policy.
- e) Ensure that accurate and complete Travel Expense Reports are submitted in accordance with the schedule established in this policy.
- f) Authorize travel and approve the Travel Expense Report.
- g) Retain Travel Expense Report and backup information subject to audit.

2) Travelers

- a) Exercise the same care in incurring expenses that a prudent person would exercise if traveling on personal business.
- b) Be knowledgeable of and adhere to the requirements set forth in this policy.
- c) Submit Travel Expense Report within 15 business days after the completion of travel that documents all expenses related to the total cost of travel.

1.4 Authorizations

- 1) Every traveler should seek approval from the Director prior to incurring any expenses.
- 2) Travel must be necessary for the proper execution of official TPO business. Meetings and conferences must be of a professional nature that will increase the attending individual's value to the TPO.
- 3) Upon the completion of travel, a Travel Expense Report will be completed and the following will review the request for compliance with the TPO's travel policy.
 - a) Director will be approved by the TPO Board.
- 4) Travel Advances are considered the exception, not the rule. If a travel advance is necessary, it must be approved by the Director. The traveler is responsible to submit this request the Friday prior to the scheduled payroll run.
- 5) A payroll deduction will automatically be made if a travel advance is outstanding for more than 30 days, and is directly attributed to the traveler's failure to properly file the Travel Expense Report.

1.5 Procurement Card Use

- 1) The procurement card (P-card) shall be used to pay for airline tickets, lodging, car rental, and registration fees whenever possible. If the traveler does not possess a P-card and someone else within their department does, the cardholder may elect to authorize these charges on their P-card.
- 2) The P-card SHALL NOT BE used for expenses that are reimbursed to the traveler at a flat rate, e.g. meals and mileage.
- 3) The P-card may be used to purchase gas when the traveler is using a Marion County or rental vehicle for out-of-town travel.
- 4) The traveler is responsible for documenting and submitting copies of these receipts on the Travel Expense Report.

1.6 Missing Receipts

If travel expense receipts are lost or stolen, a reasonable attempt to obtain duplicate receipts must be made. If duplicates cannot be secured, a statement of the facts explaining the incident must accompany the completed Travel Expense Report.

1.7 Letter of Agreement

When an employee attends advanced-level training that exceeds \$2,000 and leaves the TPO before the end of one year after completion of training, the traveler will be required to enter into a

contractual agreement to reimburse the TPO on a pro-rated basis for travel expenses as defined in the Marion County Employee Handbook and the Marion County Training Reimbursement Policy and Agreement.

Advanced-level training is training that is not required by the Director and will enhance an employee's abilities and/or advance their career.

Section 2: Travel Expense Requirements/Guidelines

2.1 General Principles

- 1) The traveler shall be reimbursed for authorized expenses that are in compliance with the requirements of this policy and are associated with an approved trip.
- 2) Travel arrangements should be made as early as possible to take advantage of early discounts and advance purchase prices.
- 3) When online travel is available, unless otherwise approved by Director, travel will not be permitted. Arrangements associated with the travel shall be the most economical available and result in the shortest "time-away".
- 4) Reimbursement is limited to the traveler only. The TPO will not reimburse any expenses for a traveler's spouse and family.
- 5) The TPO is exempt from the Florida Sales Tax. The traveler must print a copy of the tax exemption certificate prior to traveling in order to obtain the exemption. The traveler is responsible for taxes charged unless there is a written justifiable explanation of the facts.
- 6) Any travel associated with grants or other funding sources must comply with all provisions stipulated by the sponsoring agency or with all provisions of this travel policy if more restrictive. If the sponsoring agency's provisions are more restrictive than this policy, TPO policy will take precedence and the TPO will compensate for the difference.
- 7) Any advance or reimbursement due to the employee will be paid through the employee's payroll direct deposit as a non-taxable reimbursement. Same day travel meals described in Section 2.4.3 will be processed through payroll also, but as a taxable fringe benefit (per IRS regulations). IRS rules will prevail over the taxability of reimbursements.
- 8) Travelers must submit a complete Travel Expense Report that includes all travel related expenses such as, registration, gas, mileage, lodging, meals, tolls, parking fees, or rental car for trips outside of Marion County.

2.2 Registration Fees

- 1) Fees should only be paid after the proper travel authorization is secured.
- 2) Fees for registration, including meals and other programmed affairs sponsored by a conference or convention organization, shall be prepaid whenever possible. The use of the P-card for this expense is the preferred method of payment. A traveler can be reimbursed if a paid receipt is presented.
- 3) Payment for registration fees will be written directly to the sponsoring organization. The traveler is responsible to disburse backup documentation to the organization.
- 4) The TPO will not pay fees associated with entertainment events/dinners that are optional and not included as a part of the registration fee. These fees should not be charged to the P-card.
- 5) For payment to be advanced or reimbursed, a traveler must submit a copy of the agenda, or a certificate of attendance.

2.3 Transportation

- 1) Commercial Air Travel
 - a) Coach fare class shall be taken for all travel by air.
 - b) If air travel is booked via the Internet, the confirmation notice that states the amount shall be submitted to verify the cost.
 - c) Ticket insurance and additional accident or life insurance for persons traveling by commercial air travel will not be reimbursed.
 - d) The actual cost incurred for parking a private vehicle at the airport while the traveler is away shall be reimbursed. A receipt is required.
- 2) TPO Vehicle
 - a) The use of TPO-owned vehicles must be authorized by the Director.
 - b) When transportation is by a TPO-owned vehicle, reimbursable expenses will be limited to actual costs incurred for fuel, oil, and necessary vehicular maintenance and repairs supported by receipt or invoice; however, the P-card is the preferred method of payment for these expenses.
 - c) Parking tickets and moving vehicle citations are the responsibility of the traveler.
- 3) Privately Owned Automobile
 - a) The use of a privately-owned vehicle requires Director approval. Mileage reimbursement for use of a privately-owned vehicle will not be authorized without Director approval.
 - b) The traveler is entitled to a mileage allowance not to exceed IRS guidelines.
 - c) The individual operating the privately owned vehicle must possess a valid driver's license and the

vehicle must be insured with the minimum required insurance for the State of Florida.

- d) The mileage reimbursed shall be reasonable and comparable to other methods of travel. If MapQuest or another similar source is used, a printout substantiating the mileage claim should be attached to the Travel Expense Report.
- e) The mileage allowable will be from the traveler's official headquarters or point of origin, whichever is less, to the destination point. The official headquarters is defined as the traveler's normal work place or if there is no normal work place, the departmental headquarters location.
- f) A reasonable amount of vicinity travel is reimbursable to the traveler. Reasonable vicinity mileage is considered less than 25 miles per travel period. Requests for vicinity mileage exceeding 25 miles should be accompanied by a written explanation from the traveler substantiating the mileage claim.
- g) If there are multiple travelers going to the same destination, carpooling is required unless specifically authorized by the Director. If there are multiple travelers riding in the same privately owned vehicle, only one individual will be reimbursed for mileage.
- h) Employees receiving a vehicle allowance as part of their salary package are entitled to reimbursement for mileage when using their personal vehicle outside of Marion County.
- i) Parking tickets and moving vehicle citations are the responsibility of the traveler.

4) Rental Vehicle

- a) A vehicle may be rented when deemed appropriate by the Director. The use of rental vehicles should be limited to those instances where Marion County, privately owned vehicles or reasonable public transportation is unavailable.
- b) Whenever possible, the State contract for rental cars should be utilized.
- c) Maximum reimbursement for rental cars will be limited to the mid-size sedan rate or a vehicle with a comparable rate.
- d) Travelers utilizing rental cars will be reimbursed for gasoline if receipts are provided; however, the P-card is the preferred method of payment.
- e) Collision-damage waivers are recommended to be purchased when obtaining a rental vehicle. Marion County also has a self-insured program to cover claims.
- f) If a rental vehicle is booked via the Internet, the confirmation notice that states the amount shall be submitted to verify the cost. A receipt shall also be submitted upon return.

2.4 Meals and Incidentals

- 1) Employees shall be paid per diem for TPO related travel in accordance with U.S. General Services Administration (GSA). The most current meal and incidental allowances for standard and specified rates are provided at: www.GSA.gov/travel-resources.
- 2) No receipts for meals are required.

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

2.5 Lodging

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

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

2.6 Miscellaneous Expenses

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

2.7 Nonrefundable Travel Expenses in Connection with Canceled Travel

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

2.8 Same Day Travel – Out of County

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

2.9 Intra-County Travel

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



TO: Board Members

RE: Director Travel Reimbursement Approval

Director Rob Balmes travel reimbursement and approval requests. Per TPO Travel Policy and 2025 U.S. General Services Administration (GSA) travel and Internal Revenue Service (IRS) mileage rates. Total reimbursement request: \$409.10.

1. October 10, 2025
Central Florida MPO Alliance Meeting
Orlando, FL
Travel Reimbursement Requested: \$123.82
2. October 21, 2025
FDOT District 5 Work Program Public Meeting
DeLand, FL
Travel Reimbursement Requested: \$84.00
3. October 22, 2025
Lake-Sumter MPO Board Meeting
Leesburg, FL
Travel Reimbursement Requested: \$74.20
4. October 23, 2025
MPOAC Meetings
Orlando, FL
Travel Reimbursement Requested: \$127.08

MARION COUNTY
VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES
**** TPO ONLY ****

Payee: Robert Balmes

Employee ID #: 11612

Department: TPO

Invoice #: TRR

(Procurement use only)

GL Account Code: BR407549-540101

Travel Class: _____

*Class C meals processed through Payroll.

For full functionality of form features, please use ADOBE. Hover your cursor over any field for helpful tips.

Day	Date	Point of Origin To Destination	Name of Conference	Hour of Departure or Hour of Return	Total Meal Amount Per Day			Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
					B	L	D			Amount	Type
Day 1	10/10/25	Ocala to Orlando	Central Florida MPO Alliance Meeting	8:00 AM	\$ 0	\$ 0	\$ 0	83.0		\$ 3.86	Tolls
Day 2	10/10/25	Orlando to Ocala	Central Florida MPO Alliance Meeting	1:30 PM	\$ 0	\$ 0	\$ 0	83.0		\$ 3.76	Tolls
Day 3					\$ 0	\$ 0	\$ 0				
Day 4					\$ 0	\$ 0	\$ 0				
Day 5					\$ 0	\$ 0	\$ 0				
Day 6					\$ 0	\$ 0	\$ 0				
Day 7					\$ 0	\$ 0	\$ 0				

****Supporting documentation *required*. All travel receipts and approved TR1 must be appended to this voucher.****

Total Meal Expenses

\$ 0.00

I certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to official duties of Marion County; any meals or lodging included in a conference or convention registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and same conforms in every respect with the requirement of Section 112.061, Florida Statutes, and Marion County Travel Policy.

\$ 0.70 @ Per Mile

Total Mileage Expenses

\$ 116.20

166.0 # All Miles

Total Incidental Expenses

\$ 7.62

Net Amount Due To Traveler: \$ 123.82

Payee Signature: _____

Date: 10/27/25

Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowledge, the above travel was on official business of Marion County and was performed for the purposed(s) stated above.

Director Signature: _____

Date Signed: _____

ACA Signature: _____

Date Signed: _____

Procurement Signature: _____

Date Signed: _____

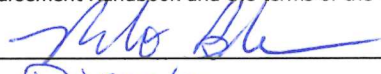
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CONTRACTOR TRAVEL FORM

300-000-06
 COMPTROLLER
 03/14

Contractor <u>Robert Balmes</u>	Contract or PO # _____	Contact Person <u>Rob Balmes</u>
Company <u>Ocala Marion TPO</u>	Company's Address <u>2710 E Silver Springs Blvd</u>	Telephone No. <u>352 438-2630</u>
Residence (City) <u>Ocala, FL</u>	<u>34471</u>	E-Mail Address <u>rob.balmes@marionfl.org</u>

DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION	PURPOSE OR REASON FOR TRAVEL (NAME OF CONFERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDENTAL EXPENSES	
								AMOUNT	TYPE
10/10/2025	Ocala to Orlando	Central Florida MPO Alliance Meeting	8:00 AM			83		\$3.86	Tolls
10/10/2025	Orlando to Ocala	Central Florida MPO Alliance Meeting	1:30 PM			83		\$3.76	Tolls

SIGNATURES
 I hereby certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to my official duties of the agency or contract/PO; any meals or lodging included in a registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and conforms in every respect with the requirements of Section 112.061, Florida Statutes, Chapter 69I-42 F.A.C., Department of Financial Services Reference Guide For State Expenditures, Department of Transportation Disbursement Handbook and the terms of the contract.

CONTRACTOR:  DATE: 10/27/25
 JOB TITLE: Director

Pursuant to Section 112.061(3)(a), Florida Statutes and the terms of the Contract, I hereby certify or affirm that to the best of my knowledge the above consultant was on official business for the State of Florida and the travel was performed for the purpose(s) stated above.

CONTRACTOR'S SUPERVISOR: _____ DATE: _____
 TYPED or printed NAME: _____
 TITLE: _____

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES	166	COLUMN TOTAL	SUMMARY TOTAL
\$0.00	\$0.00	X @ \$0.700		\$7.62	\$123.82
		\$116.20			
JUSTIFICATION/EXPLANATION					
OTHER PERSONNEL IN PARTY					

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

Contract or PO No.: Number of the contract or Purchase Order on which work was performed.

Company: The consultant's company.

Company's Address: City where the consultant's company is located.

Residence (City): City where the consultant resides.

Contact Person: Person to notify for inquiries related to the travel voucher.

Telephone No: The telephone number of the contact person.

E-Mail Address: E-Mail address of the contact person.

Date: (MM/DD/YYYY) Dates of actual travel.

Travel Performed From Point of Origin to Destination: Departing location to the city or town of where business will commence. List each location. NO ABBREVIATIONS.

Purpose or Reason for Travel: Give reason for travel. Specify name of conference, convention, seminar, training, etc. NO ABBREVIATIONS and NO ACRONYMS

Hour of Departure and Return: Actual time of departure and return. Must state A.M or P.M

Class A & B Meal Allowance: Itemize daily using the appropriate meal allowance: \$6 for breakfast, \$11 for lunch, and \$19 dinner per F.S. 112.061. Deduct any meals included in a registration fee paid by DOT.

Per Diem/Actual Lodging: Itemize daily. For per diem use the rate of \$80 per day prorated on a quarterly basis. When calculating per diem Class A travel day starts at midnight and Class B travel day begins at the time of departure. For actual lodging use single occupancy rate including taxes.

Map Mileage: Point to point mileage calculated from the Official Department of Transportation map (in-state) available on the Internet at <http://www3.dot.state.fl.us/mileage>.

Vicinity Mileage: Mileage other than map mileage incurred within headquarters or destination.

Incidental Expenses: List the amount and the type of charge being charged (do not itemize daily).

Column Total: Total cost for class A & B meal allowance.

Column Total: Total cost for Per Diem/Actual Lodging.

Total Miles: Total of map and vicinity mileage at \$0.445 per mile.

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

Date: Date the authorized official approved/signed the travel form.

Typed or Printed Name: Typed or printed name of the authorized official.

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

Other Personnel in Party: List the names of other personnel traveling with you.

Meal Allowances and Travel Status are as follows:

Refer to Disbursement Handbook, Section 112.061, F.S. and Chapter 69I-42 F.A.C. and Department of Financial Services for complete instructions.

CLASS A TRAVEL STATUS - Continuous travel of 24 hours or more away from official headquarters.

CLASS B TRAVEL STATUS - Continuous travel of less than 24 hours requiring overnight absence from official headquarters.

MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

BREAKFAST \$6.00 - When travel begins before 6 a.m. and extends beyond 8 a.m.

LUNCH \$11.00 - When travel begins before 12 noon and extends beyond 2 p.m.

DINNER \$19.00 - When travel begins before 6 p.m. and extends beyond 8 p.m., or when travel occurs during nighttime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)

MARION COUNTY
VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES
**** TPO ONLY ****

Payee: Robert Balmes
Employee ID #: 11612
Department: TPO

Invoice #: TRR (Procurement use only)
GL Account Code: BR407549-540101
Travel Class: _____
*Class C meals processed through Payroll.

For full functionality of form features, please use ADOBE. Hover your cursor over any field for helpful tips.

Day	Date	Point of Origin To Destination	Name of Conference	Hour of Departure or Hour of Return	Total Meal Amount Per Day			Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
					B	L	D			Amount	Type
Day 1	10/21/25	Ocala to DeLand	FDOT Work Program Public Meeting	2:00 pm	\$ 0	\$ 0	\$ 0	60.0			
Day 2	10/21/25	DeLand to Ocala	FDOT Work Program Public Meeting	6:00 pm	\$ 0	\$ 0	\$ 0	60.0			
Day 3					\$ 0	\$ 0	\$ 0				
Day 4					\$ 0	\$ 0	\$ 0				
Day 5					\$ 0	\$ 0	\$ 0				
Day 6					\$ 0	\$ 0	\$ 0				
Day 7					\$ 0	\$ 0	\$ 0				

****Supporting documentation *required*. All travel receipts and approved TR1 must be appended to this voucher.****

Total Meal Expenses \$ 0.00

I certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to official duties of Marion County; any meals or lodging included in a conference or convention registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and same conforms in every respect with the requirement of Section 112.061, Florida Statutes, and Marion County Travel Policy.

\$ 0.70 @ Per Mile	Total Mileage Expenses	\$ 84.00
120.0 # All Miles	Total Incidental Expenses	\$ 0.00

Net Amount Due To Traveler: \$ 84.00

Payee Signature: _____

Date: 10/27/25

Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowledge, the above travel was on official business of Marion County and was performed for the purposed(s) stated above.

Director Signature: _____

Date Signed: _____

ACA Signature: _____

Date Signed: _____

Procurement Signature: _____

Date Signed: _____

CONTRACTOR TRAVEL FORM

Contractor <u>Robert Balmes</u>	Contract or PO # _____	Contact Person <u>Rob Balmes</u>
Company <u>Ocala Marion TPO</u>	Company's Address <u>2710 E Silver Springs Blvd</u>	Telephone No. <u>352 438-2630</u>
Residence (City) <u>Ocala, FL</u>	<u>34471</u>	E-Mail Address <u>rob.balmes@marionfl.org</u>

DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION	PURPOSE OR REASON FOR TRAVEL (NAME OF CONFERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDENTAL EXPENSES	
								AMOUNT	TYPE
10/21/2025	Ocala to DeLand	FDOT Work Program Public Meeting	2:00 PM			60			
10/21/2025	DeLand to Ocala	FDOT Work Program Public Meeting	6:00 PM			60			

SIGNATURES

I hereby certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to my official duties of the agency or contract/PO; any meals or lodging included in a registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and conforms in every respect with the requirements of Section 112.061, Florida Statutes, Chapter 69I-42 F.A.C., Department of Financial Services Reference Guide For State Expenditures, Department of Transportation Disbursement Handbook and the terms of the contract.

CONTRACTOR: _____

DATE: _____

JOB TITLE: _____

Pursuant to Section 112.061(3)(a), Florida Statutes and the terms of the Contract, I hereby certify or affirm that to the best of my knowledge the above consultant was on official business for the State of Florida and the travel was performed for the purpose(s) stated above.

CONTRACTOR'S SUPERVISOR: _____ DATE: _____

TYPED or printed NAME: _____

TITLE: _____

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES	120	COLUMN TOTAL	SUMMARY TOTAL
\$0.00	\$0.00	X @ \$0.700		\$0.00	\$84.00
		\$84.00			

JUSTIFICATION/EXPLANATION**OTHER PERSONNEL IN PARTY**

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.
Contract or PO No.: Number of the contract or Purchase Order on which work was performed.
Company: The consultant's company.
Company's Address: City where the consultant's company is located.
Residence (City): City where the consultant resides.
Contact Person: Person to notify for inquiries related to the travel voucher.
Telephone No: The telephone number of the contact person.
E-Mail Address: E-Mail address of the contact person.
Date: (MM/DD/YYYY) Dates of actual travel.
Travel Performed From Point of Origin to Destination: Departing location to the city or town of where business will commence. List each location. NO ABBREVIATIONS.
Purpose or Reason for Travel: Give reason for travel. Specify name of conference, convention, seminar, training, etc. NO ABBREVIATIONS and NO ACRONYMS
Hour of Departure and Return: Actual time of departure and return. Must state A.M or P.M
Class A & B Meal Allowance: Itemize daily using the appropriate meal allowance: \$6 for breakfast, \$11 for lunch, and \$19 dinner per F.S. 112.061. Deduct any meals included in a registration fee paid by DOT.
Per Diem/Actual Lodging: Itemize daily. For per diem use the rate of \$80 per day prorated on a quarterly basis. When calculating per diem Class A travel day starts at midnight and Class B travel day begins at the time of departure. For actual lodging use single occupancy rate including taxes.
Map Mileage: Point to point mileage calculated from the Official Department of Transportation map (in-state) available on the Internet at <http://www3.dot.state.fl.us/mileage>.
Vicinity Mileage: Mileage other than map mileage incurred within headquarters or destination.
Incidental Expenses: List the amount and the type of charge being charged (do not itemize daily).
Column Total: Total cost for class A & B meal allowance.
Column Total: Total cost for Per Diem/Actual Lodging.
Total Miles: Total of map and vicinity mileage at \$0.445 per mile.
Column Total: Total cost of incidental expenses.
Summary Total: Total cost to the Department of Transportation.
Contractor: Individual who performed the travel.
Date: Date the travel form was prepared.
Job Title: Job title of the traveler.
Contractor's Supervisor: Traveler's supervisor.
Date: Date the authorized official approved/signed the travel form.
Typed or Printed Name: Typed or printed name of the authorized official.
Title: Job title of the authorized official.
Justification/Explanation: Explain any unusual claims for reimbursement.
Other Personnel in Party: List the names of other personnel traveling with you.

Meal Allowances and Travel Status are as follows:

Refer to Disbursement Handbook, Section 112.061, F.S. and Chapter 69I-42 F.A.C. and Department of Financial Services for complete instructions.

CLASS A TRAVEL STATUS - Continuous travel of 24 hours or more away from official headquarters.
CLASS B TRAVEL STATUS - Continuous travel of less than 24 hours requiring overnight absence from official headquarters.

MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

BREAKFAST \$6.00 - When travel begins before 6 a.m. and extends beyond 8 a.m.
LUNCH \$11.00 - When travel begins before 12 noon and extends beyond 2 p.m.
DINNER \$19.00 - When travel begins before 6 p.m. and extends beyond 8 p.m., or when travel occurs during nighttime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)

MARION COUNTY
VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES
**** TPO ONLY ****

Payee: Robert Balmes

Invoice #: TRR
(Procurement use only)

Employee ID #: 11612

GL Account Code: BR407549-540101

Department: TPO

Travel Class: _____
*Class C meals processed through Payroll.

For full functionality of form features, please use ADOBE. Hover your cursor over any field for helpful tips.

Day	Date	Point of Origin To Destination	Name of Conference	Hour of Departure or Hour of Return	Total Meal Amount Per Day			Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
					B	L	D			Amount	Type
Day 1	10/22/25	Ocala to Leesburg	Lake-Sumter MPO Board Meeting	1:00 PM	\$ 0	\$ 0	\$ 0	53.0			
Day 2	10/22/25	Leesburg to Ocala	Lake-Sumter MPO Board Meeting	4:15 PM	\$ 0	\$ 0	\$ 0	53.0			
Day 3					\$ 0	\$ 0	\$ 0				
Day 4					\$ 0	\$ 0	\$ 0				
Day 5					\$ 0	\$ 0	\$ 0				
Day 6					\$ 0	\$ 0	\$ 0				
Day 7					\$ 0	\$ 0	\$ 0				

****Supporting documentation *required*. All travel receipts and approved TR1 must be appended to this voucher.****

Total Meal Expenses \$ 0.00

I certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to official duties of Marion County; any meals or lodging included in a conference or convention registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and same conforms in every respect with the requirement of Section 112.061, Florida Statutes, and Marion County Travel Policy.

\$ 0.70 @ Per Mile

Total Mileage Expenses \$ 74.20

106.0 # All Miles

Total Incidental Expenses \$ 0.00

Net Amount Due To Traveler: \$ 74.20

Payee Signature: _____

Date: 10/27/25

Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowledge, the above travel was on official business of Marion County and was performed for the purposed(s) stated above.

Director Signature: _____ Date Signed: _____

ACA Signature: _____ Date Signed: _____

Procurement Signature: _____ Date Signed: _____

300-000-06
COMPTROLLER
03/14

Contractor <u>Robert Balmes</u>	Contract or PO # _____	Contact Person <u>Rob Balmes</u>
Company <u>Ocala Marion TPO</u>	Company's Address <u>2710 E Silver Springs Blvd</u>	Telephone No. <u>352 438-2630</u>
Residence (City) <u>Ocala, FL</u>	<u>34471</u>	E-Mail Address <u>rob.balmes@marionfl.org</u>

[illegible]

SIGNATURES

I hereby certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to my official duties of the agency or contract/PO; any meals or lodging included in a registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and conforms in every respect with the requirements of Section 112.061, Florida Statutes, Chapter 69I-42 F.A.C., Department of Financial Services Reference Guide For State Expenditures, Department of Transportation Disbursement Handbook, and the terms of the contract.

CONTRACTOR: John B. [Signature] DATE: 10/27/25
 JOB TITLE: Director

Pursuant to Section 112.061(3)(a), Florida Statutes and the terms of the Contract, I hereby certify or affirm that to the best of my knowledge the above consultant was on official business for the State of Florida and the travel was performed for the purpose(s) stated above.

CONTRACTOR'S SUPERVISOR: _____ DATE: _____

TYPED or printed NAME: _____

TITLE: _____

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES 106	COLUMN TOTAL	SUMMARY TOTAL
\$0.00	\$0.00	X @ \$0.700	\$0.00	\$74.20
		\$74.20		

JUSTIFICATION/EXPLANATION

OTHER PERSONNEL IN PARTY

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

Contract or PO No.: Number of the contract or Purchase Order on which work was performed.

Company: The consultant's company.

Company's Address: City where the consultant's company is located.

Residence (City): City where the consultant resides.

Contact Person: Person to notify for inquiries related to the travel voucher.

Telephone No: The telephone number of the contact person.

E-Mail Address: E-Mail address of the contact person.

Date: (MM/DD/YYYY) Dates of actual travel.

Travel Performed From Point of Origin to Destination: Departing location to the city or town of where business will commence. List each location. NO ABBREVIATIONS.

Purpose or Reason for Travel: Give reason for travel. Specify name of conference, convention, seminar, training, etc. NO ABBREVIATIONS and NO ACRONYMS

Hour of Departure and Return: Actual time of departure and return. Must state A.M or P.M

Class A & B Meal Allowance: Itemize daily using the appropriate meal allowance: \$6 for breakfast, \$11 for lunch, and \$19 dinner per F.S. 112.061. Deduct any meals included in a registration fee paid by DOT.

Per Diem/Actual Lodging: Itemize daily. For per diem use the rate of \$80 per day prorated on a quarterly basis. When calculating per diem Class A travel day starts at midnight and Class B travel day begins at the time of departure. For actual lodging use single occupancy rate including taxes.

Map Mileage: Point to point mileage calculated from the Official Department of Transportation map (in-state) available on the Internet at <http://www3.dot.state.fl.us/mileage>.

Vicinity Mileage: Mileage other than map mileage incurred within headquarters or destination.

Incidental Expenses: List the amount and the type of charge being charged (do not itemize daily).

Column Total: Total cost for class A & B meal allowance.

Column Total: Total cost for Per Diem/Actual Lodging.

Total Miles: Total of map and vicinity mileage at \$0.445 per mile.

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

Date: Date the authorized official approved/signed the travel form.

Typed or Printed Name: Typed or printed name of the authorized official.

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

Other Personnel in Party: List the names of other personnel traveling with you.

Meal Allowances and Travel Status are as follows:

Refer to Disbursement Handbook, Section 112.061, F.S. and Chapter 69I-42 F.A.C. and Department of Financial Services for complete instructions.

CLASS A TRAVEL STATUS - Continuous travel of 24 hours or more away from official headquarters.

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MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

BREAKFAST \$6.00 - When travel begins before 6 a.m. and extends beyond 8 a.m.

LUNCH \$11.00 - When travel begins before 12 noon and extends beyond 2 p.m.

DINNER \$19.00 - When travel begins before 6 p.m. and extends beyond 8 p.m., or when travel occurs during nighttime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)

MARION COUNTY
VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES
**** TPO ONLY ****

Payee: Robert Balmes

Invoice #: TRR

(Procurement use only)

Employee ID #: 11612

GL Account Code: BR407549-540101

Department: TPO

Travel Class: _____

*Class C meals processed through Payroll.

For full functionality of form features, please use ADOBE. Hover your cursor over any field for helpful tips.

Day	Date	Point of Origin To Destination	Name of Conference	Hour of Departure or Hour of Return	Total Meal Amount Per Day			Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
					B	L	D			Amount	Type
Day 1	10/23/25	Ocala to Orlando	MPOAC Meetings	11:00 AM	\$ 0	\$ 0	\$ 0	85.0		\$ 4.04	Tolls
Day 2	10/23/25	Orlando to Ocala	MPOAC Meetings	6:30 PM	\$ 0	\$ 0	\$ 0	85.0		\$ 4.04	Tolls
Day 3					\$ 0	\$ 0	\$ 0				
Day 4					\$ 0	\$ 0	\$ 0				
Day 5					\$ 0	\$ 0	\$ 0				
Day 6					\$ 0	\$ 0	\$ 0				
Day 7					\$ 0	\$ 0	\$ 0				

****Supporting documentation *required*. All travel receipts and approved TR1 must be appended to this voucher.****

Total Meal Expenses

\$ 0.00

I certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to official duties of Marion County; any meals or lodging included in a conference or convention registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and same conforms in every respect with the requirement of Section 112.061, Florida Statutes, and Marion County Travel Policy.

\$ 0.70 @ Per Mile

Total Mileage Expenses

\$ 119.00

170.0 # All Miles

Total Incidental Expenses

\$ 8.08

Net Amount Due To Traveler: \$ 127.08

Payee Signature: _____

Date: 10/27/25

Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowledge, the above travel was on official business of Marion County and was performed for the purposed(s) stated above.

Director Signature: _____

Date Signed: _____

ACA Signature: _____

Date Signed: _____

Procurement Signature: _____

Date Signed: _____

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

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Column Total: Total cost for class A & B meal allowance.

Column Total: Total cost for Per Diem/Actual Lodging.

Total Miles: Total of map and vicinity mileage at \$0.445 per mile.

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

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Typed or Printed Name: Typed or printed name of the authorized official.

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

Other Personnel in Party: List the names of other personnel traveling with you.

Meal Allowances and Travel Status are as follows:

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LUNCH \$11.00 - When travel begins before 12 noon and extends beyond 2 p.m.

DINNER \$19.00 - When travel begins before 6 p.m. and extends beyond 8 p.m., or when travel occurs during nighttime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)



TO: Board Members

FROM: Rob Balmes, Director

RE: Citizens Advisory Committee (CAC) Application

Per the bylaws of the Citizens Advisory Committee (CAC), all membership applications require TPO Board approval. TPO staff recently received an application from Mr. Rick Scherer for CAC membership. Mr. Scherer is a resident of the City of Belleview. He has shared with the TPO his interest in serving the CAC and being involved in transportation matters impacting the City of Belleview and Marion County.

Attachment(s)

- Citizens Advisory Committee (CAC) Member Application

Recommended Action

Based on a review of Mr. Scherer's application and discussion with him regarding his goals and interests, TPO staff recommends membership approval to the CAC. Per CAC bylaws, membership shall be for a two-year term, with an opportunity for reappointment for additional term(s).

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



Name: Richard (Rick) Scherer

Home Address: 10846 SE 54th Ave, Belleview, FL 24420

Business Address: _____

Phone Number(s): 407-683-3654 (Home/Mobile/Business/Other)

Occupation: Retired

Brief Description of Education and Experience: HS Grad, 3yrs College (industrial ED- Industrial Technology).

4yrs Apprenticeship Journeyman Mechanic-Froman, Superintendent, VP of Construction, VP Service Dept, Project

Manager, commissioning Consultant, Facilitator of apprenticeship programs,

Knowledgeable in Construction, Finance, Scheduling and Contracts to include Change Orders and RFI's.

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

7. Why are you interested in serving on the CAC? I am an active member of our community and region. I serve on
several of the City of Belleview's committees and it is my understanding that the city is not represented from a citizen
perspective. I feel that it would be an honor to represent our city in its and the regional area in planning our future together.
Our children depend on us now to shape the future for them, and I want to help do that.

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

Please type in your name on the signature field to verify you acknowledge the information above.

Signature: Rick Scherer Date: 10/18/25

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



TO: Board Members

FROM: Rob Balmes, Director

RE: Origin-Destination (O-D) Study Scope of Work

TPO staff are proposing to conduct an Origin-Destination (O-D) Study for Marion County, as outlined in the Fiscal Years (FY) 2025-2026 Unified Planning Work Program (UPWP). The purpose of an O-D study is to gain a comprehensive understanding of current travel patterns and characteristics of roadway users in Marion County. This includes travel to and from Marion County; travel within Marion County; and travel to/from various sub-areas. Additionally, future corridor/study planning areas will be assessed that were identified in the 2050 Long Range Transportation Plan (LRTP).

The completion of an O-D study for Marion County will support gaining an in-depth understanding of travel by time of day, origins, destinations, types of vehicles, trip purposes, among other attributes. The O-D Study will also help support future corridor planning, congestion management analysis and identification of project needs. The study will include the use of Replica, a state-of-the-art transportation data platform.

Attached to this memo is a Scope of Work outlining the tasks and responsibilities of the study. The TPO is proposing to receive services for this study from General Planning Consultant Alfred Benesch and Company. The total fee for consultant support services identified in the Scope of Work is \$39,500.

Attachment(s)

- Origin-Destination Scope of Work

Recommended Action

Approval of Origin-Destination Study Task Order.

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



Origin-Destination (O-D) Study for Marion County

Exhibit “A”

Scope of Services

Ocala Marion TPO Origin–Destination (O-D) Study

Study Purpose and Objective

The purpose of this study is to develop a detailed understanding of travel patterns, trip characteristics, and mobility connections within Marion County using Replica, a state-of-the-art transportation data platform.

Conducting an O-D study for Marion County will support gaining an in-depth understanding of travel by time of day, origins, destinations, types of vehicles, trip purposes, among other attributes. The O-D Study will also help support future corridor planning, congestion management analysis, and the identification and prioritization of projects.

Replica is a commercial data and analytics platform that models how, when, and where people travel. It synthesizes mobile location data, land use information, demographics, economic activity, and validated traffic counts to produce statistically representative origin–destination (O-D) trip tables. These data describe travel behavior by purpose, mode, vehicle type, time of day, and geography — all while protecting personal privacy through the use of synthetic populations.

Replica’s multi-layered datasets allow planners to:

- Quantify travel between custom-defined zones and corridors (e.g., internal–internal, internal–external, and external–external trips)
- Examine time-of-day and directional travel trends
- Differentiate trip purposes (commuting, commercial, freight, or other personal travel)
- Analyze travel by mode and vehicle class
- Support validation of regional model results and LRTP travel forecasts

Using Replica, this study will produce a comprehensive picture of travel patterns within Marion County and to/from surrounding areas, focusing on the following subareas and corridors defined by the Ocala Marion TPO and local partners:

*Subareas:

City of Ocala (east of I-75) • Downtown Ocala • Belleview/Bypass/Southeast • Dunnellon/Rainbow Springs • Marion Oaks • Liberty Triangle • On Top of the World/West County • Silver Springs Shores • North County (McIntosh, Reddick, Citra) • Forest Area (east of SR 35)

Future Corridor Study Areas:

SR 200 Corridor • West Beltway • Southwest Connector • East–West Connection

*Refined with input from local agency partners

The study results will guide corridor planning, congestion management, and project prioritization efforts while informing updates to the TPO's Long Range Transportation Plan (LRTP) and Unified Planning Work Program (UPWP). Findings will be presented in a clear, user-friendly format for local agency staff and the TPO Board.

The project will be completed in a single work order from December 2025 through June 30, 2026, aligned with the current UPWP.

Task 1: Data Acquisition and Review

The PROFESSIONAL will:

- Obtain the latest Replica dataset representing a typical weekday for the most recent full year available.
- Review data documentation and calibration details from Replica's methodology.
- Collect and review FDOT traffic counts, RITIS/INRIX data, and LRTP datasets for validation and context.
- Verify subarea and corridor boundaries with TPO staff and local partners.
- Summarize dataset coverage, variables available (trip purpose, mode, vehicle class, demographics), and validation considerations.

Task Deliverable: Technical memorandum summarizing Replica datasets, supporting data sources, and validated subarea/corridor boundaries.

Task Completion Date: Within one (1) month of notice-to-proceed (NTP).

Task 2: Define O-D Study Framework

The PROFESSIONAL will:

- Develop an analytical framework for processing Replica trip data including:
 - Trip types (E–I, I–E, E–E, I–I)
 - Time-of-day segmentation (AM Peak, Midday, PM Peak, Off-Peak)
 - Trip purpose and mode (commute, freight, other personal; auto, truck, transit, active modes)
- Create geospatial boundary files for all subareas and external gateways.
- Document assumptions, definitions, and the validation process against FDOT counts and LRTP model data.
- Coordinate methodology with the Ocala Marion TPO and local agency partners.

Task Deliverable: Framework memorandum documenting methodology, parameters, and validation procedures.

Task Completion Date: Within six (6) weeks of NTP.

Task 3: Replica O-D Analysis by Subarea and Corridor

The PROFESSIONAL will:

- Process Replica data to create O-D trip matrices for each subarea and key corridors.
- Quantify trip interchanges between subareas, external gateways, and neighboring counties.
- Evaluate directional travel flows (north–south and east–west) and identify corridors with high travel intensity.
- Summarize travel by trip purpose, mode, and vehicle class to support multimodal planning insights.
- Validate Replica-derived trip volumes using available traffic counts and identify alignment with LRTP model results.

Task Deliverable: Tables, maps, and graphics depicting O-D flows, subarea interchanges, corridor volumes, and validation findings.

Task Completion Date: Within three (3) months of NTP.

Task 4: Findings and Visualization

The PROFESSIONAL will:

- Prepare a synthesis of results highlighting travel patterns, key corridors, and subarea-level dynamics.
- Develop visualization products including O-D flow maps, trip purpose summaries, and travel density graphics.
- Summarize how Replica's datasets enhance traditional modeling and help bridge observed and forecasted travel conditions.
- Conduct one review meeting with TPO staff to confirm findings and discuss potential applications for future corridor studies.

Task Deliverable: Draft findings report and presentation-ready graphics.

Task Completion Date: Within five (5) months of NTP.

Task 5: Final Report and Presentation

The PROFESSIONAL will:

- Incorporate review comments from TPO staff and local partners.
- Prepare a Final Technical Report summarizing Replica data applications, O-D findings, and planning implications.
- Develop a presentation summarizing key results for the TPO Board and committees in an accessible, visual format.

Task Deliverable: Final Technical Report and TPO Board/Committee presentation materials.

Task Completion Date: By June 30, 2026.

Schedule

All tasks will be completed within six (6) months of the notice-to-proceed, concluding by June 30, 2026, consistent with the FY 2025–2026 UPWP.

Responsibilities

- The PROFESSIONAL will manage all Replica data acquisition, processing, analysis, visualization, and reporting.
- The TPO will coordinate with local partners and provide access to supplemental data (counts, LRTP model outputs).
- The PROFESSIONAL will coordinate with TPO staff for reviews and presentation scheduling.
- The PROFESSIONAL will not conduct new field data collection unless otherwise agreed.

Exhibit “B”

Fee Summary

Task	Description	Estimated Cost
1	Data Acquisition and Review	\$6,500
2	Define O-D Study Framework	\$7,000
3	Replica O-D Analysis by Subarea and Corridor	\$12,000
4	Findings and Visualization	\$7,500
5	Final Report and Presentation	\$6,500
Total		\$39,500



TO: Board Members

FROM: Rob Balmes, Director

RE: Navigating the Future 2050 Long Range Transportation Plan (LRTP) Adoption

On October 28, the TPO board held a Public Hearing for the draft 2050 Navigating the Future Long Range Transportation Plan (LRTP). This meeting completed a 30-day public review process for the draft LRTP.

The final 2050 LRTP document and corresponding appendix are included with this memo.

The Florida Department of Transportation (FDOT) conducted a comprehensive review of the LRTP documents. Based on their review using a standard LRTP Review checklist, FDOT noted no deficiencies regarding federal compliance. FDOT offered one recommendation to clarify Chapter 2.2 Performance-Based Planning and Appendix-A Performance Measures and Targets. Specifically, additional text was recommended to emphasize the federal requirement of National Performance Management Measures with references to Appendix A and corresponding tables (Tables 2 to 6). The FDOT LRTP Review Checklist and comments are included with this memo, with the TPO response (page 3 of 16).

Attachment(s)

- Florida Department of Transportation (FDOT) LRTP Review Checklist
- 2050 Navigating the Future Long Range Transportation Plan (LRTP)
- 2050 LRTP Appendix

Committee Recommendation(s)

On November 4, 2025, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) endorsed the 2050 LRTP and recommend TPO Board adoption.

Recommended Action

Adoption of Navigating the Future 2050 Long Range Transportation Plan (LRTP).

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF POLICY PLANNING

LONG RANGE TRANSPORTATION PLAN (LRTP) REVIEW CHECKLIST

MPO: **Ocala Marion MPO**

LRTP Submittal Date: **October 1, 2025**

Review #:

Date of Review:

Reviewed By:

The following LRTP Review Checklist is provided to assist in the review of the MPO's LRTP. This Review Checklist is to be completed by the MPO Liaison.

Section A – Federal Requirements

23 CFR Part 450 – Planning Assistance and Standards

A-1 (23 CFR 450.324(a))

- Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 1-2 & 1-3

The TPO is responsible for developing and maintaining the federally required Long Range Transportation Plan (LRTP) for Marion County and the municipalities of Ocala, Belleview, and Dunnellon. This LRTP, titled Navigating the Future, provides a 25-year blueprint for multimodal investments that balance mobility, economic vitality, and quality of life for the Marion County and its communities.

A-2 (23 CFR 450.324(a))

- Does the LRTP address the planning factors described in [23 CFR 450.306\(b\)23](#)? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: Section 2-9, Section 2.1.1.

Federal and State Goals and Planning Factors - The Infrastructure Investment and Jobs Act (IIJA) expand on long-standing national goals and reaffirm federal planning factors that guide the LRTP. They ensure system support people, the economy, and environment.

- Risk and Resiliency: Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?

Yes | If yes, page number: 6-1 & 6-2

Resiliency and reliability to improve preparedness and response to natural disasters and other.

- Travel and Tourism: Does the LRTP enhance travel and tourism? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 4-8

In addition, projects that enhance travel and tourism by improving access to Marion County's parks, natural springs, and equestrian facilities were recognized as supporting both the local economy and quality of life”

A-3 ([23 CFR 450.324\(b\)](#))

1. Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [6-1](#)

“The plan incorporates multimodal strategies, Transit Development Plan coordination, and the Active Transportation Plan. Regional Projects, Operations and Management Strategies, congestion management, and safety-focused measures further strengthen system performance. Safety, resilience, and efficiency remain guiding principles throughout the plan to ensure a comprehensive transportation system for all users.”

A-4 ([23 CFR 450.324\(c\)](#))

2. Was the requirement to update the LRTP at least every five years met? Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) and [2012 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [1-2](#)

In compliance with federal requirements, the LRTP is updated every five years to reflect new data, updated forecasts, and evolving community priorities.

A-5 ([23 CFR 450.324\(d\)](#))

3. Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See [2012 FHWA LRTP Expectations Letter](#) for guidance.

[Not Applicable](#) |

Click or tap here to enter text.

A-6 ([23 CFR 450.324\(e\)](#))

4. Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [2.1.1.3](#)

Related to goals of the IIJA, the act has reestablished the FAST Act planning factors that recognize and address the relationships between transportation, economic development, people of the community, land use, and the natural environment. The federal planning factors once again form the cornerstone for the 2050 LRTP and include: Support of economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency, Increase the safety of the transportation system for motorized and non-motorized, increase accessibility and mobility of people and freight, Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements, state and local growth and economic development patterns.

A-7 ([23 CFR 450.324\(f\)\(1\)](#))

5. Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

☐ Yes | If yes, page number: 4.3.2

Growth and land use trends, including suburban expansion, tourism, and the county’s equestrian heritage, also influence demand for multimodal connections.

A-8 ([23 CFR 450.324\(f\)\(2\)](#))

6. Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-9 ([23 CFR 450.324\(f\)\(3\)](#))

7. Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with [23 CFR 450.306\(d\)](#)? Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-10 ([23 CFR 450.324\(f\)\(4\)\(i\)](#))

8. Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in [23 CFR 450.306\(d\)](#), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

☐ No | If yes, page number:

During our review of the Draft 2050 LRTP, we observed that the above question was not adequately addressed in the Draft Plan.

Since adoption of the Plan, the TPO has continued to implement the CMP through supporting products such as the 2023 State of the System Report and hosts an interactive congestion management map for public information.”

How do the other targets and measures factor into reporting the performance of the system?

Performance Based Planning is outlined in Section 2.2 with the measures and targets listed in Appendix A, and aligns with current federal requirements and the Florida Transportation Plan, however it is not clear how and what the expected system outcome is, in what category and how potential success/results will be tracked and reported?

TPO Response:

Additional text was added to the LRTP adoption document on page 2-14 referencing the federal requirement of performance based planning, with reference to Appendix A and corresponding tables. Appendix A provides a summary report of performance targets and results, and highlights ongoing work to improve the performance of the transportation system in Marion County. This includes the Commitment to Zero Safety Action Plan, and required documents like the SunTran Public Transportation Agency Safety Action Plan.

A-11 ([23 CFR 450.306\(d\)\(4\)](#))

9. Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under [49 USC Chapter 53](#) by providers of public transportation, required as part of a performance-based program including:
- (i) The State asset management plan for the NHS, as defined in [23 USC 119\(e\)](#) and the Transit Asset Management Plan, as discussed in [49 USC 5326](#);
 - (ii) Applicable portions of the HSIP, including the SHSP, as specified in [23 USC 148](#);
 - (iii) The Public Transportation Agency Safety Plan, as specified in [49 USC 5329\(d\)49](#);
 - (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
 - (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in [23 USC 149\(l\)](#), as applicable;
 - (vi) Appropriate (metropolitan) portions of the [State Freight Plan \(MAP-21 section 1118\)](#);
 - (vii) The congestion management process, as defined in [23 CFR 450.322](#), if applicable; and
 - (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) and [2012 FHWA LRTP Expectations Letter](#) for guidance.

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-12 ([23 CFR 450.324\(f\)\(5\)](#))

10. Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?
- Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-13 ([23 CFR 450.324\(f\)\(6\)](#))

11. Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-14 (23 CFR 450.324(f)(7))

12. Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-15 (23 CFR 450.324(f)(8))

13. Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in [23 USC 101\(a\)](#), and associated transit improvements, as described in [49 USC 5302\(a\)](#)?

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-16 (23 CFR 450.324(f)(9))

14. Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-17 (23 CFR 450.324(f)(10))

15. Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-18 (23 CFR 450.324(f)(11))

16. Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

[Select response](#) | If yes, page number:

[Click here to enter comments](#)

A-19 (23 CFR 450.324(f)(11)(i))

17. Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?

Select response | If yes, page number:

[Click here to enter comments](#)

A-20 (23 CFR 450.324(f)(11)(ii))

18. Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under [23 CFR 450.314\(a\)](#)? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Select response | If yes, page number:

[Click here to enter comments](#)

A-21 (23 CFR 450.324(f)(11)(iii))

19. Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?

Select response | If yes, page number:

[Click here to enter comments](#)

A-22 (23 CFR 450.324(f)(11)(iv))

20. Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?

Yes | If yes, page number:

[Click here to enter comments](#)

A-23 (23 CFR 450.324(f)(11)(vi))

21. Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?

Not Applicable | If yes, page number:

[Click here to enter comments](#)

A-24 (23 CFR 450.324(f)(12))

22. Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with [23 USC 217\(g\)](#)?

Yes | If yes, page number:

See the following objectives included in LRTP Goal #1: Objective 1.1. Increase safety to and from school, Objective 1.2. Enhance evacuation routes, Objective 1.3. Reduce fatal and severe crashes.

A-25 ([23 CFR 450.324\(h\)](#))

23. Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: **x2-13**

Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community.

A-26 ([23 CFR 450.324\(g\)\(1\)](#))

24. Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP?

Yes | If yes, page number: **xx1-3**

The Needs Plan identifies projects that respond to community priorities, reflect local and regional planning efforts, and address future transportation demands. From there, projects are prioritized based on available funding and their ability to advance the TPO’s vision and goals. Those that can be reasonably funded within the 25-year horizon are advanced into the Cost Feasible Plan, positioning them for implementation.

A-27 ([23 CFR 450.324\(j\)](#))

25. Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP using the MPO’s adopted Public Participation Plan (PPP) developed under [23 CFR 450.316\(a\)](#)?

Yes | If yes, page number **5-1**:

The TPO made an intentional effort to solicit and obtain a diverse set of input for the Ocala-Marion TPO 2050 LRTP. The TPO engaged the public with several different methods, which included traditional in-person meetings, community workshops, and web-based information updates. Traditionally underserved populations were specifically targeted as part of the outreach efforts and participation in the Plan. Valuable input was provided by a diverse range of stakeholders and interested parties to assist in the development of the 2050 LRTP.

A-28 ([23 CFR 450.324\(k\)](#), [23 CFR 450.316\(a\)\(1\)\(iv\)](#))

26. Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: **5-1**

Enhanced digital engagement by leveraging virtual platforms to reach a broader audience while maintaining accessibility.

A-29 ([23 CFR 450.316\(a\)\(1\)\(j\)](#))

27. Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

[Yes](#) | If yes, page number: [5-1 through 5-4](#)

[See Appendix K for a Summary of Public and Partner Engagement Click here to enter comments](#)

A-30 (23 CFR 450.316(a)(1)(vii))

28. In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Select response | If yes, page number: xx

For the 2050 LRTP, staff implemented a dynamic, hybrid approach that combined the strengths of both approaches: Enhanced digital engagement by leveraging virtual platforms to reach a broader audience while maintaining accessibility, Revitalized in-person events by introducing face-to-face interactions with renewed enthusiasm, fostering community Connections, Inclusive outreach with targeted efforts to engage traditionally underserved populations through diverse channels.

A-31 (23 CFR 450.316(a)(1)(vi), 23 CFR 450.316(a)(2))

29. Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-1 and 5-4

The goals for public outreach during the development of the 2050 LRTP included the following: Increase awareness of the TPO and the 2050 LRTP, educate stakeholders about transportation issues and solutions and gather diverse public input to inform TPO Board decisions. Public input was collected throughout the development of the plan. Key themes included addressing safety issues, existing and projected roadway congestion, evacuation routes, preserving existing infrastructure, and providing the community with a variety of transportation options, including more robust local and regional transit and multi-use trails.

A-32 (23 CFR 450.316(a)(1)(viii))

30. Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Select response | If yes, page number: xx

To Be Determined

A-33 (23 CFR 450.316(b))

31. Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-13

Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be coordinated:

- o FDOT Strategic Highway Safety Plan
- o Florida Transportation Plan
- o Comprehensive Plans for Ocala Marion County and Municipalities
- o Ocala Marion TPO Public Participation Plan (PPP)
- o Ocala Marion TPO Congestion Management Process (CMP)
- o Ocala Marion TPO Transportation Improvement Program (TIP [Click here to enter comments](#))

A-34 ([23 CFR 450.316\(c\)](#))

32. If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP?

[Not Applicable](#) |

[Click or tap here to enter text.](#)

A-35 (23 CFR 450.316(d))

33. If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP?

[Not Applicable](#) | If yes, page number: [xx](#)

[Click or tap here to enter text.](#)

A-36 (23 CFR 450.316(e))

34. In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?

[Not Applicable](#) | If yes, page number: [xx](#)

[Click here to enter comments Not sure if this is applicable for Ocala Marion TPO.](#)

A-37

35. Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?

[Yes](#) | If yes, page number: [4-17](#)

Beyond the TDP horizon, additional aspirational improvements are identified and included in the later years of the LRTP. These aspirational projects represent long-term service expansions and innovative mobility strategies that extend the system vision beyond the constrained TDP, ensuring that the LRTP captures both immediate priorities and the region's broader transit mobility aspirations [click here to enter comments](#)

Section B – State Requirements

Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175

B-1 (s.339.175(1), (5), and (7), FS)

36. Are the prevailing principles in s. 334.046(1), FS – preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?

Yes | If yes, page number: 5-4

Key themes included addressing safety issues, existing and projected roadway congestion, evacuation routes, preserving existing infrastructure, and providing the community with a variety of transportation options, including more robust local and regional transit and multi-use trails.

B-2 (s.339.175(1) and (7)(a), FS)

37. Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?

Yes | If yes, page number: 2-1

There are identified Performance Measures and Performance Indicators that set up a basis for performance-based planning that will best serve the community and environment now and in the future.

B-3 (s.339.175(5) and (7), FS)

38. Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO’s metropolitan planning area?

Yes | If yes, page number: 3-1

These forecasts are allocated geographically in a way that aligns with existing and future land uses identified in local and regional comprehensive plans.

B-4 (s.339.175(1) and (7) FS)

39. Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?

Yes | If yes, page number: 2-11

Related to goals of the IIJA, the act has reestablished the FAST Act planning factors that recognize and address the relationships between transportation, economic development, people of the community, land use, and the natural environment.

B-5 (s.339.175(7)(a), FS)

40. Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?

Yes | If yes, page number: 2-1

The LRTP Vision, Goals, Objectives, and Performance Measures align with the current federal transportation planning requirements, including those set forth in the Infrastructure Investment and Jobs Act (IIJA) and the Florida Transportation Plan.

B-6 (s.339.175(7)(c), FS)

41. Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?

Yes | If yes, page number: 4-34

The study will examine opportunities to strengthen connections between Citrus County, southwest Marion County communities such as On Top of the World, and central Marion County including the City of Ocala. Its focus will be on identifying strategies to relieve congestion and improve safety along the parallel US 41/SR 40 and SR 200 corridors

B-7 (s.339.175(7)(d), FS)

42. Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?

Yes | If yes, page number: 6-1

These strategies may include enhancement, restoration, creation, or preservation efforts that compensate for unavoidable damage.

B-8 (s.339.175(13) FS)

43. Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?

Select response | If yes, page number: xx

To be determined – Will be updated after Item is presented to the TPO Board for approval.

Section C – Proactive Recommendations

C-1 ([23 CFR 450.306\(b\)\(9\)](#))

44. Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?

[Yes](#) | If yes, page number: [2-6](#)

Objective 3.3. Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic event.

C-2

45. Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?

[Yes](#) | If yes, page number: [6-2](#)

Resiliency planning addresses risks such as flooding, storm damage, and long-term climate impacts that can compromise safety and mobility. Strategies include incorporating redundant connections to reduce reliance on a single corridor, applying design standards that account for flooding and stormwater management, and integrating operational tools that improve response and recovery times.

C-3

46. Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?

[Yes](#) | If yes, page number: [4-33 to 4-35 and Table 4-1](#)

C-4 Existing revenues are insufficient to fully address the county's future mobility needs that will result from future growth in population and employment expected by 2050. In 2024, voters in Marion County approved a twenty-year extension of a one-penny sales tax that was first enacted in 2016. The projected revenues through 2050 are shown in Table 4-1

47. Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?

[Yes](#) | If yes, page number: [3-1 thru 3-9](#)

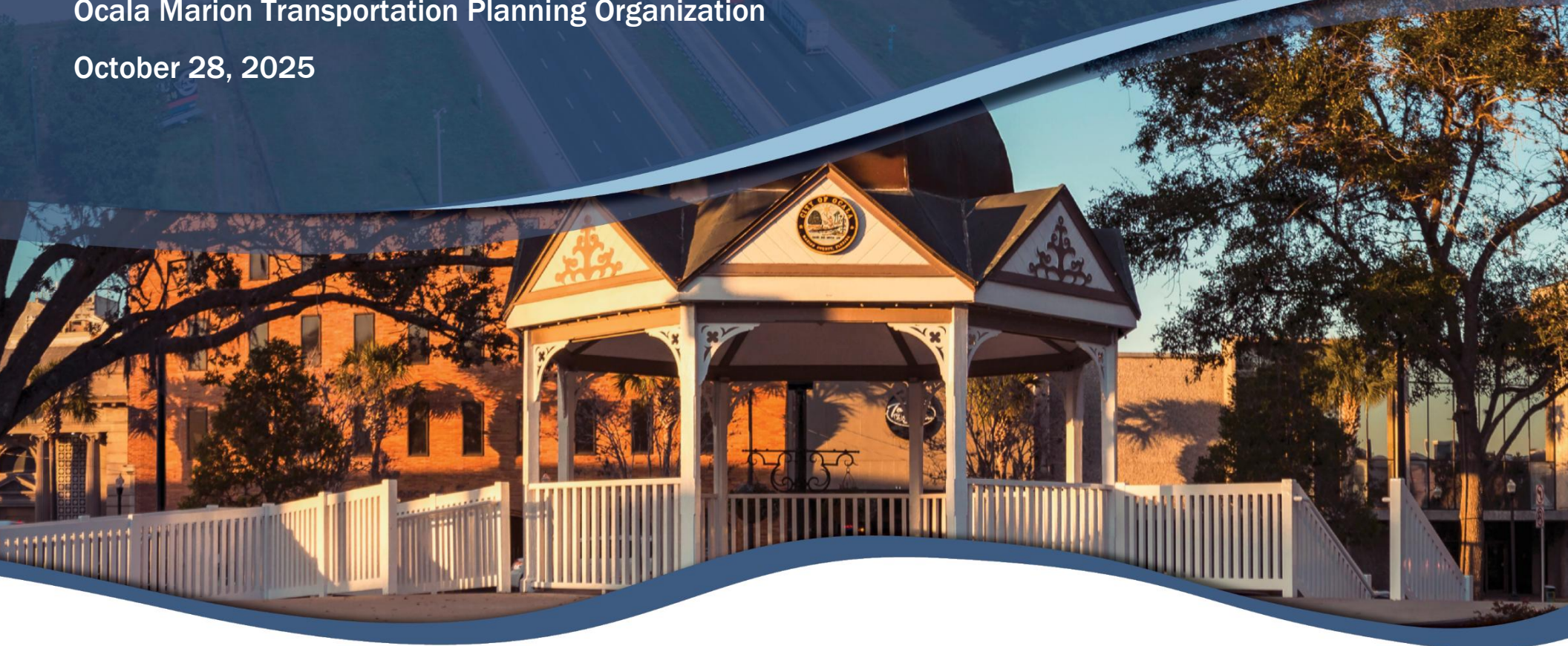
NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Ocala Marion Transportation Planning Organization

October 28, 2025



[Resolution Text Here]

Ocala Marion TPO Governing Board

Commissioner Carl Zalak III, *Chair* – Marion County, District 4

Councilmember James Hilty, *Vice-Chair* – City of Ocala, District 5

Councilmember Ire Bethea, Sr. – City of Ocala, District 2

Commissioner Kathy Bryant – Marion County, District 2

Commissioner Craig Curry – Marion County, District 1

Councilmember Kristen Dreyer – City of Ocala, District 4

Commissioner Ray Dwyer – City of Belleview, Seat 2

Councilman Tim Inskeep – City of Dunnellon, Seat 3

Councilman Barry Mansfield – City of Ocala, District 1

Mayor Ben Marciano – City of Ocala

Commissioner Matt McClain – Marion County, District 3

Commissioner Michelle Stone – Marion County, District 5

Non-Voting

John Tyle, P.E. – District Five Secretary

2050 LRTP Steering Committee

A Steering Committee was assembled to provide input and guide the development of the 2050 LRTP. The Steering Committee was comprised of a diverse group of professionals and stakeholders across Marion County. Committee members included:

City of Belleview Public Works, Bob Titterington

City of Dunnellon, Chad Ward

City of Ocala Growth Management, Jeff Shrum, Endira Madraveren, Aubrey Hale

City of Ocala Engineering, Noel Cooper

City of Ocala SunTran, Ji Li, Tom Duncan

East-Central Florida Regional Planning Council, Parker Hines

Florida Department of Environmental Protection, Kelly Conley

Marion County Growth Services, Ken Odom, Chuck Varadin

Marion County Administration, Tracy Straub

Marion County Office of County Engineer, Steven Cohoon, Doug Hinton, Chris Zeigler

Marion County Parks and Recreation, Jim Couillard

Marion County School District, Casey Griffith

Marion County Tourism Development, Loretta Shaffer

Ocala Marion TPO, Rob Balmes

Ocala Metro Chamber and Economic Partnership, Tamara Fleischhaker

U.S. Department of Agriculture Forest Service, Carrie Sekerak

Title VI / Non-Discrimination Statement

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 Ocala Marion 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 Ocala Marion 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 Ocala Marion 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.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Acknowledgements

The development of the *Navigating the Future* 2050 Long Range Transportation Plan would not have been possible without the collaboration and assistance by many partners and stakeholders, including the following groups:

Citizens of Marion County

Participation at community workshops and public open house, stakeholder events and feedback through two public surveys and an online comment map.

2050 LRTP Steering Committee

Review, recommendations and guidance throughout the entire plan development process, and ensuring the plan is aligned with local goals and community-wide needs.

TPO Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC)

Review and feedback on the plan development process, including scenario/growth planning, project needs and cost-feasible projects.

This document was prepared in cooperation with the Cities of Belleview, Dunnellon, Ocala and Marion County. Financial assistance is from the Federal Highway Administration and Federal Transit Administration of the U.S. Department of Transportation (DOT) through the Florida Department of Transportation. The contents of this Plan do not necessarily reflect the official views or policy of the U.S. DOT.

Prepared by:



Kimley-Horn and Associates
1700 SE 17th Street, Suite 200
Ocala, FL 34471

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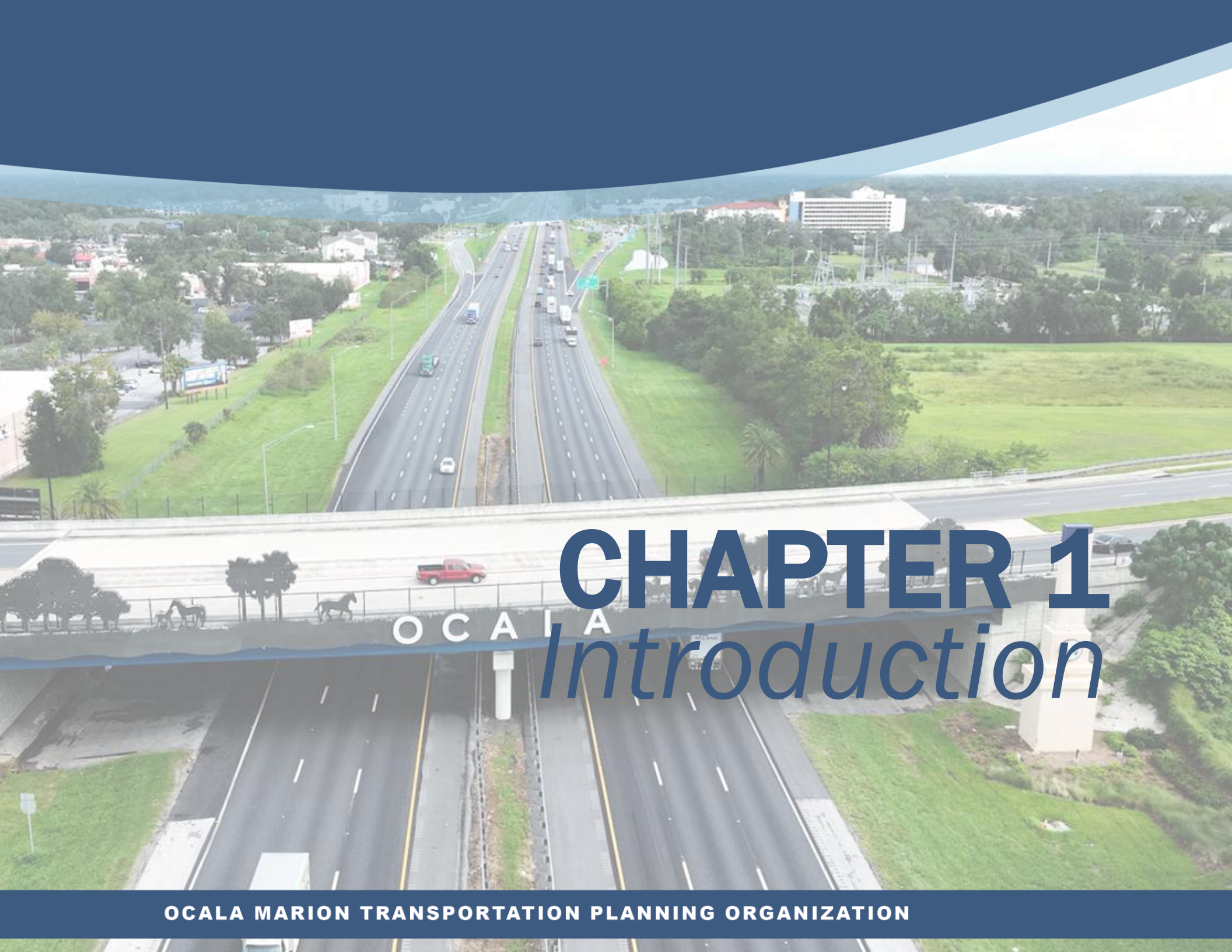
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CHAPTER 1

Introduction

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

1 INTRODUCTION

1.1 What is the Ocala-Marion TPO?

Established in 1981, the Ocala Marion Transportation Planning Organization (TPO) is a federally mandated agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of both stakeholders and the public. Improvements to the transportation system are determined through a long-term visioning process. This process combined with short-term action steps necessary to implement the vision are developed in the TPO's core plans and programs.

The TPO is comprised of five staff and is governed by a 12-member Board of locally elected officials. The expertise of TPO staff and leadership of the TPO Board are supplemented by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB). Collectively, these boards and committees provide guidance and policy-making decisions for the organization. The work of the TPO is guided by state and federal legislation, including Florida Statute 339 and U.S. Code Title 23 and 49.

Throughout the United States, there are over 400 MPO/TPOs and are represented in all 50 states. Florida is home to 27, the most of any state. MPO/TPOs are required by federal and state laws in areas with a population greater than 50,000.

The core requirements of the TPO are the regular update and adoption of a Long Range Transportation Plan; short term Transportation Improvement Program; a Public Involvement Plan; and a two-year budget known as the Unified Planning Work Program.

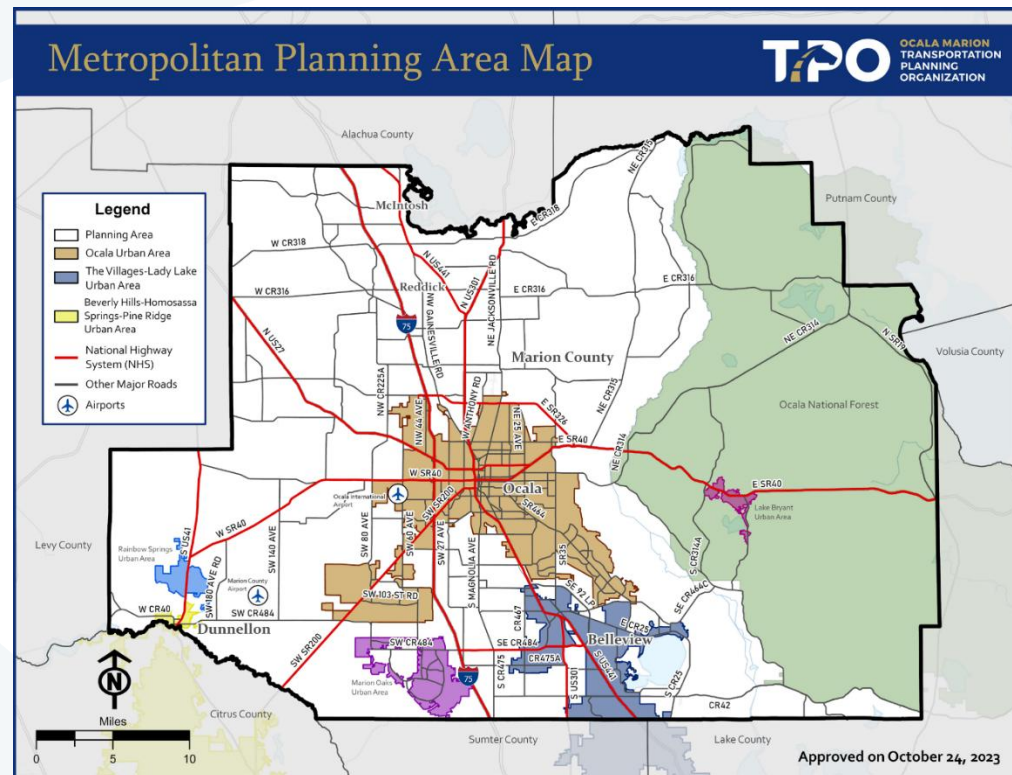


Figure 1-1. Ocala Marion TPO Planning Area

1.2 About the LRTP

The TPO is responsible for developing and maintaining the federally required Long Range Transportation Plan (LRTP) for Marion County and the municipalities of Ocala, Belleview, and Dunnellon. This LRTP, titled *Navigating the Future*, provides a 25-year blueprint for multimodal investments that balance mobility, economic vitality, and quality of life for the Marion County and its communities.

The plan is built around four high-level priorities that define the path forward for Marion County's transportation system:

- **Growth and Development** – Managing rapid population and employment growth by focusing investments where they best support local land use and community goals.
- **Congestion** – Monitoring and improving congestion on the major roadway network.
- **Sustainable Funding** – Ensuring that system preservation, operations, and expansion are guided by realistic financial forecasts and a cost-feasible investment strategy.
- **Safety** – Placing safety at the core of all projects and policies with the aim of reducing severe crashes and protecting all roadway users.

Together, these priorities provide the framework for *Navigating the Future* and guide how the Ocala Marion TPO will plan, prioritize, and invest in the county's transportation system through 2050.

The 2050 LRTP is developed through a collaborative process that brings together input from local governments, partner agencies, community stakeholders, and the public. *Navigating the Future* provides a comprehensive look at Marion County's current transportation system, identifies anticipated growth in population and employment, and evaluates the impacts of that growth on future mobility needs.

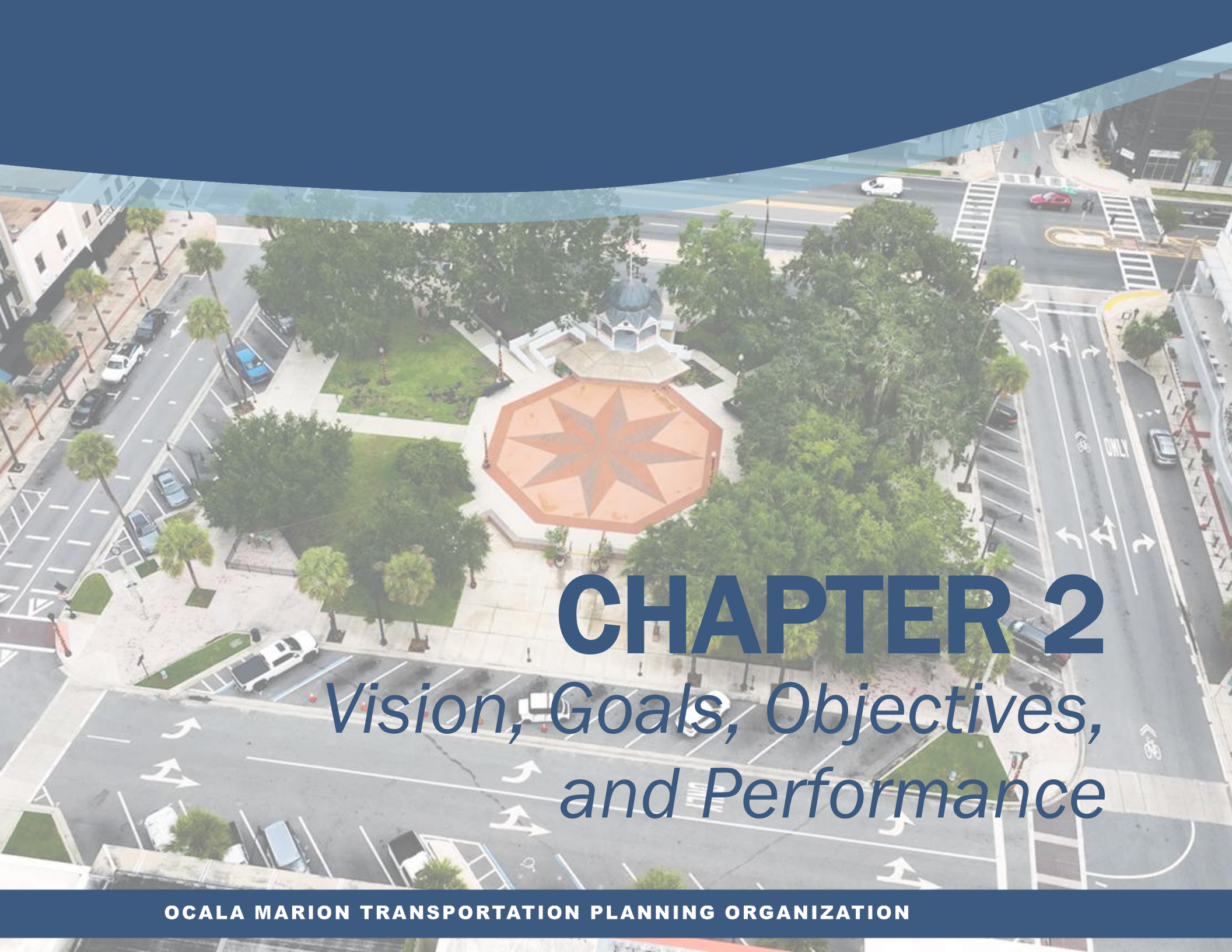
The plan establishes a long-term vision supported by goals, objectives, and financial assumptions. To ensure fiscal responsibility, every recommended project is linked to specific federal, state, or local funding sources. In compliance with federal requirements, the LRTP is updated every five years to reflect new data, updated forecasts, and evolving community priorities.



Two core elements guide the plan: the **Needs Plan** and the **Cost Feasible Plan**. The Needs Plan identifies projects that respond to community priorities, reflect local and regional planning efforts, and address future transportation demands. From there, projects are prioritized based on available funding and their ability to advance the TPO's vision and goals. Those that can be reasonably funded within the 25-year horizon are advanced into the Cost Feasible Plan, positioning them for implementation.

The overarching purpose of the LRTP is to define the highest-priority improvements within realistic financial constraints and to submit these priorities annually to the Florida Department of Transportation (FDOT) through the TPO's List of Priority Projects (LOPP). The chapters that follow detail the planning process undertaken to develop *Navigating the Future*, while appendices provide additional technical documentation and supporting analyses.

“Navigating the Future provides a comprehensive look at Marion County’s current transportation system, identifies anticipated growth in population and employment, and evaluates the impacts of that growth on future mobility needs.”



CHAPTER 2

*Vision, Goals, Objectives,
and Performance*

2 VISION, GOALS, OBJECTIVES, AND PERFORMANCE

This chapter outlines the strategy for Marion County to develop a plan that maintains and enhances the transportation system in compliance with federal and state regulations. The TPO has established a primary Vision that is supported by Goals and Objectives. There are identified Performance Measures and Performance Indicators that set up a basis for performance-based planning that will best serve the community and environment now and in the future. The Performance Targets and Performance Measures established by the TPO are provided in Appendix A.

The LRTP Vision, Goals, Objectives, and Performance Measures align with the current federal transportation planning requirements, including those set forth in the Infrastructure Investment and Jobs Act (IIJA) and the Florida Transportation Plan.

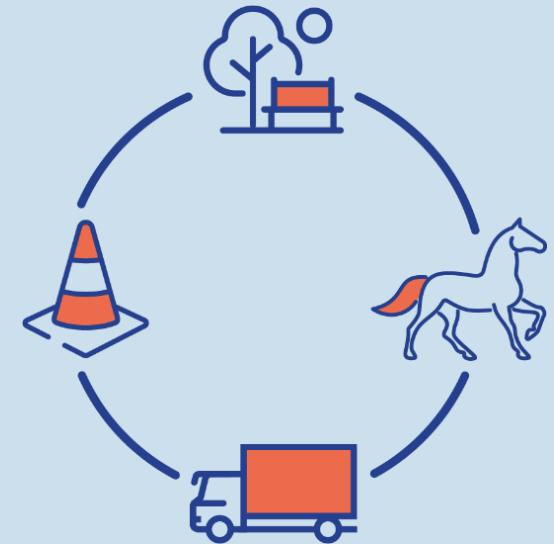


2.1 Vision, Goals, and Objectives

The 2050 LRTP Vision serves as the guiding principle for shaping the region's transportation future. This Vision provides the foundation for the plan's Goals and Objectives.

NAVIGATING THE FUTURE 2050 LRTP VISION

Develop a **SAFE, ACCESSIBLE, and EFFICIENT**
MULTIMODAL transportation system to best
serve the **COMMUNITY and ENVIRONMENT**



Navigating the Future 2050 LRTP Goals



Prioritizing **Safety and Security**
for all users



Promote accessible
Multimodal Travel choices



Promoting
System Preservation and Resiliency
to adapt to future challenges



Supporting local and regional
Economic Development by
connecting communities and
businesses



Addressing **Community Needs**



Safeguarding the environment with a
focus on **Environmental Protection**



Creating **Quality of Life and Places**
through accessible transportation



Emphasizing **Implementation** to turn
plans into outcomes

Each Goal of the 2050 LRTP is designed to reflect the community's priorities and guide the development of a safe, efficient, and sustainable transportation network. By setting Objectives the TPO can assess progress and track outcomes of the plan through the use of federally required Performance Measures (PM) and TPO-developed Performance Indicators (PI). The Goals and supporting Objectives, Performance Measures, and Performance Indicators are listed as follows:



Goal 1 Safety and Security

- Objective 1.1. Increase safety to and from school
- Objective 1.2. Enhance evacuation routes
- Objective 1.3. Reduce fatal and severe crashes
 - PM 1.1 Number of fatalities
 - PM 1.2 Fatality Rate per Million Vehicle Miles Traveled (MVMT)
 - PM 1.3 Number of Serious Injuries
 - PM 1.4 Serious Injury Rate per MVMT
 - PM 1.5 Bicycle and Pedestrian Fatalities and Serious Injuries
 - PM 1.6 Performance Indicator (PI): Presence of schools within a half mile of facilities
- PI 1.1. Levels of congestion on existing evacuation routes simulated against future population and employment
- PI 1.2. Historical crash rates stratified by seriousness of injuries and fatalities





Goal 2 Accessible Multimodal Travel Choices



- Objective 2.1. Increase frequent and convenient transit service
- Objective 2.2. Increase bicycle and pedestrian travel
- Objective 2.3. Increase facility access used by disadvantaged population
- Objective 2.4. Increase desired user-friendly transportation
 - PM 2.1** National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)
 - PM 2.2** Non-NHS Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)
 - PM 2.3** Truck Travel Time Reliability (TTTR)
 - PI 2.1.** The plan will increase travel choices in areas with greater transit-dependent populations
 - PI 2.2.** The plan will decrease the amount of sidewalk and/or bicycle facility gaps



Goal 3 System Preservation

- Objective 3.1. Emphasize the preservation of the existing transportation system
- Objective 3.2. Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades
- Objective 3.3. Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events
 - PM 3.1** Percentage of pavements on the Interstate System in *Good* condition
 - PM 3.2** Percentage of pavements on the Interstate System in *Poor* condition
 - PM 3.3** Percentage of pavements on the non-Interstate NHS in *Good* condition
 - PM 3.4** Percentage of pavements on the non-Interstate NHS in *Poor* condition
 - PM 3.5** Percent of NHS bridges (by deck area) in *Good* condition
 - PI 3.1.** Percent of NHS bridges (by deck area) in *Poor* condition
 - PI 3.2.** The plan will prioritize operational improvements



Goal 4 Economic Development



- Objective 4.1. Increase transportation access to developing areas
- Objective 4.2. Increase efficiency of freight movement
- Objective 4.3. Plan for emerging transportation technologies
- Objective 4.4. Increase reliability and management strategies
- Objective 4.5. Increase transportation system performance
- PM 4.1** The plan will consider the use of emerging transportation technology
- PM 4.2** The plan will consider freight movement as a critical component of the local and regional transportation network

Goal 5 Community Needs



- Objective 5.1. Increase citizen engagement and integration
- Objective 5.2. Increase community transportation education
- Objective 5.3. Increase public participation with future projects
- Objective 5.4. Increase organizational outreach and collaboration
- PI 5.1.** The plan will engage the community and incorporate input provided by stakeholders





Goal 6 Environmental Protection

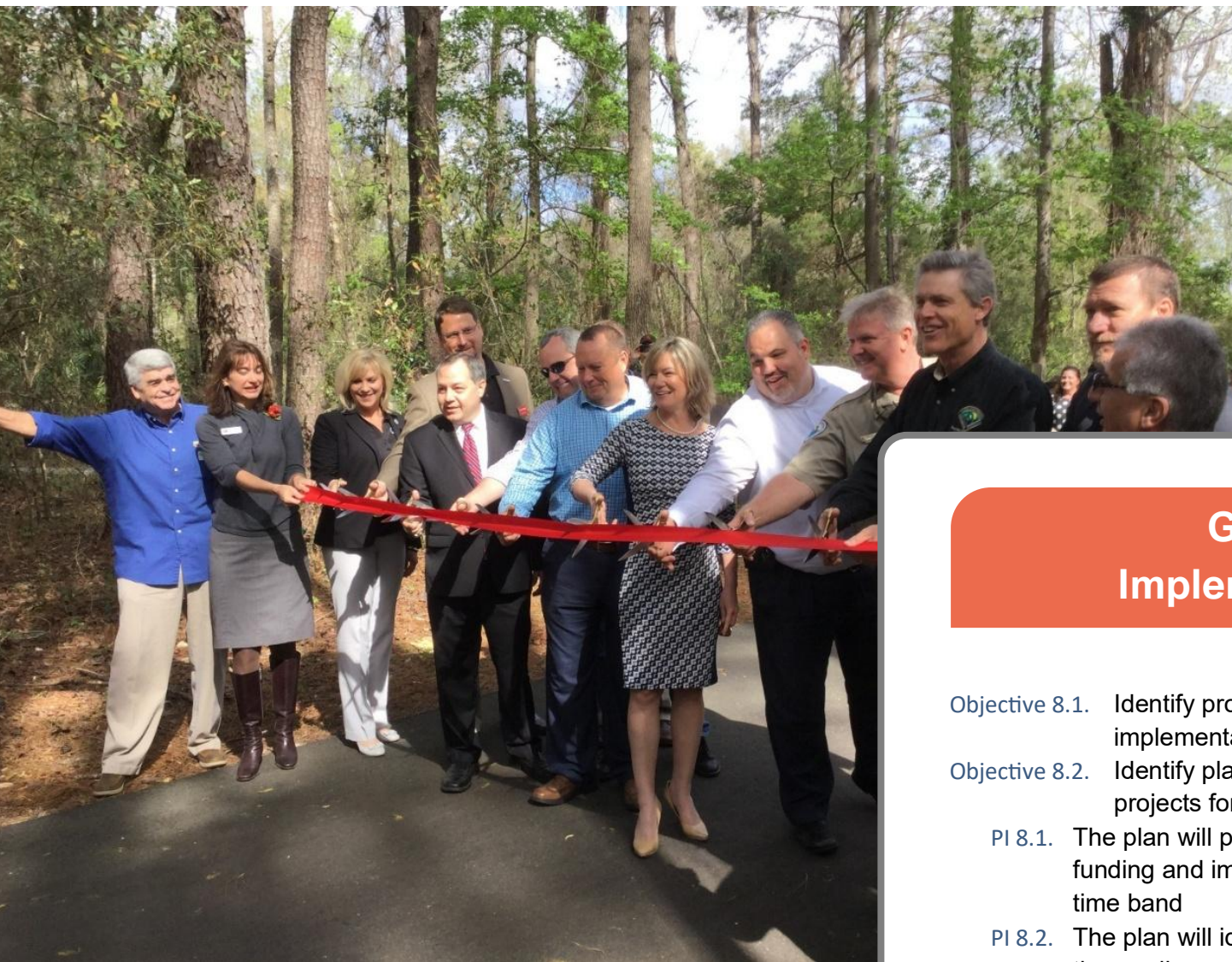
- Objective 6.1. Reduce impacts to existing natural resources
- Objective 6.2. Reduce impacts to residential areas
- Objective 6.3. Increase access to natural tourist destinations
 - PI 6.1. The plan will minimize potential impacts to environmentally sensitive areas
 - PI 6.2. The plan will consider improvements that enhance resiliency of the network and mitigate potential negative impacts of natural disasters on the system



Goal 7 Quality Places

- Objective 7.1. Minimize adverse impacts to residential areas
 - PI 7.1. The plan will expand availability of sidewalk infrastructure within urbanized areas
 - PI 7.2. The plan will focus on enhancing the network of bicycle facilities
 - PI 7.3. The plan will prioritize improving connectivity to public transportation





Goal 8 Implementation



- Objective 8.1. Identify projects that can be funded for implementation within a 5-10 year time band
- Objective 8.2. Identify planning studies to prepare future projects for funding and implementation
 - PI 8.1. The plan will prioritize projects that are eligible for funding and implementation within a 5-10 year time band
 - PI 8.2. The plan will identify planning studies to advance the readiness of future projects

The Infrastructure Investment and Jobs Act (IIJA) expands on long-standing national goals and reaffirms the federal planning factors that guide every LRTP. Together, they ensure Marion County's transportation system supports people, the economy, and the environment.

Safety & Security – Protect all users and reduce severe crashes.

Infrastructure Condition & Preservation – Maintain and extend the life of roads, bridges, and transit.

Mobility & Accessibility – Improve options for moving people and freight efficiently.

System Reliability & Management – Keep travel predictable through efficient operations.

Freight & Economic Vitality – Support jobs, commerce, and global competitiveness.

Environment & Resiliency – Conserve resources, prepare for disasters, and enhance quality of life.

Connectivity & Tourism – Strengthen links across modes, communities, and destinations.

Project Delivery – Streamline improvements to bring benefits faster.

2.1.1 Federal and State Goals and Planning Factors

2.1.1.1 Infrastructure Investment and Jobs (IIJA)

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA builds upon and expands programs included in prior surface transportation legislation such as the Fixing America's Surface Transportation (FAST) Act.

2.1.1.2 IIJA (Federal) Goals

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

2.1.1.3 *IIJA Planning Factors*

Related to goals of the IIJA, the act has reestablished the FAST Act planning factors that recognize and address the relationships between transportation, economic development, people of the community, land use, and the natural environment. The federal planning factors once again form the cornerstone for the 2050 LRTP and include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve resiliency and reliability to improve preparedness and response to natural disasters and other emergencies
- Enhance travel and tourism



2.1.1.4 State Goals – Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. FDOT has begun the process of updating the FTP with a new horizon year of 2055, and it is anticipated to adopt the plan in late 2025. This update will continue to provide direction to FDOT and all organizations involved in planning and managing Florida's transportation system, including statewide, regional, and local partners such as the Ocala Marion TPO.

While the specific goals for the 2055 FTP are still in development, Five Focus Groups have been determined around the major topic areas of Safety, Resilient Infrastructure, Economic Development/Supply Chain, Technology, and Workforce Development. The FTP is expected to be adopted in November 2025. For the purposes of the Ocala Marion 2050 LRTP, the 2045 FTP was used for guidance.

The existing 2045 FTP follows similar topic areas, requiring TPOs to address the following goals:

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality infrastructure
- Connected, efficient, and reliable mobility for people and freight
- Transportation choices that improve equity and accessibility
- Transportation solutions that strengthen Florida's economy
- Transportation solutions that enhance Florida's communities
- Transportation solutions that enhance Florida's environment

A matrix showing consistency between the LRTP Goals and the Florida Transportation Plan is shown in Appendix B.



2.1.2 Local Plans

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community.

Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be coordinated:

- FDOT Strategic Highway Safety Plan
- Florida Transportation Plan
- Comprehensive Plans for Ocala Marion County and Municipalities
- Ocala Marion TPO Public Participation Plan (PPP)
- Ocala Marion TPO Congestion Management Process (CMP)
- Ocala Marion TPO Transportation Improvement Program (TIP)



2.2 Performance-Based Planning

Federally established laws have set the requirements for performance-based planning and programming (PBPP) in the TPO planning process. Key components of PBPP include:

- Tracking specific performance measures
- Setting data-driven targets
- Selecting projects to meet these targets
- Developing plans
- Monitoring, evaluating, and reporting progress

Under this framework, FDOT is required to develop appropriate performance targets and monitor progress. The IIJA has further reinforced PBPP by increasing federal transportation funding and introducing new requirements emphasizing multimodal transportation, climate resilience, equity, and innovative funding approaches, thereby efficiently investing transportation funds by linking decisions to key outcomes related to national goals.

In compliance with federal requirements, the TPO incorporates the National Performance Management Measures into its long-range metropolitan planning process. The LRTP establishes a primary Vision supported by measurable Goals and Objectives as described earlier in this section. Performance Measures and locally-defined Performance Indicators provide the basis for performance-based planning that ensures accountability and continuous improvement.

Appendix A presents the Performance Targets and Measures adopted by the TPO, together with a System Performance Report summarizing baseline conditions and progress toward meeting each target area.

“This performance-based approach aims to improve transparency, accountability, and the efficient allocation of transportation resources.”



CHAPTER 3

Planning Assumptions

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

3 PLANNING ASSUMPTIONS

The LRTP's purpose is to identify transportation improvements needed in the county and to establish a cost feasible plan for funding the highest-priority projects. An early step in this process is developing forecasts of population and employment over the LRTP planning horizon. These forecasts are allocated geographically in a way that aligns with existing and future land uses identified in local and regional comprehensive plans.

Socioeconomic data are analyzed at the traffic analysis zone (TAZ) level, which provides the basis for forecasting future travel patterns. The forecast data reflect a collaborative effort among the TPO, FDOT District Five, and local governments in Marion County. Efforts were also made to ensure consistency between the 2050 forecasts and the 2045 forecasts prepared five years earlier.

3.1 Population Control Totals

The development of population control totals was one of the first steps in the 2050 socioeconomic data forecast for Marion County. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts, which are illustrated in Table 3-1. The LRTP assumed the average of the BEBR Medium and High scenarios.

Table 3-1. BEBR Population Data

	Base		BEBR Forecast					
	2015	2022	2025	2030	2035	2040	2045	2050
BEBR Low	341,205	403,966	392,100	401,800	406,300	406,800	405,600	402,800
BEBR Medium	341,205	403,966	417,100	446,400	471,100	491,700	510,200	526,500
BEBR High	341,205	403,966	442,100	491,000	535,900	576,500	614,800	650,300
BEBR Average of Medium and High	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400

3.2 Employment Control Totals

The development of employment control totals was one of the first steps in the 2050 socioeconomic data forecast for Marion County. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts, which are illustrated in Table 3-2. The LRTP assumed the average of the BEBR Medium and High scenarios.

Table 3-2: BEBR Employment Data

Scenario	Base		BEBR Forecast					
	2015	2022	2025	2030	2035	2040	2045	2050
Employees	111,482	164,421	140,363	153,138	164,509	174,507	183,786	192,248
Industrial	16,695	25,171	21,020	23,239	25,294	27,180	28,993	30,713
Commercial	23,390	28,208	29,450	31,364	32,870	33,996	34,884	35,529
Service	71,397	111,042	89,893	98,535	106,345	113,331	119,909	126,006



2050 Population (BEBR): 588,400
2050 Employment (BEBR): 192,248

3.3 Growth Scenarios

To evaluate how the community may grow in the future, the LRTP incorporates scenario planning. Each scenario offers a different perspective for assessing potential future conditions and outcomes.

- **Trend Forecast (Scenario 1)** – A baseline scenario based on adopted local land use plans and existing development patterns or current trend.
- **Scenario 2** – A variation that concentrates growth in Downtown Ocala and other targeted areas identified by the county's high growth areas.
- **Scenario 3** – A variation that shifts a greater share of growth toward multi family housing, particularly along key corridors such as a higher density along SR 200.

3.3.1 Trend Forecast (Scenario 1)

The Trend Forecast was developed by the process shown in Appendix C. Future land use densities and intensities adopted by Marion County and its municipalities were combined with parcel-level land use data to estimate vacant, and developable land within each Transportation Analysis Zone (TAZ)¹. A gravity model distributed growth based on the “mass” (or attractiveness) of each TAZ and activity center, weighted by distance. Preliminary results were reviewed in coordination with staff from the TPO and local municipalities, and adjustments were made to individual TAZs where appropriate to reflect local knowledge and planning priorities.

To prepare Navigating the Future, the TPO developed three alternative growth scenarios to explore how different development patterns could shape the transportation needs of the community through the year 2050.

¹ A Traffic Analysis Zone (TAZ) is a geographical area within a city or region that urban planners and transport officials use to study and manage traffic patterns, vehicle movements, and transportation needs.

The **Dwelling Unit** analysis used 2015 base year data and incorporated considerations from the FDOT District 5 Central Florida Regional Planning Model (CFRPM) that was under development at the time. Forecasted 2050 dwelling units are summarized in Table 3-3 while Figure 3-1 shows the difference between the base year and the forecast year for single and multifamily dwelling units.

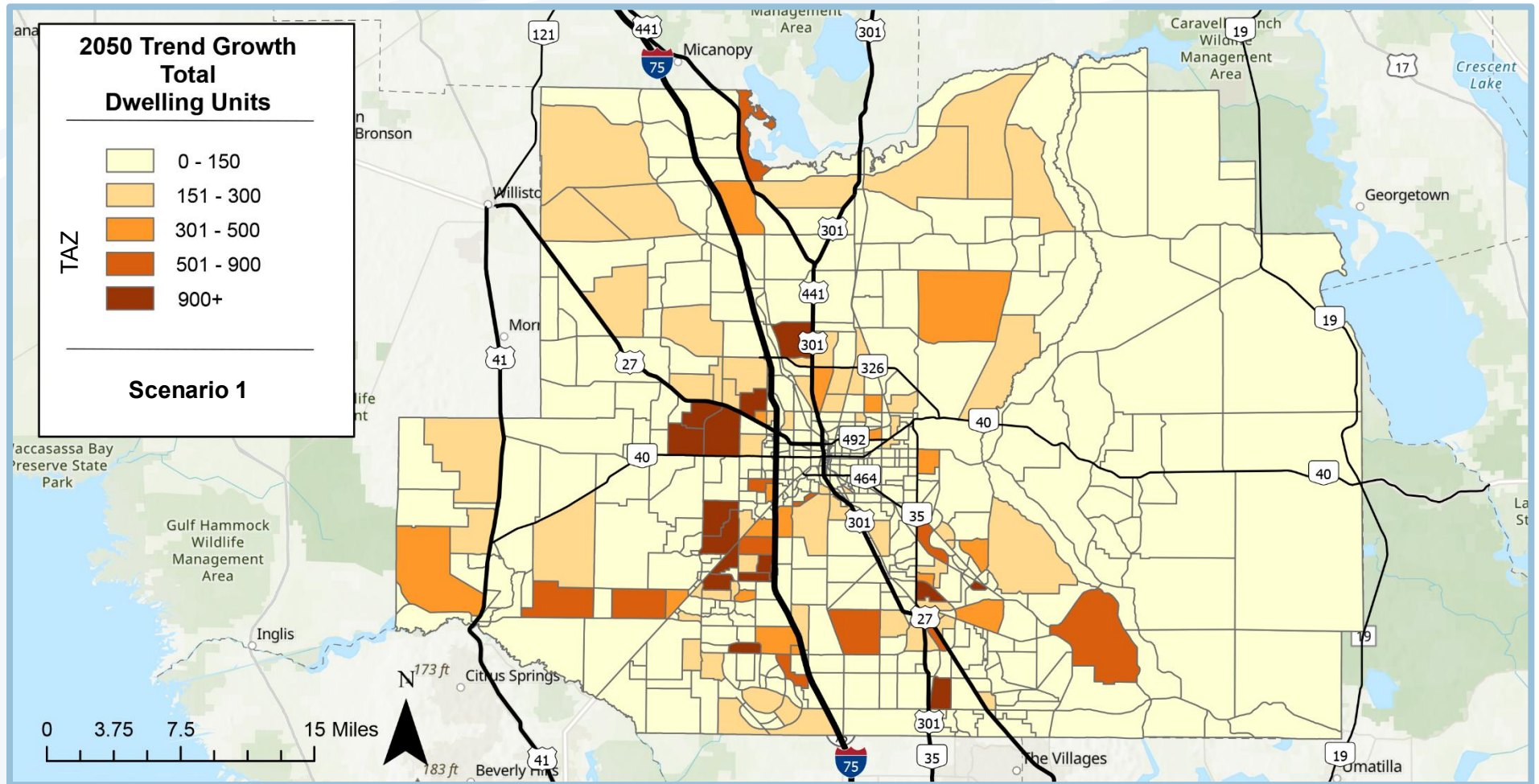
Table 3-3: Marion County Dwelling Unit Growth (Scenario 1)

	Base Year	Trend Forecast (Scenario 1)	
	2025	2050	Growth
Dwelling Units			
Single Family	177,804	224,032	46,228
Multi Family	29,256	55,212	25,956
Total	207,060	279,244	72,184

Scenario 1 Bottom Line:

By 2050, Scenario 1 projects more than 72,000 new homes in Marion County—35% over the next 25 years.

Figure 3-1. Marion County Trend Population Growth



In addition to the Trend Forecast, two alternative scenarios were developed to evaluate different prospective growth patterns.

3.3.2 Scenario 2

This scenario reduces overall growth in most areas while concentrating additional population within the Downtown Ocala area and along areas specified by Marion County staff. These areas include Liberty Triangle, Marion Oaks, Equestrian Center, the airport, and Belleview bypass. This scenario supports redevelopment, maximizes existing infrastructure, and helps preserve rural character elsewhere in the county. It enhances access to jobs, services, and amenities, while reducing pressures on the transportation system associated with more dispersed growth. The differences from the Trend Forecast are summarized in Table 3-4, and Figure 3-2 illustrates the distribution of growth for this scenario.

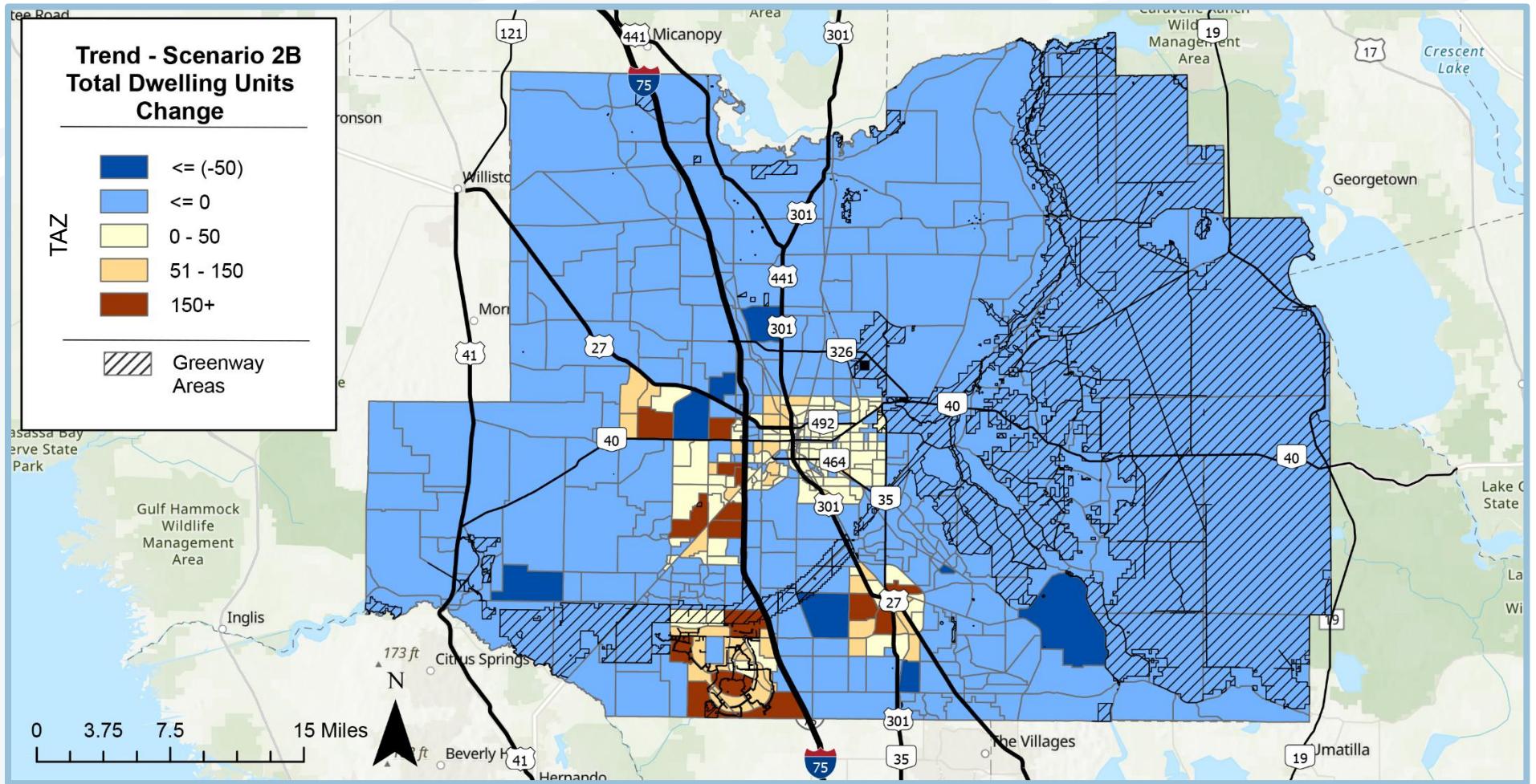
Table 3-4. Scenario 2 Dwelling Unit Growth

	Base Year	Reduced Growth Forecast (Scenario 2)		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 2	
Dwelling Units					
Single Family	177,804	223,899	38,478	-133	-0.06%
Multi Family	29,256	55,415	22,894	203	0.37%
Total	207,060	279,314	61,372	70	0.02%

Scenario 2 Bottom Line:

Population makes dramatic increases along key regional corridors such as SR 200 and SR 35, while also contributing to key newly developed residential areas like Marion Oaks.

Figure 3-2. Scenario 2 Population Growth



3.3.3 Scenario 3

In this scenario a portion of projected single family housing was changed to multifamily housing, with an emphasis on specific high-growth areas as identified by Marion County staff. These areas include the SR 200 corridor, the northwest US 27 corridor, and central Ocala. This shift signifies anticipated market trends and also responds to community priorities for improving housing affordability by emphasizing options other than single-family development. Differences from the Trend Forecast are summarized in Table 3-5, and Figure 3-3 illustrates the distribution of growth.

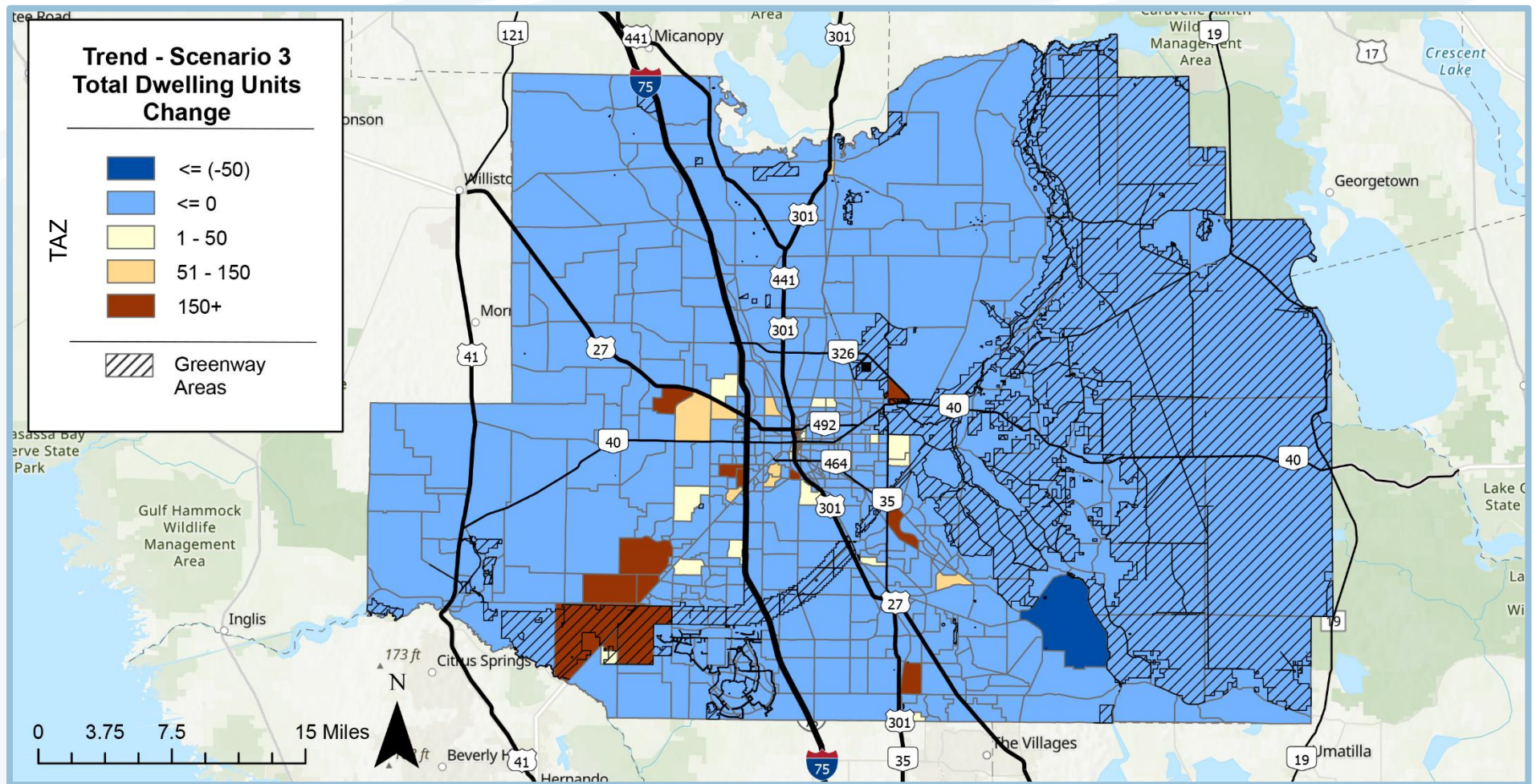
Table 3-5. Scenario 3 Dwelling Unit Growth

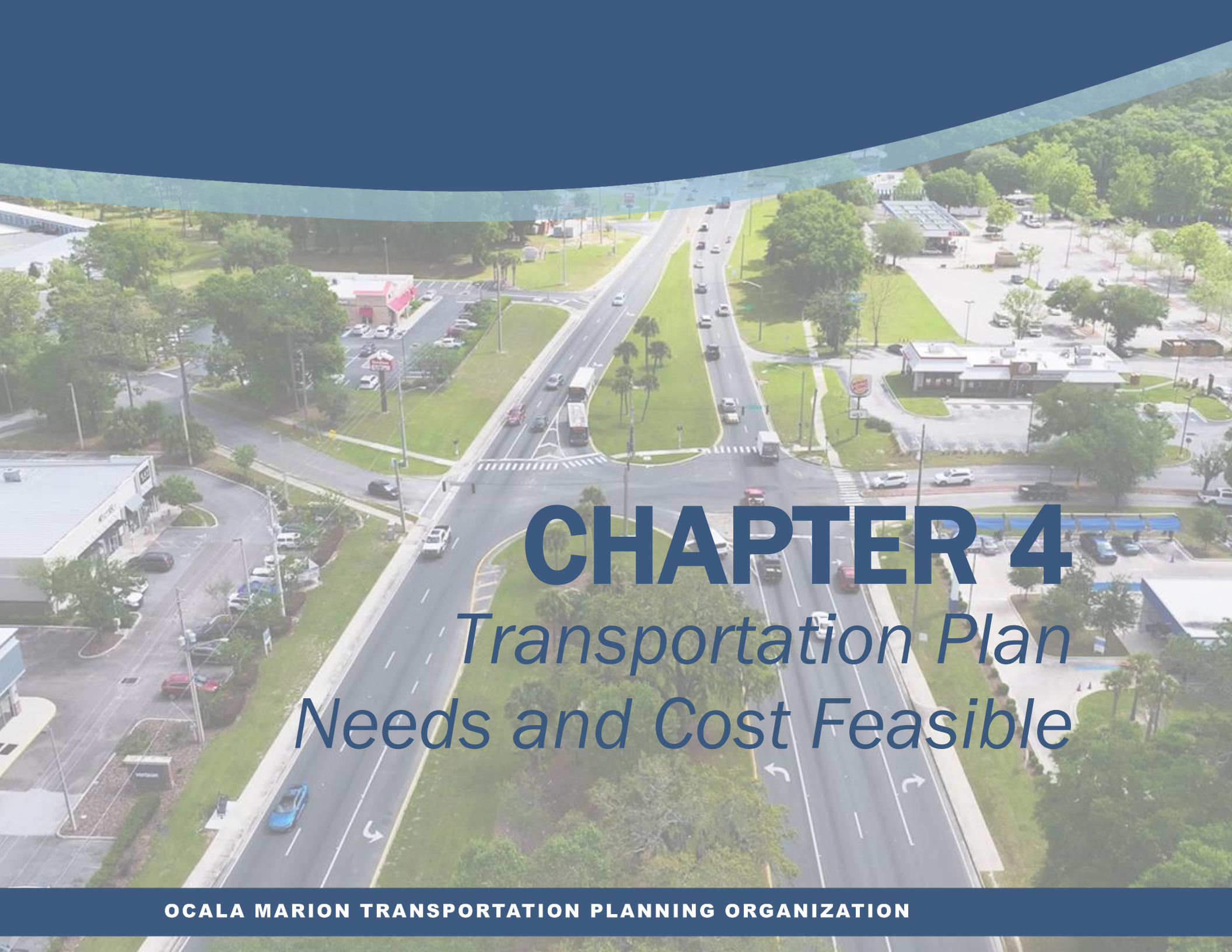
	Base Year	Reduced Growth Forecast (Scenario 3)		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 3	
Dwelling Units					
Single Family	177,804	217,217	39,413	-6,815	-3.04%
Multi Family	29,256	63,338	34,082	8,126	14.72%
Total	207,060	280,555	73,495	1,311	0.47%

Scenario 3 Bottom Line:

Population is distributed to show large increases along SR 200 (southwest Marion County) and US 27 (near the Equestrian Center)

Figure 3-3. Scenario 3 Population Growth





CHAPTER 4

*Transportation Plan
Needs and Cost Feasible*

4 THE TRANSPORTATION PLAN - NEEDS & COST FEASIBLE

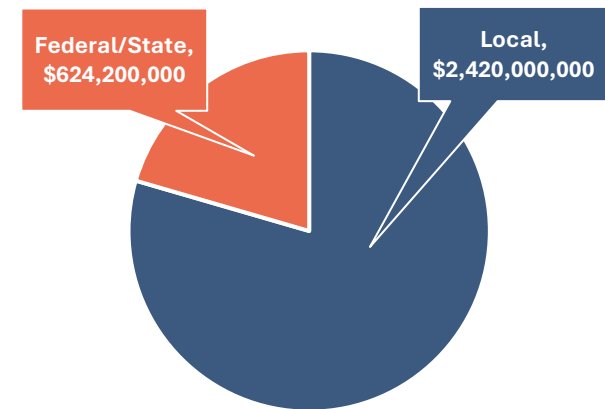
The Transportation Plan provides the foundation of the 2050 LRTP, presenting a fiscally constrained and forward-thinking approach to meet mobility needs through the planning horizon. The plan builds on the Existing and Committed Roadway Needs for future investment opportunities. The plan incorporates multimodal strategies, Transit Development Plan coordination, and the Active Transportation Plan. Regional Projects, Operations and Management Strategies, congestion management, and safety-focused measures further strengthen system performance. Safety, resilience, and efficiency remain guiding principles throughout the plan to ensure a comprehensive transportation system for all users.

4.1 Projected Revenues

Existing revenues are insufficient to fully address the county's future mobility needs that will result from future growth in population and employment expected by 2050. In 2024, voters in Marion County approved a twenty-year extension of a one-penny sales tax that was first enacted in 2016. The projected revenues through 2050 are shown in Table 4-1.

The table provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe through the year 2050. The revenues are provided in Present-Day Value (PDV), which is the value of the dollars at the time of the estimate (2024 Dollars), and Year of Expenditure (YOE), which is the estimated cost at the time of spending in the future, including inflation. Additional information regarding the LRTP's demonstration of fiscal constraint is provided in Appendix D. The revenue forecast was prepared consistent with guidance from FDOT and the Central Florida MPO Alliance, as documented in Appendix E.

Federal and State	Local Revenue:
\$624.2 million	\$2.42 billion



LRTP brings together Projected Revenues, Phasing, and Prioritization Considerations, to guide the Cost Feasible Plan, while also identifying Unfunded Roadway Needs for future investment opportunities.

Table 4-1. Revenue Summary in Year of Expenditure (YOE) Costs

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS)		\$49,403,000	\$20,134,000	\$106,991,000	\$176,528,000
State Highway System (Non-SIS) – Non-TMA*		\$26,245,407	\$27,014,567	\$54,544,069	\$107,804,043
SHS (non-SIS) Product Support**		\$5,773,990	\$5,943,205	\$11,999,695	\$23,716,889
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$7,290,000	\$7,580,000	\$15,440,000	\$30,310,000
Other Roads (Non-SIS, Non-NHS) Product Support**		\$1,603,800	\$1,667,600	\$3,396,800	\$6,668,200
Surface Transportation Block Grant – Any Area (SA)***		\$25,404,926	\$25,336,224	\$50,669,857	\$101,411,007
Surface Transportation Block Grant – Non-TMA (SN, SM, SL)*		\$36,621,126	\$36,061,452	\$71,387,758	\$144,070,336
Transportation Alternatives – Any Area (TALT)***		\$3,092,912	\$3,084,548	\$6,168,781	\$12,346,242
Transportation Alternatives – Non-TMA (TALN, TALM, TALL)*		\$5,421,943	\$5,339,081	\$10,576,542	\$21,337,566
Subtotal Federal/State Revenues		\$160,857,104	\$132,160,677	\$331,174,502	\$624,192,283
Infrastructure Sales Tax		\$237,360,000	\$287,040,000	\$616,920,000	\$1,141,320,000
Impact Fees		\$106,710,000	\$119,940,000	\$273,270,000	\$499,920,000
Locally Levied Fuel Taxes	Ninth Cent Fuel Tax	\$15,718,650	\$19,008,600	\$47,277,800	\$82,005,050
	Local Option Fuel Tax	\$65,319,150	\$78,990,600	\$196,463,800	\$340,773,550
	Second Local Option Gas Tax	\$14,647,950	\$17,713,800	\$44,057,400	\$76,419,150
State Levied Fuel Taxes	Constitutional Fuel Tax	\$33,817,350	\$40,895,400	\$101,714,200	\$176,426,950
	County Fuel Tax	\$16,901,580	\$21,896,160	\$59,899,440	\$98,697,180
Subtotal Local Revenues		\$490,474,680	\$585,484,560	\$1,339,602,640	\$2,415,561,880
Grand Total		\$651,331,784	\$717,645,237	\$1,670,777,142	\$3,039,754,163

Source: Florida Department of Transportation 2050 Revenue Forecast Handbook and Central Florida MPO Alliance

* Estimated Ocala Marion TPO allocation of funding eligible for non-TMA MPOs in District Five (Ocala Marion and Lake-Sumter)

** According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.

*** Estimated Ocala Marion TPO allocation of funding eligible anywhere in District Five

4.2 Transportation Improvement Program

The Transportation Improvement Program (TIP) covers the first five years of the Long Range Transportation Plan. Federal regulations require a TIP to include four years of improvements; however, Florida requires that a TIP includes improvements covering a five-year period. Major changes to the TIP go through a formal review process, including a public hearing.

Revenue sources for the TIP projects are listed below in Table 4-2. The full table can be found in the Ocala Marion TIP FY 2025/2026-2029/2030 available in Appendix F.

Table 4-2. TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs

Funding Source	2026	2027	2028	2029	2030	All Years
Federal	\$34,325,023	\$33,093,978	\$62,111,813	\$1,524,583	\$61,553,727	\$192,609,124
State	\$78,942,745	\$37,264,929	\$33,236,377	\$12,453,930	\$186,082,632	\$347,980,613
Local	\$5,160,476	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$13,336,543
Total	\$118,428,244	\$74,209,747	\$97,552,883	\$15,005,771	\$248,729,635	\$553,926,280

Source: Ocala Marion TIP 2025/2026-2029/2030

The current TIP includes several projects which are scheduled to be at least partially funded, as listed below in Table 4-3 and

Table 4-4. Additional project information including scheduled phases and costs can be found in the Ocala Marion TIP FY 2025/2026-2029/2030 available in Appendix F. Costs shown in the TIP five-year program are shown as year of expenditure (YOE), which are considered equivalent to present day value (PDV). Additionally, the map on Figure 4-2 illustrates projects that are fully funded through construction by 2030, the final year of the TIP. Figure 4-2 show fully funded projects based on the TPO TIP, Marion County TIP, and City of Ocala Capital Improvement Program (CIP).

Table 4-3. TIP FY 2025/2026-2029/2030 Roadway Projects (Tier 1)

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
I-75 at NW 49 St	End of 49 th St	End of NW 35 St	Interchange improvements	CST, ROW	Yes	\$21,318,210
I-75 at SR 326			Interchange modifications	PE	Yes	\$12,546,000
I-75 at SR 326			Interchange improvements	CST	Yes	\$1,055,000
I-75	SR 200	SR 326	Add auxiliary lanes	CST, PE, ROW	Yes	\$20,886,098
US 41	SW 110 St	N of SR 40	Capacity	CST	Yes	\$112,358,984
US 441 at SR 464			Operations	CST	Yes	\$4,537,846
SR 40	End of 4 Lanes	E of CR 314	Capacity	CST	No	\$129,751,356
SR 40	E of CR 314	E of CR 314A	Capacity	ROW	Yes	\$42,713,393
SR 40 at SW 27 Ave			Safety	CST	Yes	\$1,822,492
SR 40	US 441	25 Ave	Intersection improvements	CST	Yes	\$716,993
SW SR 200 at SW 60 Ave			Safety	CST	Yes	\$1,161,885
SR 200	Citrus County Line	CR 484	Capacity	PE	Yes	\$5,000,000
CR 42 at CR 25			Intersection improvements	CST	Yes	\$782,910
CR 42 at CR 25			Intersection improvements	CST	Yes	\$125,185
CR 475A			Paved shoulders	PE, CST	Yes	\$1,915,028
NE 8 Ave	SR 40	SR 492	Roundabout	CST	Yes	\$5,222,469
SE 100 Ave			Paved Shoulders	PE, CST	Yes	\$1,259,028

Table 4-4. TIP FY 2025/2026-2029/2030 Bicycle and Pedestrian Projects

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
Bellevue Greenway Trail			Bike Path and Trail	CST	Yes	\$868,700
Bellevue Greenway Trail			Bike Path and Trail	PE	Yes	\$265,000
Cross Florida Greenway Trail	Baseline Road	Santos Paved Trail	Bike Path and Trail	CST	Yes	\$5,600,000
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	\$2,909,626
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	\$203,007
US 441	SE 102 PL	SR 200	Sidewalk and Path	CST	Yes	\$5,240,567

4.1 Roadway Plan

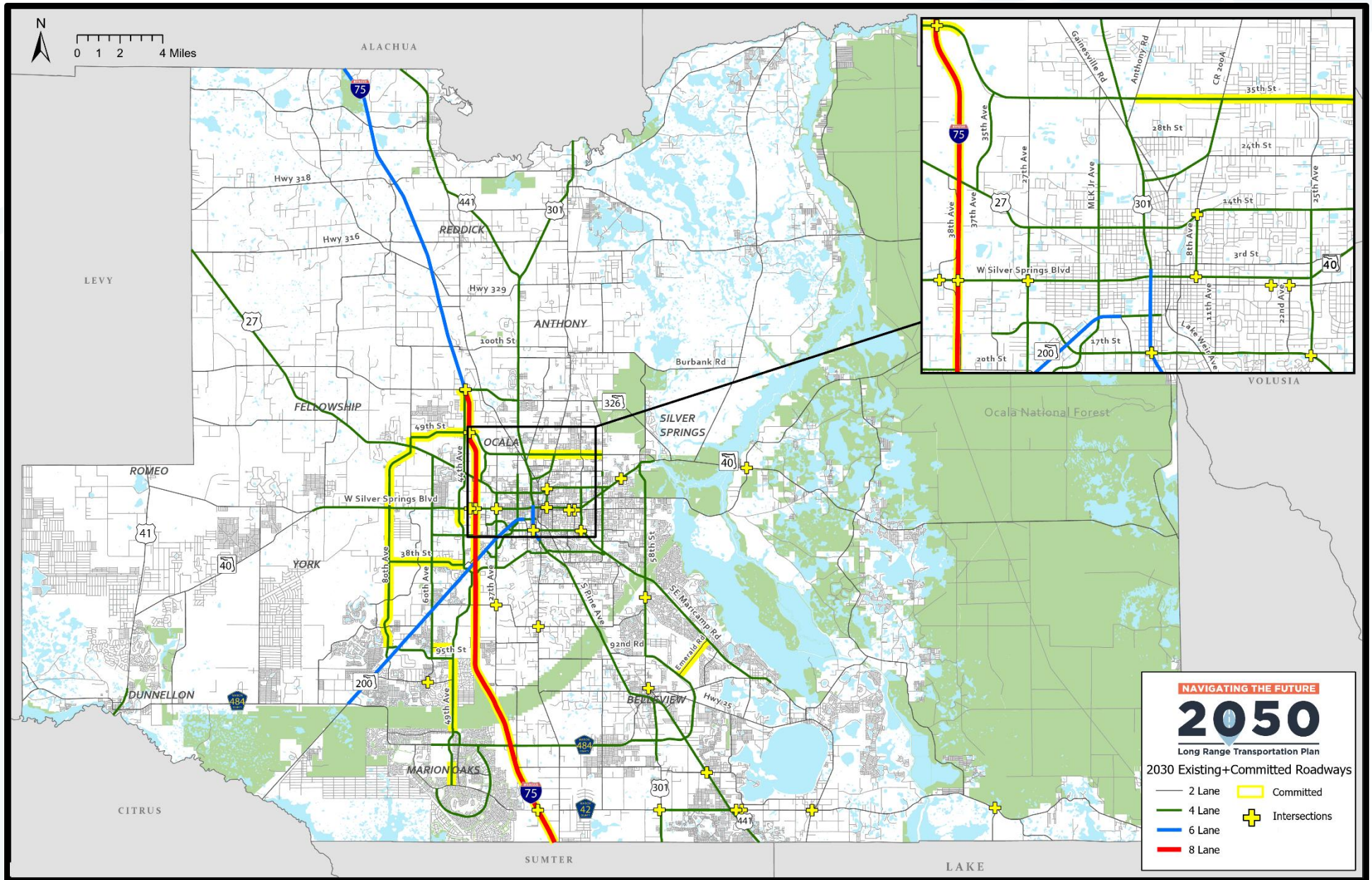
4.1.1 Phasing of Projects

Roadway and highway projects included in *Navigating the Future* are organized into five tiers that reflect their priority and funding status, as illustrated in Figure 4-1. Tier 1 consists of committed improvements that are scheduled for construction within the next five years. Tier 1 projects are highlighted in Figure 4-2, and include fully funded projects as listed in Table 4-3 above. Tiers 2 and 3 include projects that are part of the Cost Feasible Plan and are expected to move forward within the 2050 planning horizon. Tier 4 identifies high-priority projects that are not currently cost feasible but may be advanced if additional funding becomes available. Tier 5 represents broader unfunded needs across the network.

	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5
	Existing and Committed Roadway Improvements	Cost Feasible Projects (2031-2040)	Cost Feasible Projects (2041-2050)	Partially Funded Projects	Other Unfunded Needs
Needs Assessment	Yes	Yes	Yes	Yes	Yes
High Priority	Yes	Yes	Yes	Yes	
Cost Feasible	Yes	Yes	Yes	Should additional funds become available	

Figure 4-1: Project Phases

Figure 4-2: Tier 1 - Existing and Committed Roadways (Constructed by 2030)



4.1.2 Prioritization Considerations

Navigating the Future approached project prioritization with the understanding that there is no one-size-fits-all prioritization process. Rather than applying a rigid scoring system, a variety of factors we've considered to help guide investment decisions. Additional prioritization was often given to projects "in the pipeline" that already have had phases funded or programmed. Conversely, projects that presented a fatal flaw, such as significant environmental or community impacts, were not considered to be priorities.

Other important considerations included public support, projects anticipated to improve safety, addressing future congestion, particularly on corridors forecast to experience heavy demand, and supporting regional freight by improving designated freight corridors. Projects that provide connectivity, especially between major roadways and key activity centers, were also valued, along with those that demonstrate potential to stimulate economic development, particularly through freight and goods movement. In addition, projects that enhance travel and tourism by improving access to Marion County's parks, natural springs, and equestrian facilities were recognized as supporting both the local economy and quality of life.

Finally, local funding commitments played an important role in shaping priorities. Marion County maintains a list of projects to be funded through the infrastructure surtax, a revenue source reaffirmed by voters in November 2024. This surtax provides a flexible tool for advancing safety, roadway, and connectivity improvements that align with community needs and complement state and federal funding.

A detailed summary of the cost feasible projects is provided in Appendices G and H of this report. Appendix G presents project costs in terms of Year of Expenditure (YOE) and Appendix H presents project costs in terms of the present day cost (PDV), or 2025 dollars. The total plan includes over \$4.3 billion of PDV roadway costs, over half of which are comprised of unfunded phases at over \$4.4 billion in present day costs.

The following pages include the maps of roadway capacity improvements (Figure 4-3 - Figure 4-5) and associated tables (Table 4-5 - Table 4-8) listing the projects per the tiers listed on the previous page, covering Cost Feasible projects, Partially Funded projects, and Unfunded Needs.

Figure 4-3: Tiers 2 & 3 - Cost Feasible Projects (2031 - 2050)

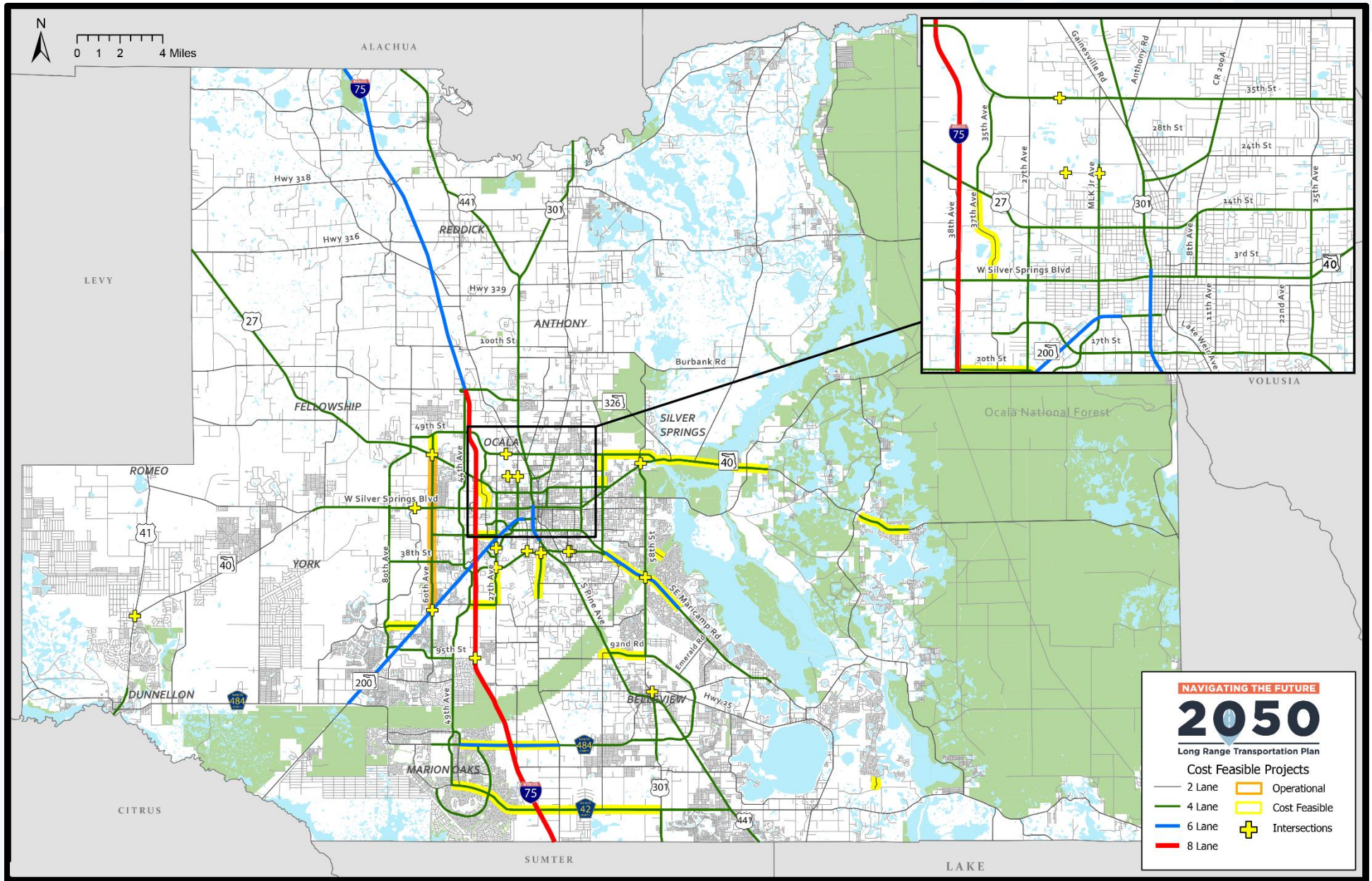


Table 4-5: Tiers 2 & 3 - Cost Feasible Roadway Capacity Projects

On Street	From Street	To Street	Length (Mi)	Improvement	Construction Time
NE 35 St	NE 36 Ave	SR 40	2.57	Widen 2 to 4 Lanes	2031 – 2035
NE 55 Ave	SR 40	NE 35 St	0.42	Widen 2 to 4 Lanes	2031 – 2035
Shores East Extension	SE 156 Place Rd	Maple Lane	0.60	New 2 Lanes	2031 – 2035
SE 92 Loop Extension	SE 95 St	US 441	0.61	New 2 Lanes	2031 – 2035
SW 20 St	I-75	SR 200	1.08	Widen 2 to 4 Lanes	2031 – 2035
SR 40	End of Four Lanes	E of CR 314	5.36	Widen 2 to 4 Lanes	2031 – 2035
CR 475A	SW 66 St	SW 42 St	1.76	Widen 2 to 4 Lanes	2031 – 2035
CR 484	Marion Oaks Blvd	CR 475A	1.80	Widen 4 to 6 Lanes	2031 – 2035
CR 42	SE 58 Ave	US 301	0.75	Widen 2 to 4 Lanes	2036 – 2040
NW 37 Ave	SR 40	US 27	1.39	New 2 Lanes	2036 – 2040
CR 42	SE 36 Ave	SE 58 Ave	2.01	Widen 2 to 4 Lanes	2036 – 2040
CR 475	SE 59 St	SE 32 St	2.15	Widen 2 to 4 Lanes	2036 – 2040
Banyan Rd Extension	Banyan Rd	Pecan Pass	0.53	New 2 Lanes	2041 – 2050

Table 4-5: Tiers 2 & 3 - Cost Feasible Roadway Capacity Projects

On Street	From Street	To Street	Length (Mi)	Improvement	Construction Time
NE 36 Ave	NE 14 St	NE 21 St	0.50	Widen 2 to 4 Lanes	2041 – 2050
CR 484	Marion Oaks Course	Marion Oaks Blvd	0.87	Widen 4 to 6 Lanes	2041 – 2050
NE 36 Ave	NE 25 St	NE 35 St	0.77	Widen 2 to 4 Lanes	2041 – 2050
SW 66 St	SW 49 Ave	SW 27 Ave	1.25	Widen 2 to 4 Lanes	2041 – 2050
SW 80 St	SW 80 Ave	SR 200	1.54	Widen 2 to 4 Lanes	2041 – 2050
CR 484	CR 475A	CR 475	1.99	Widen 4 to 6 Lanes	2041 – 2050
SE 92 Place Rd	US 441	SR 35	1.68	Widen 2 to 4 Lanes	2041 – 2050
SR 464	SE 31 St	Midway Rd	4.41	Widen 4 to 6 Lanes	2041 – 2050
Marion Oaks Manor Extension	SW 18 Ave Rd	CR 475	2.15	New 4 Lanes	2041 – 2050
Marion Oaks Manor	SW 49 Ave	Marion Oaks Lane	3.22	Widen 2 to 4 Lanes	2041 – 2050
SR 40	E of CR 314A	Levy Hammock Rd	2.48	Widen 2 to 4 Lanes	2041 – 2050
NW 60 Ave	US 27	NW 49 St	0.98	New 4 Lanes	2041 – 2050

Table 4-6: Tiers 2 & 3 - Cost Feasible Intersection Projects

On Street	Cross Street	Improvement	Construction Time
SR/CR 464/Maricamp Rd	at SR 35	Modify Intersection	2031 – 2035
SW 42 St	at CR 475A	Modify Intersection	2031 – 2035
SW SR 200	at SW 60 Av	Modify Intersection	2031 – 2035
West Oak Spine Rd	at NW 35 St	Modify Intersection	2031 – 2035
West Oak Spine Rd	at NW 21 St	Modify Intersection	2031 – 2035
NW Martin Luther King Av	at NW 21 St	Modify Intersection	2036 – 2040
SW 27 Av	at SW 19 Av	Modify Intersection	2036 – 2040
SE 31 St	at SE 24 Rd	Modify Intersection	2036 – 2040
SE 31 St	at SE 19 Av	Modify Intersection	2036 – 2040
SR 35	at SR 25	Modify Intersection	2036 – 2040
SW 31 St	at SW 7 Av	Modify Intersection	2041 – 2050
SW 32 St	at CR 475	Modify Intersection	2041 – 2050
SW 60 Av	at US 27	Modify Intersection	2041 – 2050
SR 40	at SW 67 Av/NW 68 Av	Modify Intersection	2041 – 2050
SR 40	at SR 35	Modify Intersection	2041 – 2050
US 41	at SR 40	Modify Intersection	2041 – 2050
SW 95 St	at I-75	Flyover	2041 – 2050

Figure 4-4: Tier 4 - Partially Funded Projects

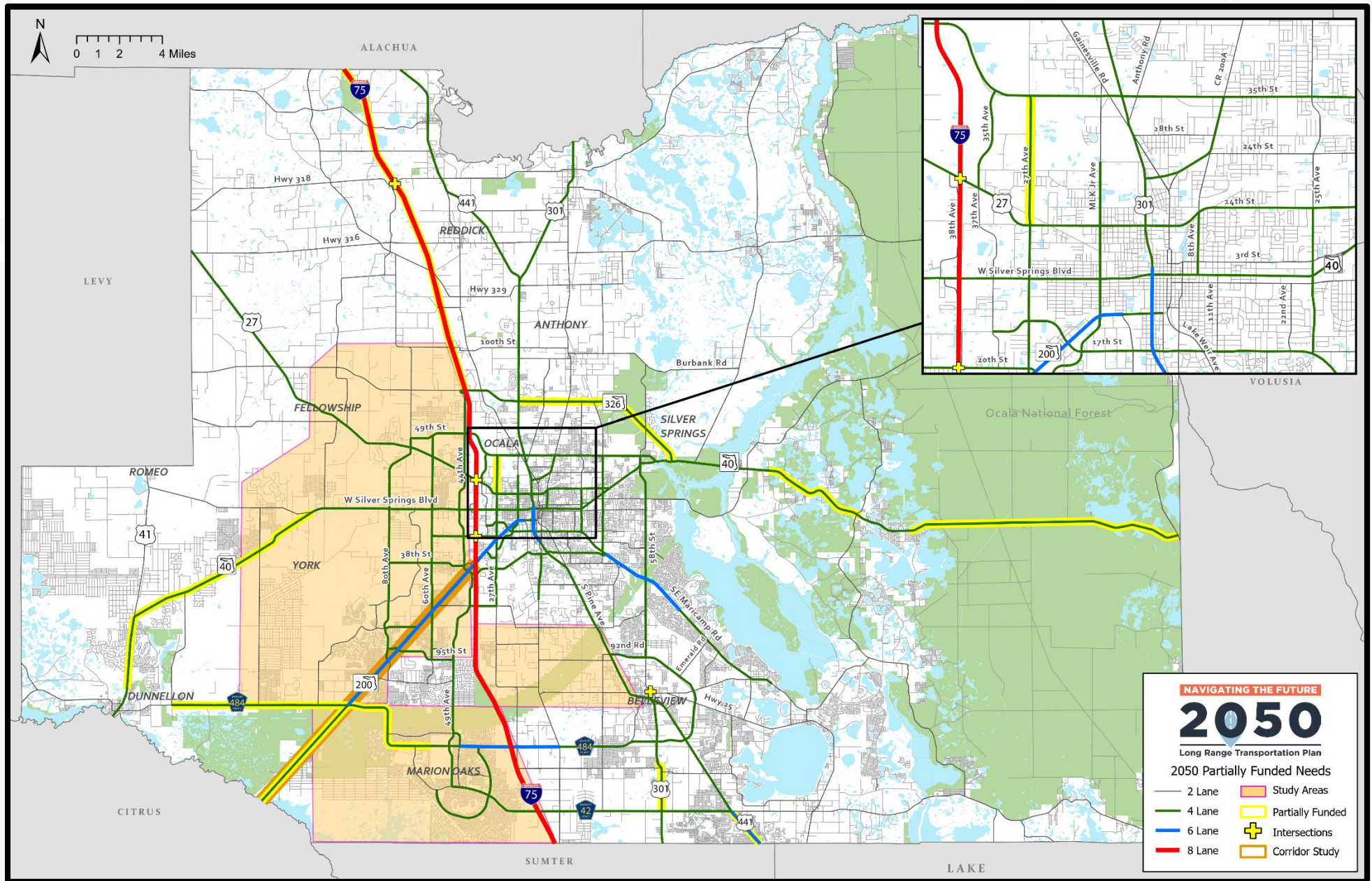


Table 4-7: Tier 4 - Partially Funded Projects

On Street	From Street	To Street	Length (Mi)	Improvement	Funded Phases
SR 200	Sumter County Line	CR 484	6.00	Widen 2 to 4 Lanes	PE/DES/ROW
US 41	SW 110 St	SR 40	3.40	Widen 2 to 4 Lanes	PE/DES/ROW
SR 35	at Robinson Rd			Modify Intersection	PE/DES/ROW
I-75	at SR 200			Modify Interchange	PE/DES/ROW
I-75	at CR 318			Modify Interchange	PE/DES/ROW
US 301	CR 42	SE 147 St	2.23	Widen 2 to 4 Lanes	PE/DES/ROW
US 301	SE 147 St	143 Place	0.13	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	US 41	CR 328	9.73	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	E Of CR 314	E Of CR 314A	5.04	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	Levy Hammock Rd	SR 19	12.78	Widen 2 to 4 Lanes	PE/DES/ROW
US 441	Lake County Line	CR 42	2.02	Widen 4 to 6 Lanes	PE/DES/ROW
CR 42	CR 475	SE 36 Av	2.01	Widen 2 to 4 Lanes	PE/DES/ROW
SR 326	US 441	SR 40	8.46	Widen 2 to 4 Lanes	PE/DES/ROW
CR 484	SW 180 Ave Rd	SR 200	8.22	Widen 2 to 4 Lanes	PE/DES/ROW
SW To NE Corridor (West Beltway)				Corridor Study	PE/ROW
I-75	CR 318	Alachua County Line	5.94	Aux Lanes	PE/DES
CR 484	SR 200	Marion Oaks Pass (East)	5.50	Widen 2 to 4 Lanes	PE/DES
I-75	SR 326	CR 318	10.23	Aux Lanes	PE/DES
I-75	at SW 20 St			New Interchange	PE
East-West Corridor				Corridor Study	PE

Figure 4-5: Tier 5 - Unfunded Needs

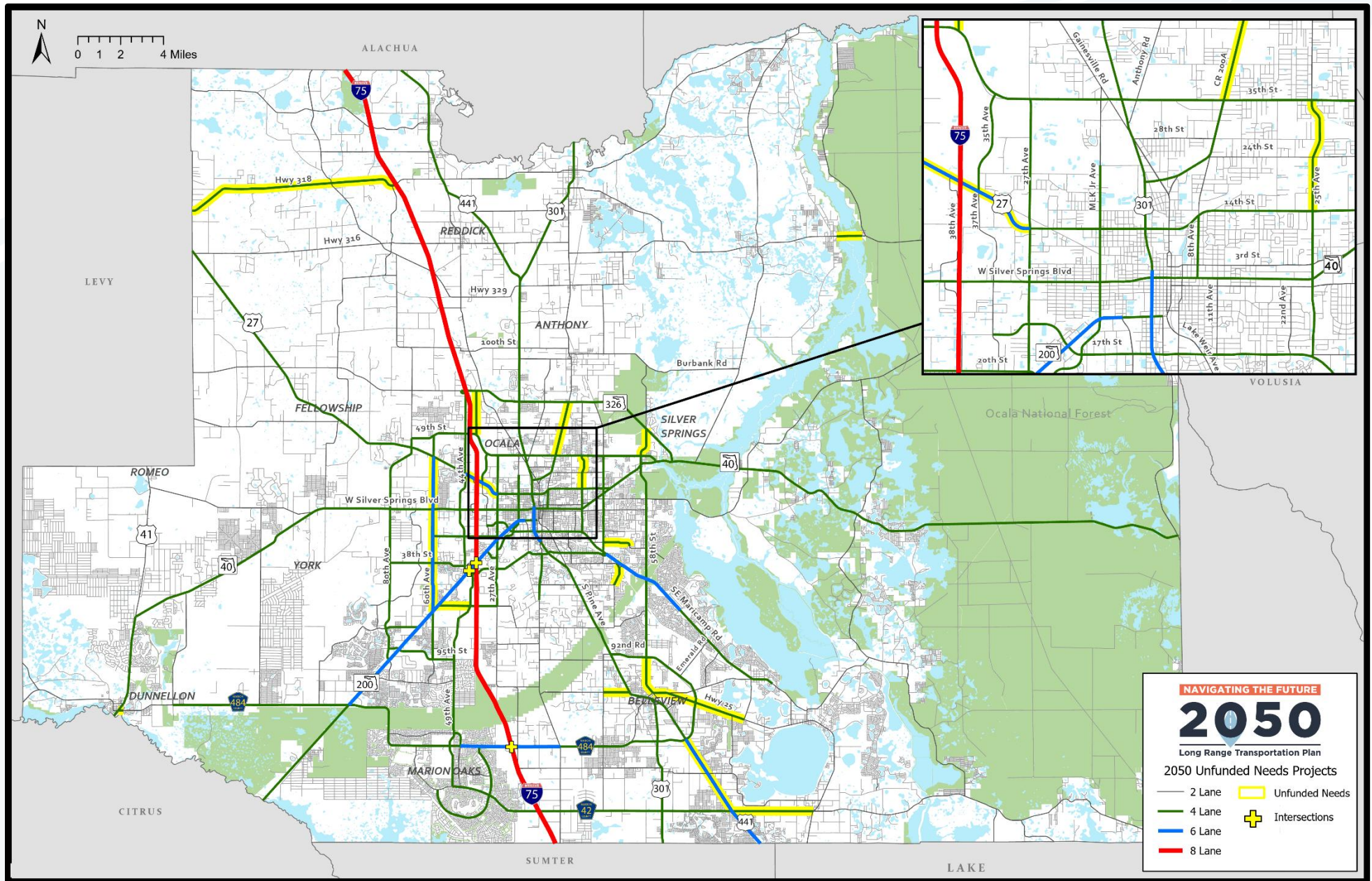


Table 4-8: Tier 5 - Unfunded Roadway Capacity Projects

On Street	From Street	To Street	Length (Mi)	Improvement
CR 200A	NE 35 St	SR 326	2.58	Widen 2 to 4 Lanes
CR 25	SR 35	SE 108 Terrace Rd	4.47	Widen 2 to 4 Lanes
CR 316	NE 152 Place	NE 152 St	8.71	Widen 2 to 4 Lanes
CR 318	Levy County Line	I-75	10.01	Widen 2 to 4 Lanes
CR 42	US 441	CR 25	3.82	Widen 2 to 4 Lanes
CR 484	Marion Oaks Course	Marion Oaks Blvd	0.87	Widen 4 to 6 Lanes
CR 484	US 41	Lake Shore Dr	0.24	Widen 2 to 4 Lanes
I-75	at CR 484			Modify Interchange
I-75	at SR 200			Modify Interchange
NE 25 Ave	SR 492	NE 35 St	1.60	Widen 2 to 4 Lanes
NW 35 Ave	NW 49/35 St	NW 63 St	1.11	New 4 Lanes
SE 110 St	SE 36 Ave/CR 467	US 441	1.23	Widen 2 to 4 Lanes
SE 24 St	SE 36 Ave	SE 28 St	1.34	Widen 2 to 4 Lanes
SE 44 Ave	SE 52 St	SE 38 St	1.13	Widen 2 to 4 Lanes
SR 200	at SW 43 St			Modify Intersection
SR 35	NE 35 St	SR 326	1.38	Widen 2 to 4 Lanes
SR 35	SR 25	SE 92 Place Loop	1.77	Widen 2 to 4 Lanes
SW 66 St	SR 200	SW 49 Ave	1.51	Widen 2 to 4 Lanes
US 27	NW 44 Ave	NW 27 Ave	1.85	Widen 4 to 6 Lanes
US 441	CR 42	SE 132 St Rd/SE 92 Place Loop	3.99	Widen 4 to 6 Lanes

4.2 Public Transportation

SunTran is the transit provider for Marion County. In 2023, the agency developed *Riding into the Future*, the 2023-2032 Transportation Development Plan (TDP) that evaluates the existing conditions of the operations and service and identifies needs and improvements. In developing the LRTP, the transit needs and improvements identified in the adopted TDP were carried forward as the foundation for the cost-feasible and needs assessment analyses. The TDP provides a 10-year horizon of fiscally constrained and unconstrained projects that reflect operational, service coverage, and capital priorities for the SunTran system. These improvements are incorporated into the LRTP to ensure consistency with FDOT and federal requirements for transit planning.

Beyond the TDP horizon, additional aspirational improvements are identified and included in the later years of the LRTP. These aspirational projects represent long-term service expansions and innovative mobility strategies that extend the system vision beyond the constrained TDP, ensuring that the LRTP captures both immediate priorities and the region's broader transit mobility aspirations.

Figure 4-6 and Figure 4-7 illustrate where these needs and improvements will be located. The short-term improvements in Table 4-9 includes those needs and improvements anticipated to be initiated within the first five years of the plan, which includes 2023-2027. Some of these improvements have been made; others will roll over into the next five years or later.

Table 4-10 includes longer term needs and improvements that are anticipated to be initiated from 2028 onward. Additional information can be found in Appendix I.



Figure 4-6: SunTran TDP Short-Term Service Concept (from FY2023-2032 TDP)

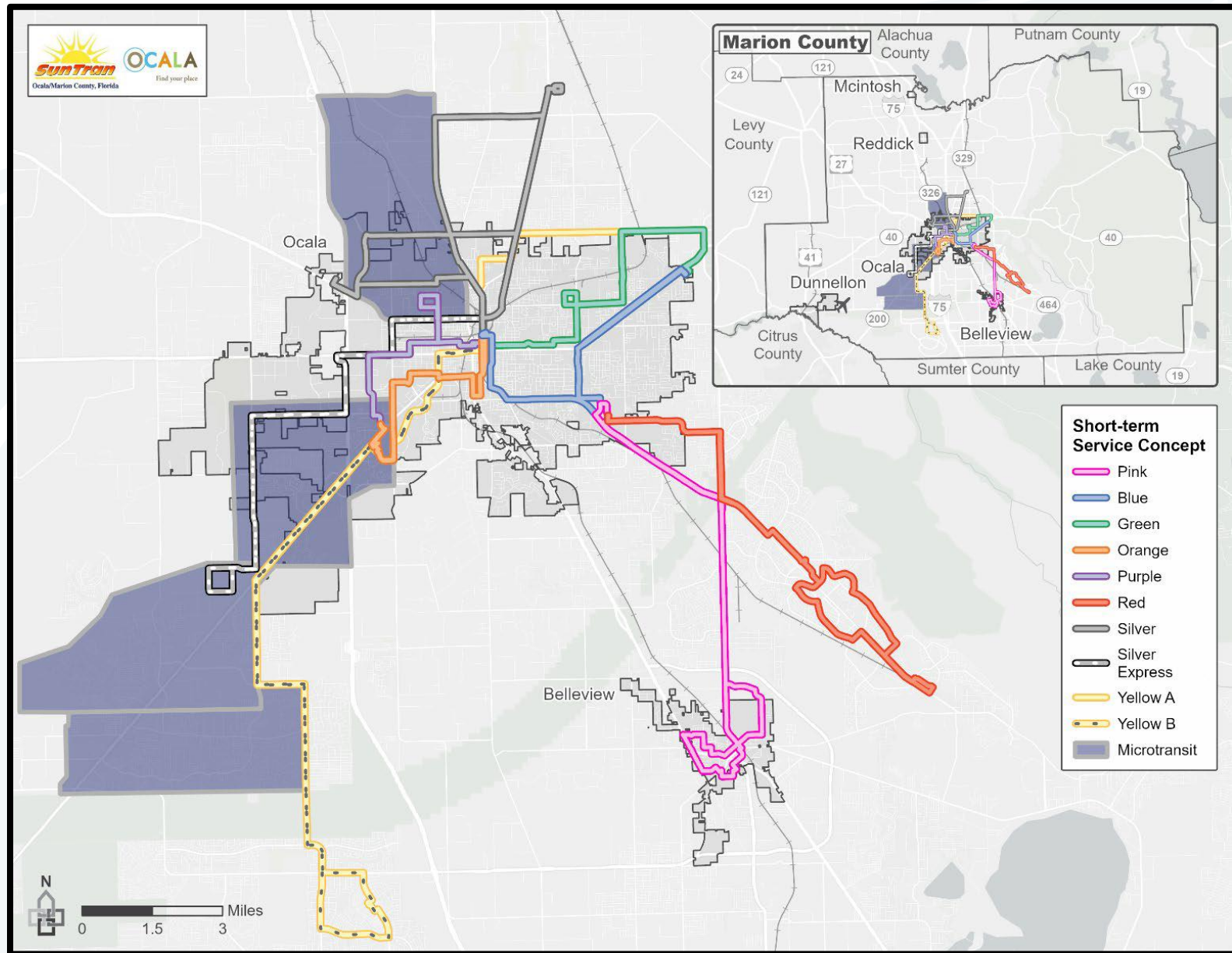


Figure 4-7: SunTran TDP Long-Term Service Concept (from FY2023-2032 TDP)

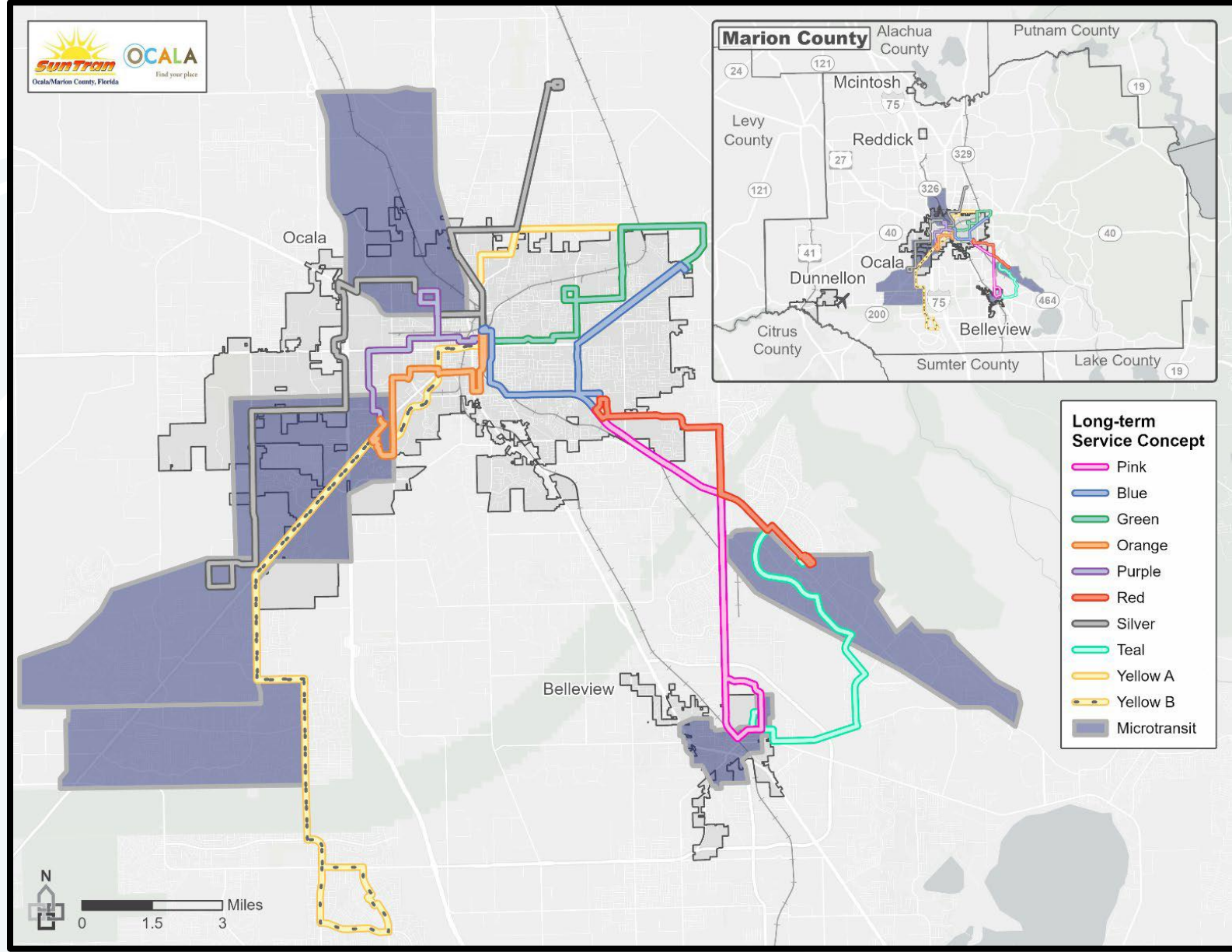


Table 4-9: SunTran TDP Short Term Alternatives (2023-2027)

Need / Alternative	Description
Blue-Green-Orange-Purple interline improvements	Increase frequency to every 52 minutes; serve the Florida Center for the Blind; incorporate electric vehicles
Yellow Route improvements	Increase peak frequency on the Yellow A route to 70 minutes; streamline route
Marion Oaks service	Run a new route to Marion Oaks
Silver Route revamping with microtransit	Reroutings on Silver and Silver Express routes; northwest microtransit zone
Red Route streamlining	Simplify route to focus on west part of route on SE 24th St
Bellevue service	Run a new route to Bellevue
Microtransit – Sunday A	Run microtransit in northeast part of Ocala on Sundays
Microtransit – Sunday B	Run microtransit in western part of Ocala on Sundays
Microtransit – Sunday C	Run microtransit in Downtown and southeast part of Ocala
Microtransit – SR 200 South	Run microtransit along SR 200, in the vicinity of the Walmart near CR 484 and neighborhoods to the east
Microtransit – SR 200 Central	Run microtransit along SR 200, in the vicinity of On Top of the World Communities and west of SW 60th Ave
Microtransit – SR 200 North	Run microtransit along SR 200, between SW 60th Ave and the College of Central Florida / Paddock Mall

Table 4-10: SunTran TDP Long Term Alternatives (2028-2033)

Need / Alternative	Description
Green-Blue-Orange-Purple interline frequency increase	Increase frequency to 35 minutes
Yellow A Route improvement	Increase frequency and span
Yellow B and Marion Oaks Routes – consolidate	Consolidate Yellow B and Marion Oaks service into a single Marion Oaks route
Silver Route – consolidate	Consolidate the Silver and Silver Express routes into a single streamlined route
Red Route shortening + microtransit	Shorten the Red Route. Add microtransit in Silver Springs Shores
Bellevue Route shortening + microtransit	Shorten the new Bellevue Route. Add microtransit in Bellevue.
Southeast Crosstown	Run a new crosstown route between the Silver Springs Shores and Bellevue microtransit areas



ACTIVE TRANSPORTATION PLAN



4.3 Active Transportation

The TPO has developed an Active Transportation Plan (ATP) to serve as a comprehensive framework for bicycle, pedestrian, equestrian, and other non-motorized transportation modes. The plan was adopted October 28, 2025 and is incorporated into the LRTP as the foundation for identifying active transportation needs and projects. By directly integrating the recommendations of the Active Transportation Plan, the LRTP ensures consistency between local multimodal planning efforts and the regional long-range vision, while providing a clear path for funding and implementation of facilities that enhance safety, connectivity, and accessibility for all users.

Why the ATP Matters

The Active Transportation Plan positions Marion County to take advantage of a wide range of funding opportunities by aligning with state, regional, and local priorities. By coordinating with neighboring MPOs and advancing regional trail connections, the ATP provides a direct link from vision to implementation. These strategies also highlight the role of active transportation in tourism, economic development, public health, and quality of life, ensuring that investments deliver benefits well beyond mobility.

4.3.1 ATP Process

The ATP was developed in coordination with the 2050 LRTP to ensure consistency across strategies and investments. The plan was built on a comprehensive process that included an assessment of existing conditions, a detailed analysis of safety patterns, and evaluations of pedestrian and bicycle Level of Traffic Stress (LTS) and accessibility. Local project lists, committed improvements from the Transportation Improvement Program (TIP), and technical gap analyses were all integrated into the project development process. To guide implementation, the ATP applied a structured, tiered prioritization framework that helps identify projects with the greatest potential to improve safety, connectivity, and access.

4.3.2 ATP Key Considerations

Several considerations shaped the development of the ATP. Safety was a central focus, as Marion County experiences a high concentration of fatal and serious injury crashes involving pedestrians and bicyclists, particularly along major corridors such as SR 200, SR 40, and U.S. 301/441/27. Connectivity challenges were another concern, since sidewalks and bike lanes are largely concentrated in the cities of Ocala, Belleview, and Dunnellon, leaving much of the unincorporated areas of the county with limited facilities. Growth and land use trends, including suburban expansion, tourism, and the county's equestrian heritage, also influence demand for multimodal connections. Finally, the plan highlights the broader benefits of active transportation, enhancing property values, boosting tourism, supporting economic vitality, and improving public health.



4.3.3 ATP Outreach and Stakeholder Efforts

The plan reflects extensive input from local partners and the community. An Active Transportation Plan Stakeholder Committee, the TPO Board and Committees, and local agencies provided guidance throughout the process to ensure alignment with community priorities. Public engagement included an online survey and interactive comment map, conducted from September 2024 through February 2025, which gathered feedback on participation in active transportation, facility needs, and spending habits. Stakeholder feedback also informed adjustments to the prioritization tiers to account for project feasibility and on-the-ground conditions. The Active Transportation Plan was also part of the 2050 LRTP community workshops in September 2024, February 2025 and September 2025.

4.3.4 ATP Priorities

The ATP identifies Tier 1 projects as the highest priorities for near-term investment. These include trail projects such as the SW 27th Avenue/SW 42nd Street corridor, connections between Ocala and Silver Springs, and the Pruitt Gap. Sidewalk and shared use path projects were also prioritized to close major gaps along corridors like SR 40, SR 464, and US 301/441. Bicycle improvements focused on buffered bike lanes and key north–south connectors within Ocala to enhance citywide mobility. Taken together, these priorities emphasize closing sidewalk gaps, addressing safety hotspots on major corridors, and expanding regional trail connections, especially in areas with higher population density, greater need, and a history of crashes involving people walking and biking.

Bicycle projects included in the 2025 ATP are shown on Figure 4-8 and listed in Table 4-11.

A selection of Sidewalk and Shared-Use Path (SUP) projects (Tier 1 only) included in the ATP are shown on Figure 4-9 and Figure 4-10 and are listed in Table 4-12.

Trail projects included in the ATP are shown on Figure 4-11 and listed in Table 4-13.



Table 4-11: 2050 Bicycle Projects (2025 ATP)

Type	ID	Facility Name	From	To	Improvement Type	Tier
Bicycle	1	E Fort King St	SE 16th Ave	SE 22nd Ave	Potential buffered bike lane	2
Bicycle	2	NE 1st Ave	SE Broadway St	NE 2nd St	Potential Bike Lane	2
Bicycle	3	S Magnolia Ave	SW 10th St	NE 2nd St	Potential Bike Lane	2
Bicycle	4	SR 200	Bridge over Withlacoochee River		Bicycle-Pedestrian Accommodations with future bridge replacement	3
Bicycle	5	SW 43rd Ct	NW Blitchton Rd	SR 200	Potential Bike Lane	3
Bicycle	6	SW 20th St	I-75	SR 200	Potential Bike Lane	3
Bicycle	7	SW 66th St	SR 200	SW 27th Ave	Potential Bike Lane	3

Figure 4-9. 2050 Sidewalk and Shared Use Path Projects (2025 ATP)

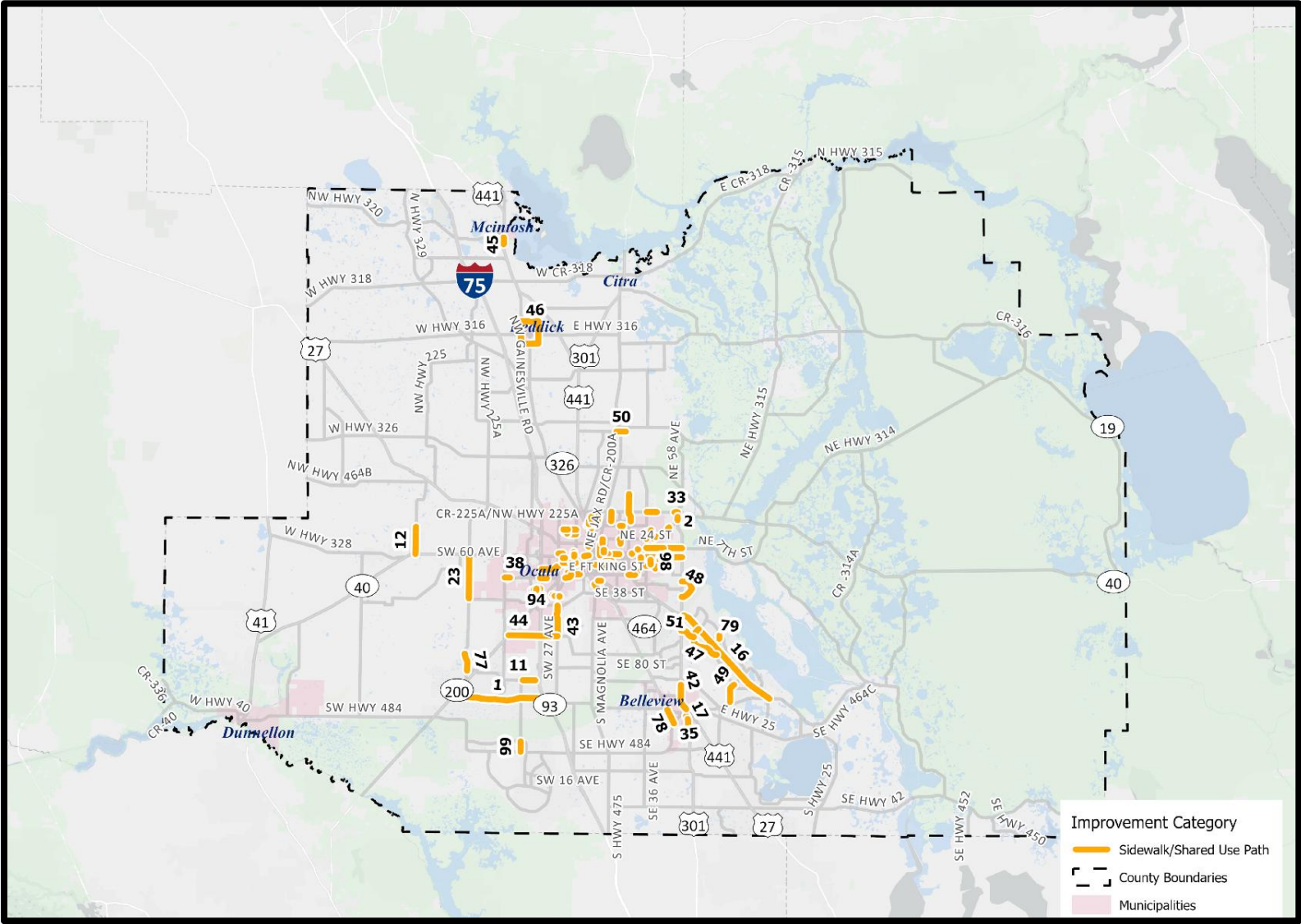
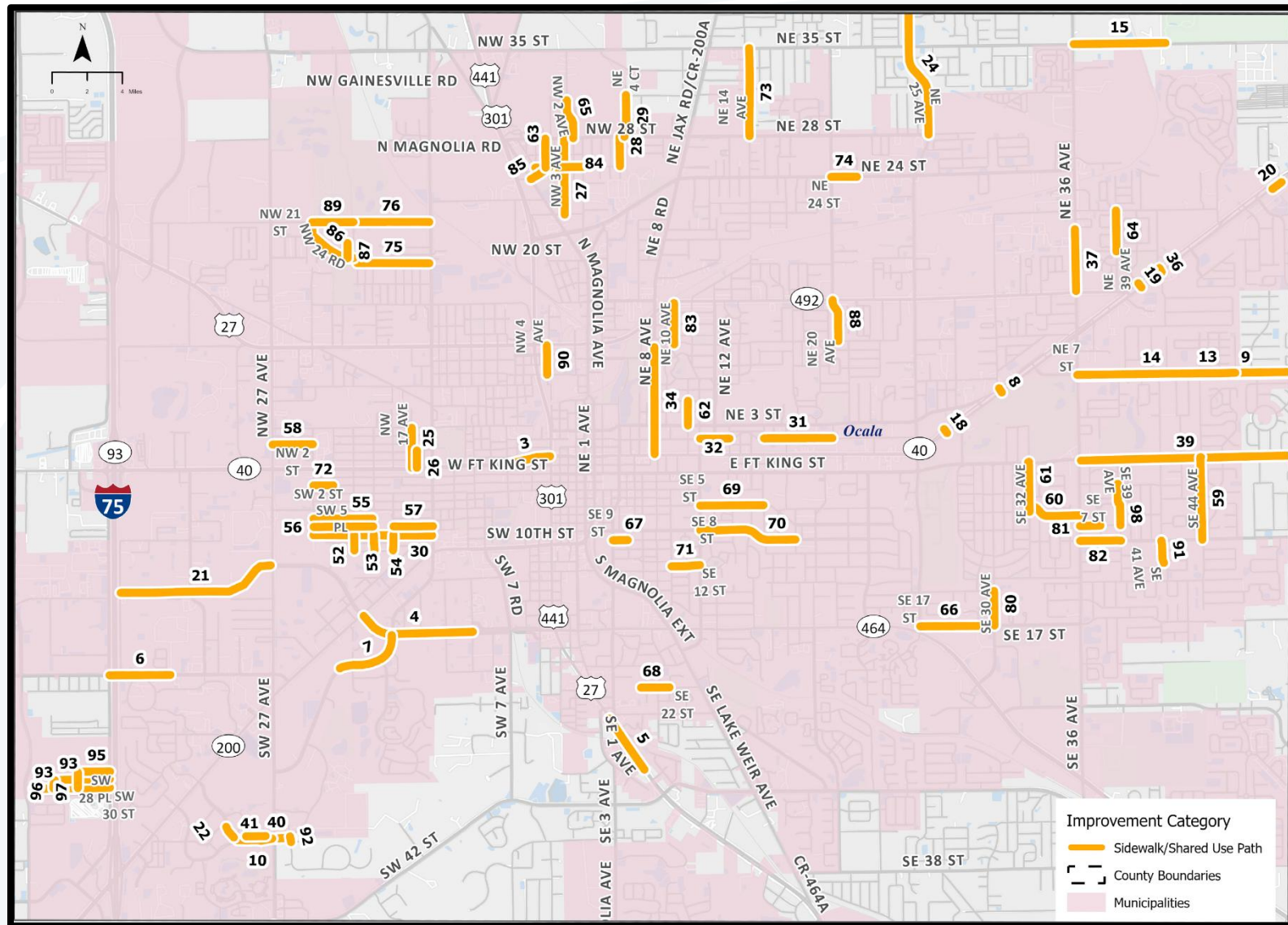


Figure 4-10. 2050 Sidewalk and Shared Use Path Projects, Ocala Area (2025 ATP)



Note that Table 4-12 lists only Tier 1 sidewalk/shared use path projects. A table of the full list is included in Appendix J.

Table 4-12: Selected 2050 Sidewalk and Shared Use Path Projects (2025 ATP)

ID	Facility Name	From	To	Improvement Type	Tier
1	SW 103 rd St Road	SR 200	SW 38 th	Multi-Use E-W Path connection	1
2	NE 55 th Avenue	NE 31 st St	E Silver Springs Blvd	Sidewalk (on west side)	1
3	SR 40/ Silver Springs Blvd	US 301/441 Pine	SW 7 th Avenue	Sidewalks both sides of street to fill gap.	1
4	SR 464	SR 200	SW 12 th Avenue	Sidewalk to fill in gap - SR 200 to SW 12 th south side; SW 18 th Avenue to SW 12 th Avenue on north side	1
5	US 301/441/27	S/O Rail Line Bridge sidewalk ends	SE 3 rd Avenue	Sidewalk both sides under Rail Bridge	1
6	SW 20 th St	SW 34 th Avenue	SW 38 th Avenue	Sidewalks both sides to fill in gap.	1
7	SW 19 th Avenue Road	SR 464	Existing sidewalk	Sidewalk to fill in gap on north side of road	1
8	SR 40	North side of SR 40 to south side	NE 30 th Avenue	Sidewalk connection across SR 40 to connect to NE 30 th	1
9	NE 7 th St	SR 35-Baseline	SE 36 th Avenue	Sidewalks both side of street to complete gap	1
10	SW 34 th St	SW 27 th Avenue	SW 34 th Circle	Sidewalk to fill in gaps both side	1
11	SW 95 th St	SW 48 th Avenue	SW 40 th Ter	Shared Use Path	1
12	NW 110 th Ave	SR 40	NW 21 st St	Shared Use Path	1
13	NE 7 th St	NE 36 th Avenue	Baseline Rd	Shared Use Path	1
14	NE 7 th St	NE 36 th Avenue	NE 46 th Court	Sidewalk	1

Figure 4-11: 2050 Trail Needs (2025 ATP)

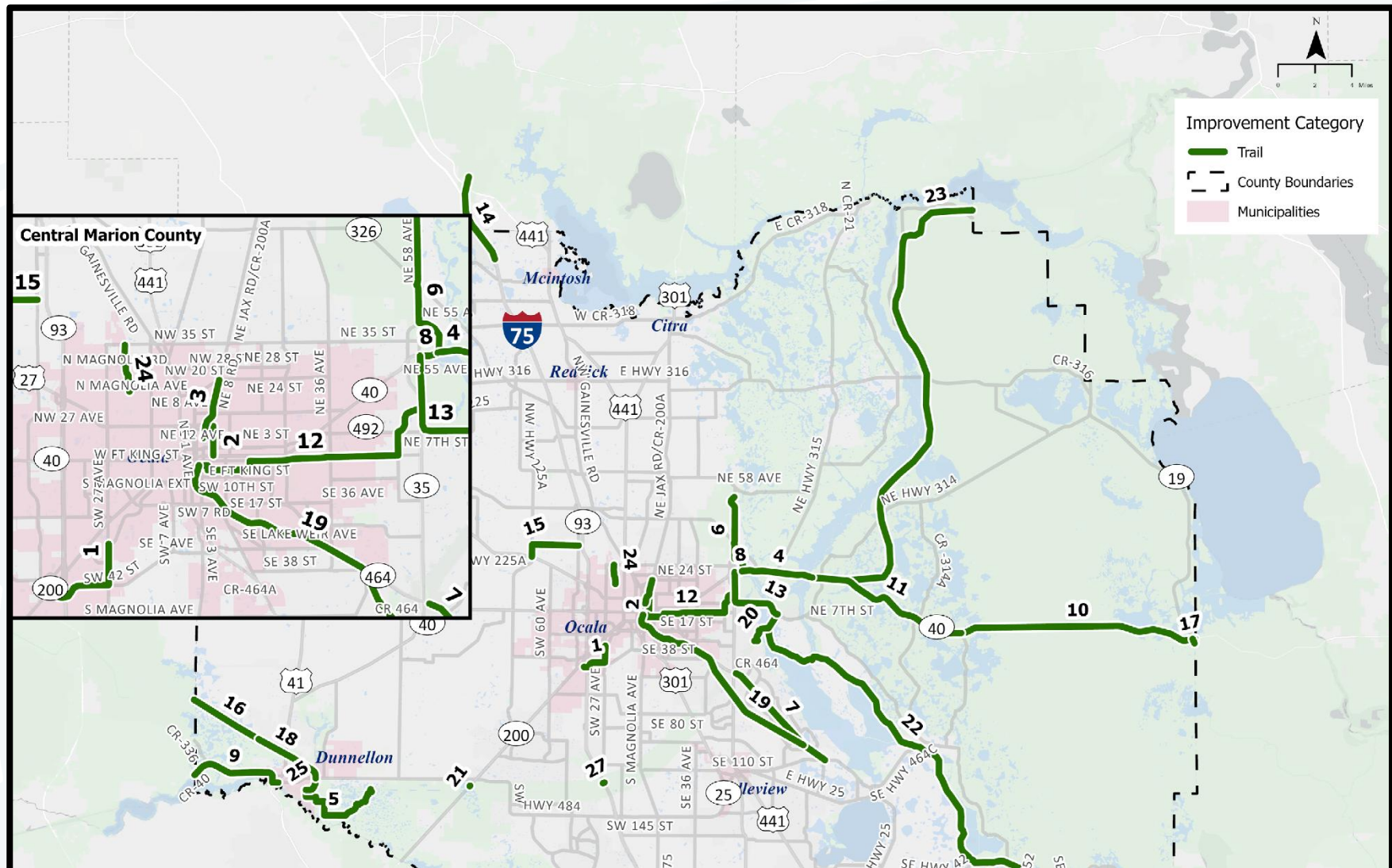


Table 4-13: 2050 Trail Needs (From 2025 ATP)

ID	Facility Name	From	To	Improvement Type	Tier
1	SW 27 th Ave / SW 42 nd St / SW 43 rd Street Rd	SW 19 th Ave	SW 40 th Ave	Trail	1
2	NE 8 th Ave	NE 10 th St	E Silver Springs Blvd	Trail	1
3	Wataula and NE 8 th Avenue Trail	Tuscawilla Park	CR 200A/SE Jacksonville Rd	New Trail	1
4	E Highway 40 / Black Bear Trail	Silver Springs State Park	West of NW 102 nd Avenue Rd	Trail	1
5	Pruitt Gap	Pruitt Trailhead	Dunnellon Trail	Trail	1
6	Indian Lake Trail	SR 40 / Silver Springs State Park	Indian Lake Trail Park	Trail	2
7	SE Maricamp Rd	East of SW 58 th Ave	SE 110 th Ave	Trail	2
8	SR 40	NE 60 th Ct	East of NE 58 th Ave	Trail	2
9	Withlacoochee Bay Trail	Dunnellon	Levy County	Trail	2
10	E Highway 40 / Black Bear Trail	SE 183 rd Avenue Rd	SR 19	Trail	2
11	E Highway 40 / Black Bear Trail	West of NW 102 nd Avenue Rd	SE 183 rd Avenue Rd	Trail	2
12	Ocala to Silver Springs Trail	SE Osceola Ave	NE 58 th Ave	Trail	2
13	Silver Springs Bikeway	East Silver Springs Blvd	Marjorie Harris Carr Cross Florida Greenway Park	Trail	2
14	Lake Wauburg to Price's Scrub State Park Trail	Lake Wauburg	Price's Scrub State Park	Trail	2
15	49 th Ave	NW Blichton Rd	NW 44 th Rd	Trail	2
16	Nature Coast Trail (Chiefland to Dunnellon) II	Dunnellon	Levy County Line	Trail	2
17	E Highway 40 / Black Bear Trail	SR 19	Volusia County Line	Trail	2
18	Chiefland to Dunnellon	SW 215 th Court Rd	SW Highway 484	Trail	2
19	Ocala Rail Trail	SE 3 rd St	Oak Rd	Trail	2
20	Cross Florida Greenway Connection	SE Highway 314	Marshall Greenway	Trail	2
21	SR 200	Cross Florida Greenway		Grade Separated Crossing	2
22	Silver Springs Trail	Lake County	Silver Springs State Park	Trail	3
23	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County	Trail	3
24	NW 21 st Ave	NW 35 th St	NW 21 st St	Trail	3
25	Nature Coast Trail (Chiefland to Dunnellon)	SW Highway 484	S Bridges Rd	Trail	3
26	North Lake Trail	SR 40	Lake County Line	Trail	3
27	Cross Florida Greenway Land Bridge Expansion	Over I-75		Trail	3

Note: The ID numbers are for identification only, and do not correspond to specific rankings of projects.

Transportation Innovation in Marion County

As part of its TSM&O program, FDOT District 5 is advancing technology projects in Marion County. Two notable examples are:

I-75 FRAME

Florida's Regional Advanced Mobility Elements (FRAME) project will deploy new technologies to improve corridor operations. Tools include Automated Traffic Signal Performance Measures (ATSPM), Connected Vehicle roadside and on-board units, and both Transit and Freight Signal Priority. FRAME will create an integrated corridor management system, providing real-time information to motorists during incidents and enhancing freight and transit reliability.

SR 40 ITS Safety Deployment (Wildlife Detection and Warning)

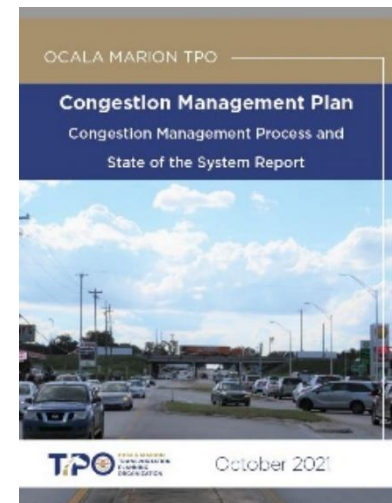
This project will use wildlife detection sensors and warning beacons to alert drivers when animals are present on or near the roadway. Data collected will be stored for performance evaluation and integrated with FDOT's statewide Connected and Automated Vehicle services. This system aims to reduce animal-vehicle collisions, improve safety, and protect environmental resources along a key east-west corridor.

4.4 Operations and Management Strategies

The Ocala Marion TPO maintains a Congestion Management Process (CMP) to improve the safety, efficiency, and reliability of the county's major roadway network. The CMP identifies strategies to reduce travel demand at specific locations and recommends operational and multimodal improvements to the overall transportation system. Florida Statute (Section 339.175) requires TPOs and MPOs to prepare a CMP as part of ongoing planning activities.

The CMP is both a plan and an ongoing process. The current CMP was adopted in October 2021 and establishes policies, procedures, and baseline system evaluation for Marion County. Since adoption the TPO has continued to implement the CMP through supporting products such as the 2023 State of the System Report and hosts an interactive congestion management map for public information.

At the regional level, the LRTP builds on innovations advanced by **FDOT District 5**, including Transportation Systems Management and Operations (TSM&O) strategies such as adaptive traffic signal control, real-time incident management, and connected vehicle pilots.



4.5 Special Projects

4.5.1 Moving I-75 Forward

Through FDOT's Moving Florida Forward initiative, the Moving I-75 Forward program accelerates long-planned improvements to one of Marion County's most critical transportation corridors. I-75 serves as the county's primary north-south spine for commuters, freight, and visitors, and also functions as a designated hurricane evacuation route. Planned improvements include widening key segments, upgrading interchanges, and enhancing operational reliability to reduce recurring congestion.

For Marion County, these investments mean safer, more reliable travel, stronger connections to the Tampa Bay and Orlando markets, and improved freight mobility that supports local economic development. Advancing construction ahead of traditional schedules ensures that the corridor keeps pace with rapid growth, positioning Marion County for long-term prosperity while addressing near-term traffic and safety challenges.

Construction for the I-75 South project (FPID 452074-2, from SR 44 in Sumter County to SR 200) is underway, while construction for I-75 North (FPID 452074-1, from SR 200 to CR 326) is anticipated to begin in late 2025.



Figure 4-12: Moving I-75 Forward Info Sheets
(Source: FDOT)



FIGURE 1 - PROJECT STUDY AREA		
WEST MARION TRANSPORTATION STUDY MARION COUNTY, FLORIDA		
Not To Scale	Project No. 040907145	Page 2

4.5.2 Western Beltway

Building upon the 2023 West Marion Transportation Planning Study (study area shown as Figure 4-13), a mobility study is proposed for the southwest portion of Marion County. The study will examine opportunities to strengthen connections between Citrus County, southwest Marion County communities such as On Top of the World, and central Marion County including the City of Ocala. Its focus will be on identifying strategies to relieve congestion and improve safety along the parallel US 41/SR 40 and SR 200 corridors, which currently serve as the area's primary travel routes. The study area also encompasses the World Equestrian Center, one of the county's premier destinations for tourism and economic activity, underscoring the importance of reliable, multimodal access. By evaluating multimodal options, operational improvements, and potential new alignments, the study will provide a framework for long-term, safe, and efficient mobility in one of the county's fastest growing regions.

4.5.3 East-West Corridor Connection

A study is also proposed to evaluate the need for an east-west mobility corridor between I-75 and US 301/US 441, generally located between CR 484 and SW 42nd Street. This study will examine opportunities to improve connectivity across southern Marion County, reduce pressure on existing arterial roadways, and enhance safety and reliability for both local and regional travel. Potential strategies may include new roadway connections, operational improvements, and multimodal options to support planned growth in the area.



4.6 Safety

Safety is a core element of the transportation planning process and remains the highest priority of the 2050 LRTP. Reducing crashes, fatalities, and serious injuries is essential to many of the plan's goals, including protecting the people of the community and ensuring they may confidently travel any distance by any mode. By integrating safety considerations into projects and strategies, the LRTP seeks to create a transportation system that not only moves people and goods efficiently but also safeguards lives.

The TPO also monitors progress through the federally required Safety Performance Measures (PM 1), which track fatalities and serious injuries for all roadway users. These measures align with the State's Strategic Highway Safety Plan and are summarized in Appendix A – System Performance Report. Incorporating these measures ensures that the LRTP's safety strategies support measurable progress toward reducing severe crashes in Marion County.

4.6.1 *Commitment to Zero* *Safety Action Plan*

In 2022, the Ocala Marion TPO adopted the *Commitment to Zero*—an action plan for safer streets in Ocala Marion. This plan was developed to identify projects and strategies to help eliminate traffic-related fatalities and serious injuries in Marion County by 2045. The plan is a public-friendly document and is supported by the Safe System Approach, recognizing that human mistakes are inevitable but deaths and serious injuries are not acceptable. This requires designing roadways, setting speeds, and implementing policies that prioritize safety for all users, including vulnerable road users such as pedestrians, bicyclists, children, and older adults. The Plan calls for a coordinated, data-driven, and systemwide approach to save lives.



The graphic features the title "COMMITMENT TO ZERO" in large, bold, black letters. Above the title are five circular icons representing different modes of transportation: a car, a bus, a person walking, a person on a bicycle, and a person in a wheelchair. To the right of the title is a stylized black road graphic that curves to the right. Below the title, the text "An Action Plan" is followed by three orange chevrons pointing right, and then "for Safer Streets in Ocala Marion".

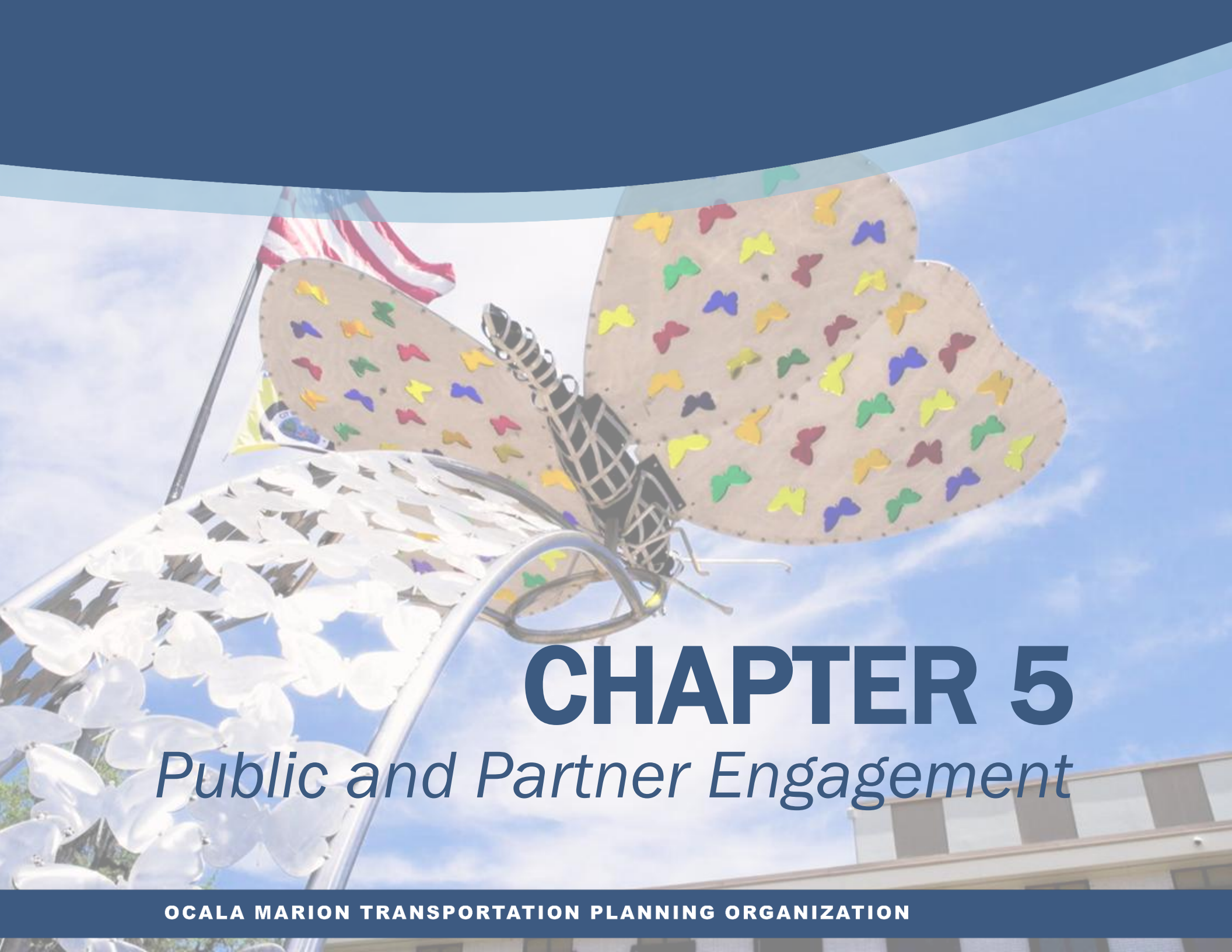


A grid of five photographs illustrating various safety-related activities:
 1. A busy highway with multiple lanes of traffic.
 2. A group of people, including children and adults, standing on a grassy area next to a white car.
 3. A person looking at a large map or informational display on a wall.
 4. A street intersection with a yellow pedestrian crossing sign and a stop sign.
 5. A person on a bicycle riding across a crosswalk on a residential street, with a person in a high-visibility vest standing nearby.

Adopted November 29, 2022
Amended June 27, 2023



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CHAPTER 5

Public and Partner Engagement

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

5 PUBLIC AND PARTNER ENGAGEMENT

5.1 Introduction

The TPO made an intentional effort to solicit and obtain a diverse set of input for the Ocala-Marion TPO 2050 LRTP. The TPO engaged the public with several different methods, which included traditional in-person meetings, community workshops, and web-based information updates. Traditionally underserved populations were specifically targeted as part of the outreach efforts and participation in the Plan. Valuable input was provided by a diverse range of stakeholders and interested parties to assist in the development of the 2050 LRTP.

The goals for public outreach during the development of the 2050 LRTP included the following:

- Increase awareness of the TPO and the 2050 LRTP
- Educate stakeholders about transportation issues and solutions
- Gather diverse public input to inform TPO Board decisions

The TPO built upon its successful 2045 LRTP outreach efforts for the 2050 plan, embracing lessons learned from the COVID-19 pandemic. While the primary challenge emerging from the pandemic was a temporary reduction to in-person events, this presented an opportunity to innovate and expand engagement strategies.

For the 2050 LRTP, staff implemented a dynamic, hybrid approach that combined the strengths of both approaches:

- Enhanced digital engagement by leveraging virtual platforms to reach a broader audience while maintaining accessibility
- Revitalized in-person events by introducing face-to-face interactions with renewed enthusiasm, fostering community connections
- Inclusive outreach with targeted efforts to engage traditionally underserved populations through diverse channels

By blending traditional methods with innovative digital approaches, staff were able to create a more resilient and inclusive public engagement process. This adaptive strategy ensured that all voices were heard and considered in shaping our region's transportation future, regardless of unforeseen circumstances.

Ultimately, the input received through these public outreach efforts helped guide the development of the 2050 LRTP and validate the projects that were recommended in the Plan. Appendix K shows the completed and scheduled public involvement activities.



1,900+
 Attendees
 LRTP Public
 Meetings



679
 Surveys Comments
 Community
 Responses



267
 Attendees
 Regularly Scheduled/
 Partner/Agency
 Meetings

5.2 Public Participation Plan

The TPO's Public Participation Plan (PPP) was adopted by the TPO Board on March 26, 2024, and is available under separate cover. The Public Participation Plan addresses federal requirements to provide direction for public involvement activities to be conducted by the TPO. It includes the policies, goals, objectives and techniques used for public involvement. Although the PPP was not specifically developed for the 2050 LRTP, it was used to guide public participation efforts for the 2050 LRTP given that it was developed concurrently.

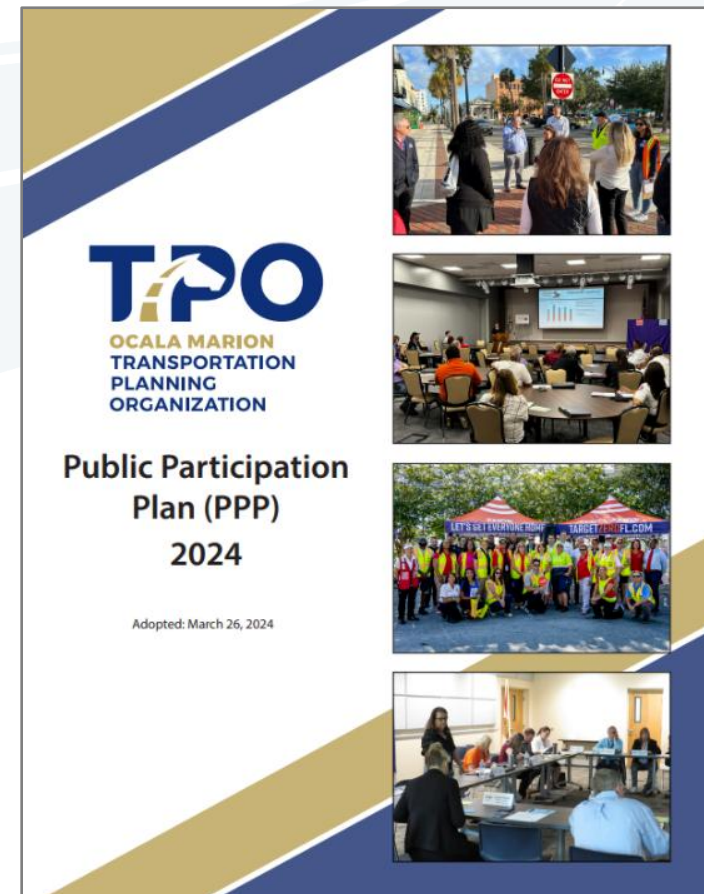
5.3 Summary of Public Comments

The transportation projects identified in the 2050 LRTP are partially based on input received during the public involvement efforts of the TPO and LRTP team. Some key efforts to solicit public input included the following:

- Public Survey #1: April 23, 2024 – June 30, 2024
- Public Comment Map: April 23, 2024 – September 2, 2024
- Community Workshop #1: September 18, 2024
- Public Survey #2: February 18, 2025 – March 31, 2025
- Community Workshop #2: February 25, 2025
- LRTP, ATP Open House/Office Hours Public Event – September 30, 2025

The TPO led different activities to achieve the stated goals of the public involvement process for the 2050 LRTP. The TPO strived to keep the process simple and convenient for participants, while providing robust information to encourage as much participation as possible.

Throughout the development of the 2050 LRTP, public comments generally shared some common themes. Improving safety, preserving the environmental character of the region, and providing regional transportation alternatives to highway travel were recorded as desires of the public.



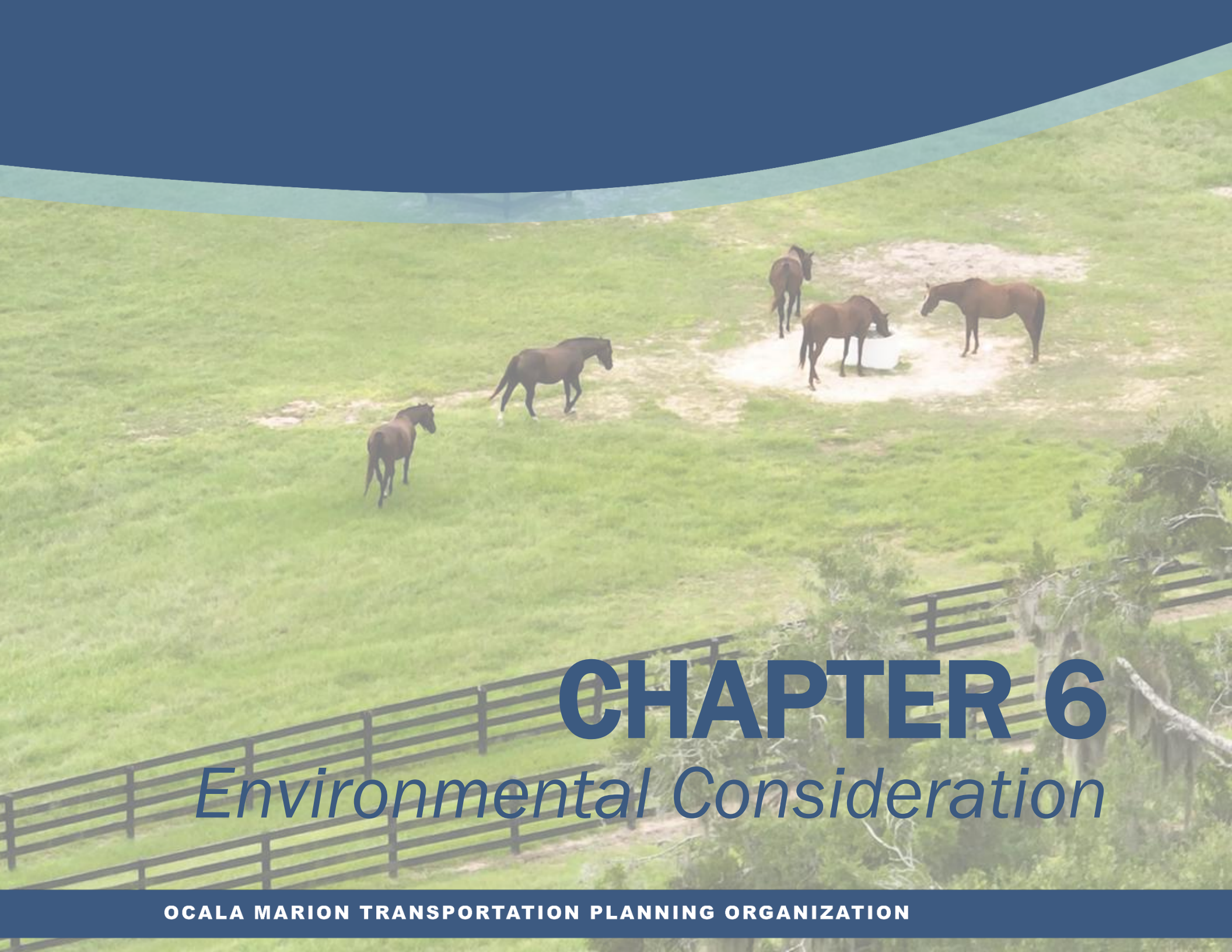
5.4 Plan Successes and Unmet Aspirations

The Ocala Marion TPO 2050 LRTP adequately meets the transportation needs that were expressed by the public. Based on public comments, the TPO ensured existing priorities and projects currently in production were included in the Plan. However, due to the limited availability of funding for future highway projects, some projects that were listed as cost-feasible projects in the 2045 LRTP, are now listed as unfunded or partially funded projects in the 2050 LRTP.



5.5 Key Themes

Public input was collected throughout the development of the plan. Key themes included addressing safety issues, existing and projected roadway congestion, evacuation routes, preserving existing infrastructure, and providing the community with a variety of transportation options, including more robust local and regional transit and multi-use trails.



CHAPTER 6

Environmental Consideration

6 ENVIRONMENTAL CONSIDERATION

The 2050 LRTP addresses potential environmental mitigation activities as required by federal regulations. Per 23 CFR 450.322, the plan shall include at a minimum:

A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including these activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The TPO may establish reasonable timeframes for performing this consultation.

Transportation projects can affect various environmental resources, including wildlife habitats, wetlands, and groundwater systems. When impacts cannot be fully avoided, mitigation or conservation measures must be implemented. Environmental mitigation refers to the strategies used to address ecological impacts resulting from transportation initiatives. These strategies may include enhancement, restoration, creation, or preservation efforts that compensate for unavoidable damage.

In Florida, mitigation for transportation projects is coordinated through a partnership involving the TPO, FDOT, and state and federal environmental agencies such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). This process is governed by Section 373 of the Florida Statutes, which outlines requirements for mitigation planning, permitting, and habitat impact mitigation, including the use of mitigation banking.

Under this statute, FDOT identifies projects requiring mitigation, estimates associated costs, and deposits funds into an escrow account within the Florida Transportation Trust Fund. These funds are programmed in FDOT's work program and allocated to WMDs to carry out mitigation activities. Section 373.4137, F.S., specifically establishes the FDOT Mitigation Program, which is administered by the WMDs in collaboration with regulatory agencies and mitigation banks. Each year, WMDs develop regional mitigation plans focused on land acquisition and ecological restoration, updated to reflect the current FDOT work program.

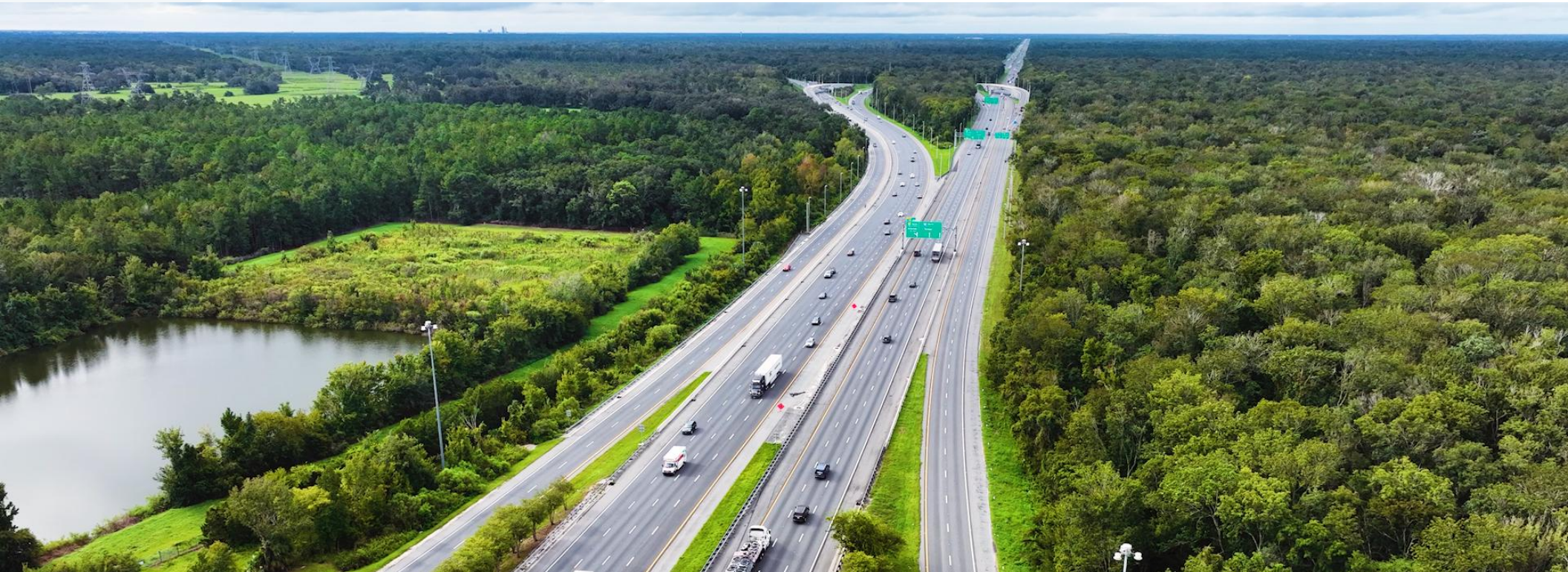
This program benefits TPOs by offering a structured approach to environmental mitigation and fostering coordination among federal, state, and local agencies. Mitigation planning follows a general hierarchy:

- Avoid impacts altogether
- Minimize a proposed activity/project size or its involvement
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operation during the life of the action

6.1 Resiliency

The 2050 LRTP considers the resiliency of the transportation system, recognizing the critical need to prepare for and respond to regular and irregular closures as caused by severe weather events or other disruptions. Marion County's roadway network plays a critical role in regional hurricane evacuation, particularly I-75, US 301, US 441, SR 40, and SR 200. The reliability of these corridors during emergencies is of the highest priority while also serving the daily needs of commuters, freight, and visitors.

Resiliency planning addresses risks such as flooding, storm damage, and long-term climate impacts that can compromise safety and mobility. Strategies include incorporating redundant connections to reduce reliance on a single corridor, applying design standards that account for flooding and stormwater management, and integrating operational tools that improve response and recovery times. Through coordination with state and local partners, the LRTP ensures that transportation investments not only support daily mobility but also provide a robust and adaptable system that protects residents, visitors, and the regional economy in times of crisis.





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CHAPTER 7

Plan Implementation

7 PLAN IMPLEMENTATION

Implementation of the LRTP Cost Feasible Plan relies on a closely coordinated inter-agency process whereby implementing agencies program available funding, including the resources necessary to design, acquire right of way, and construct the infrastructure improvements. Continued collaboration between the TPO and its planning and implementation agency partners is critical to maintain consistency between the LRTP and local priorities. There are several components of the 2050 LRTP, and the plan update process in particular, that can facilitate ongoing collaboration and implementation of the LRTP. Chief among them is a continued focus on system and facility performance as a primary basis for investment decisions. The TPO can leverage performance monitoring and target setting results to support this process.

7.1 Amending the Plan

The next regularly scheduled plan update will occur in 2030, in adherence with the federal requirement to update the LRTP at least every five years. That schedule does not, however, preclude regular updates to the plan that do not necessarily involve the full plan update process described earlier in this document. The TPO has established a biannual LRTP amendment schedule. The two cycles of amendments are tentatively scheduled for May and November of every year. There are two types of updates that can be made that do not require a full plan update process:

Administrative modifications can be made to the plan to reflect marginal changes in project funding sources, project cost, or year of implementation. These types of modifications do not require a public involvement process or a review of the entire cost feasible plan to demonstrate cost feasibility.

Plan amendments can also be made if the TPO wants to add a new project or projects to the cost feasible plan, or if the scope and cost of a project in the Cost Feasible Plan changes by a margin of fifty percent or greater. Such an amendment does require adherence to the TPO's Public Involvement Plan and analysis determining that the Cost Feasible Plan is in fact still demonstrably cost feasible, relative to updated project costs and revenues by time band.

The LRTP can be amended at any time, provided the required process is followed, depending on the nature of the amendment. The TPO does not have to extend the planning horizon of the LRTP for administrative modifications or amendments. Florida Statute requires that the Ocala Marion TPO Board adopt amendments to the LRTP by a recorded call vote or hand-counted vote of the majority of the membership present. The amended long-range plan is to be distributed in accordance with the FDOT MPO Handbook Requirements.

7.2 The Next Five Years

The TPO has a clear vision for the transportation system, providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including an emphasis on projects to support important transportation corridors within the county. The Ocala Marion TPO 2050 LRTP will remain in effect for five years until its update, anticipated to be completed by October 2030.





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Appendix A

Performance Measures and Targets

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Ocala Marion TPO Performance Targets and Measuring

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have established national performance measures and requirements for State Departments of Transportation (DOTs), Metropolitan and Transportation Planning Organizations (MPOs/TPOs), and transit operators to set and report performance targets for each measure.

To determine progress toward national transportation goals, these agencies and organizations must establish baseline data and performance targets—benchmarks used to evaluate whether transportation investments are effectively advancing safety, infrastructure condition, system performance, and other federal priorities.

In compliance with these requirements, the Ocala Marion TPO incorporates the National Performance Management Measures into the long-range planning process. These measures are directly linked to the LRTP Vision, Goals, and Objectives described in Chapter 2 and form the basis for performance-based planning and programming.

The following tables summarize the adopted targets, baseline conditions, and latest available performance data. Together they constitute the System Performance Report for 2050 LRTP, documenting how the TPO and its partners are tracking and achieving progress toward federal and state performance goals.

1.1.1 *Safety Performance Measures (PM 1)*

As outlined in the Safe System approach promoted by FHWA, the death or serious injury of any person is unacceptable. Consequently, the TPO and FDOT are fully committed to Vision Zero. FDOT has set a statewide target of “0” for all five safety performance measures. Vision Zero and Target Zero are discussed in greater detail in the Strategic Highway Safety Plan and the Florida Transportation Plan. FDOT set statewide safety (PM1) performance targets on August 31, 2023. The TPO was then required within 180 days to either adopt FDOT’s targets or set their own targets.

On February 27, 2018, the Ocala Marion TPO Board first adopted safety performance targets to better track progress and reflect greater accountability to the public. In November 2022, the TPO Board adopted Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. 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 annually update targets.

On January 28, 2025, the TPO Board again adopted its own quantifiable safety targets. Table 1 displays the safety performance targets in 2023 and 2025 from FDOT and the TPO.

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Table 1: Safety Performance Measure Targets and Results

Safety Performance Measures	FDOT Targets (2025)	TPO 2025 Targets (not to exceed)	TPO 2024 Targets (not to exceed)	TPO 2024 Target Results	TPO 2024 Targets Met?
Number of Fatalities	0	87	92	113	No
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.79	1.88	2.18	No
Number of Serious Injuries	0	373	393	317	Yes
Rate of Serious Injuries per 100 Million VMT	0	7.63	8.03	6.13	Yes
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	50	53	64	Yes

1.1.2 Pavement and Bridge Condition Performance Measures (PM 2)

Pavement condition and bridge condition are both measured as the share of Interstate and non-Interstate NHS lane-miles in “good” or “poor” condition. FDOT established two-year and four-year statewide targets for pavement and bridge condition on December 16, 2022. The Ocala Marion TPO Board adopted these targets on March 28, 2023, committing to plan and program projects in the TIP that support progress toward achieving statewide goals.

Table 2 displays the adopted two- and four-year pavement and bridge targets, with 2021 results only as a frame of reference. The TPO will monitor and report on the 2023 and 2025 results in future reporting to the TPO Board, Committees and public.

Table 2: Performance Measure Targets and Results – Pavement and Bridge Condition

Pavement and Bridge Condition Performance Measures (PM 2)	FDOT / TPO 2023 Targets (2-Year)	2023 Target Results	2023 Targets Met?	FDOT / TPO 2025 Targets (4-Year)
Pavement Condition				
Percent of Interstate pavements in Good condition	60%	54.3%	No*	60%
Percent of Interstate pavements in Poor condition	5.0%	0.3%	Yes	5.0%
Percent of non-Interstate NHS pavements in Good condition	40%	53.7%	Yes	40%
Percent of non-Interstate NHS pavements in Poor condition	5.0%	0.5%	Yes	5.0%
Bridge Condition				
Percent of NHS bridges by deck area in Good condition	50%	59.1%	Yes	50%
Percent of NHS bridges by deck area in Poor condition	10%	0.0%	Yes	5%

*Note: Resurfacing on portions of I-75 which are scheduled for widening

1.1.3 Highway System Performance Measures (PM 3)

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 and Truck Travel Time Reliability (TTTR) Index, comparing truck travel times.

FDOT established two-year and four-year statewide targets for system performance on December 16, 2022. The TPO was required to adopt the state targets or set their own no later than June 14, 2023. On March 28, 2023, the TPO Board agreed to adopt the two- and four-year state targets, agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The targets represent system performance at the end of both target years. Table 3 displays the most current System Performance measure targets and results.

Table 3: Performance Measure Targets and Results – System Performance

System Performance Measure (PM 3)	FDOT / TPO 2023 Targets (2-Year)	2023 Target Results	2023 Targets Met?	FDOT / TPO 2025 Targets (4-Year)
Percent of person-miles on the Interstate system that are reliable (LOTTR)	75%	100%	Yes	75%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	50%	97.0%	Yes	60%
Truck Travel Time Reliability (TTTR)	1.75	1.72	Yes	2.00

1.1.4 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.

SunTran, the local public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, 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 January 2023, the City of Ocala set transit asset management targets, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets. In May 2025, SunTran updated their targets (Table 4).

Table 4: Performance Measure Targets and Results – Transit Asset Management

Transit Asset Class	2025 Performance	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
Rolling Stock						
Buses	0%	0%	0%	0%	0%	0%
Cutaways	100%	0%	0%	0%	0%	0%
Equipment						
Non-Revenue Vehicles	0%	0%	0%	0%	0%	0%
Facilities						
Administrative and Maintenance Facility	0%	0%	0%	0%	0%	0%

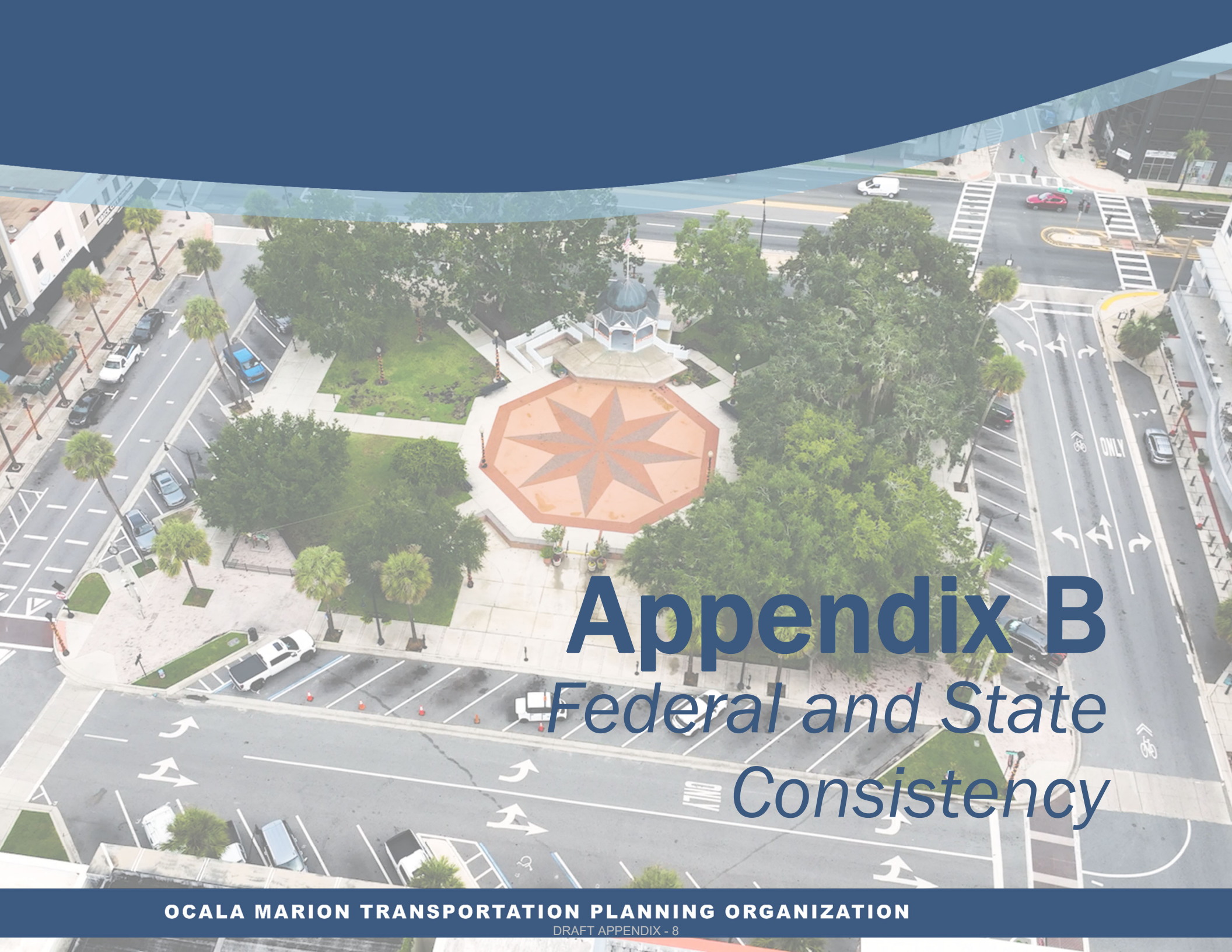
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On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 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. A TPO then has 180 days from the adoption of the PTASP targets set by the public transit agency (SunTran) to adopt or develop their own independent targets.

In compliance with Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d), SunTran approved an update to its PTASP in January and May of 2025. The update included reaffirmed safety targets as displayed in **Table 5** below.

Table 5: SunTran Transit Safety 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	0.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0



Appendix B

Federal and State Consistency

APPENDIX B

A matrix showing consistency between the LRTP Goals and the goals from the IIJA is shown in Table 1.

Table 1. Ocala Marion 2050 LRTP Goals and IIJA Federal Goals

IIJA Federal Goals	Ocala Marion 2050 LRTP Goals							
	Safety and Security	Accessible Multimodal Travel Choices	System Preservation	Economic Development	Community Needs	Environmental Protection	Quality Places	Implementation
Safety	●	●	●		●	●	●	●
Infrastructure Condition	●		●	●	●			●
Congestion Reduction				●	●			●
System Reliability		●	●	●	●		●	●
Freight Movement & Economic Vitality			●	●	●			●
Environmental Sustainability	●	●	●		●	●	●	●
Reduced Project Delivery Delays			●	●	●			●
Resilience and Climate Change	●	●			●	●	●	●
Equity	●	●			●	●	●	●

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The IIJA prescribes policy requirements and programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. These directly impact the Ocala Marion TPO and the planning activities of the agency. As such, the TPO is required to establish targets and record the associated measurements to continue to develop and assess a focused, performance-based multimodal transportation system. The Ocala Marion TPO must:

- Describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets within the LRTP
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements
- Incorporate strategies to combat climate change and improve resilience into planning processes
- Ensure that planning processes address equity and barriers to opportunity

Additionally, a matrix showing consistency between the LRTP Goals and the seven IIJA planning factors, and the LRTP Goals and the 2045 FTP Goals are shown in Tables 2 and 3, respectively.

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Table 2. Ocala Marion 2050 LRTP Goals and IJJA Planning Factors

IJJA Planning Factors	Ocala Marion 2050 LRTP Goals							
	Safety and Security	Accessible Multimodal Travel Choices	System Preservation	Economic Development	Community Needs	Environmental Protection	Quality Places	Implementation
Economic Vitality	●	●	●	●	●		●	●
Safety	●		●		●	●	●	●
Security	●	●	●		●	●	●	●
Movement of People & Freight		●	●	●	●			●
Environment & Quality of Life					●	●	●	●
Integration / Connectivity	●	●	●		●		●	●
System Management & Operation	●	●	●	●	●			●
Resiliency	●			●	●	●		●
Tourism		●	●	●	●	●		●

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Table 3. Ocala Marion 2050 LRTP Goals and 2045 FTP Goals

2045 FDOT FTP Goals	Ocala Marion 2050 LRTP Goals							
	Safety and Security	Accessible Multimodal Travel Choices	System Preservation	Economic Development	Community Needs	Environmental Protection	Quality Places	Implementation
Safety and security for residents, businesses, and visitors	●	●		●	●		●	●
Agile, resilient, and quality infrastructure	●		●	●			●	●
Connected, efficient, and reliable mobility for people and freight		●	●	●	●			●
Transportation choices that improve equity and accessibility		●			●		●	●
Transportation solutions that strengthen Florida's economy			●	●		●		●
Transportation solutions that enhance Florida's communities	●	●			●	●	●	●
Transportation solutions that enhance Florida's environment	●				●	●	●	●



Appendix C

Socioeconomic Forecast

Marion County Socioeconomic Data Forecast

POPULATION CONTROL TOTALS

The development of population control totals was one of the first steps in the 2050 socioeconomic data forecast for Marion County. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts illustrated in **Table 1. Tables 2 and 3** present the population forecast for Marion County.

Control Totals

Table 1: BEBR Data

	Base		BEBR Forecast					
	2015	2022	2025	2030	2035	2040	2045	2050
BEBR Low	341,205	403,966	392,100	401,800	406,300	406,800	405,600	402,800
BEBR Medium	341,205	403,966	417,100	446,400	471,100	491,700	510,200	526,500
BEBR High	341,205	403,966	442,100	491,000	535,900	576,500	614,800	650,300
BEBR Average of Medium and High	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400

Table 2: Population Control Totals

	2015	2022	2025	2030	2035	2040	2045	2050
Preliminary Control Totals	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400
Working Control Totals	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400
Population to Allocate (per time frame)			88,395	39,100	34,800	30,600	28,400	25,900

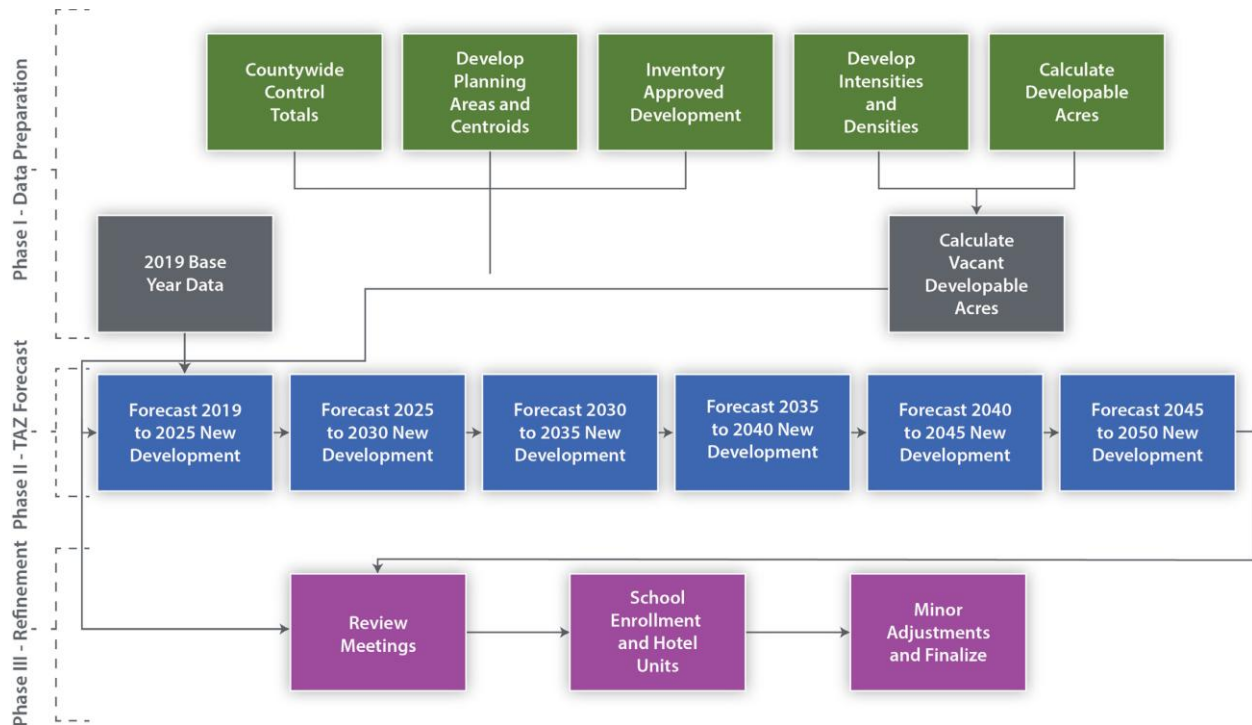
Table 3: Control Totals

	2015	2022	2025	2030	2035	2040	2045	2050	22->50
Household Population	333,186	372,285	419,504	457,686	491,668	521,549	549,281	574,573	233,368
SF Population Ratio	0.870	0.891	0.865	0.840	0.825	0.815	0.810	0.805	N/A
MF Population Ratio	0.130	0.109	0.135	0.160	0.175	0.185	0.190	0.195	N/A
Group Quarters Percent	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.024	N/A
SF Population	296,738	331,738	362,871	384,456	405,626	425,062	444,918	462,531	165,793
MF Population	36,448	40,547	56,633	73,230	86,042	96,487	104,363	112,042	75,594
Group Quarters Population	8,019		10,096	11,014	11,832	12,551	13,219	13,827	5,808
Total Permanent Population	341,205		429,600	468,700	503,500	534,100	562,500	588,400	247,195

TREND FORECAST

The Trend is developed by the process shown in Figure 1. By taking the densities and intensities of the future land use for municipalities and the county with the land use for parcel we develop the vacant developable land by TAZs. The gravity model distributes growth based on the “mass” (or attractiveness) of a TAZ multiplied by the “mass” of an activity centroid divided by the square of the distance between the two. The results of the TAZ distribution were reviewed in several meetings with staff from the Marion TPO and staff from the local municipalities. Where appropriate, adjustments were made to individual TAZs based on the feedback received from staff. This process is illustrated in **Figure 1**.

Figure 1: Land Use Allocation Process

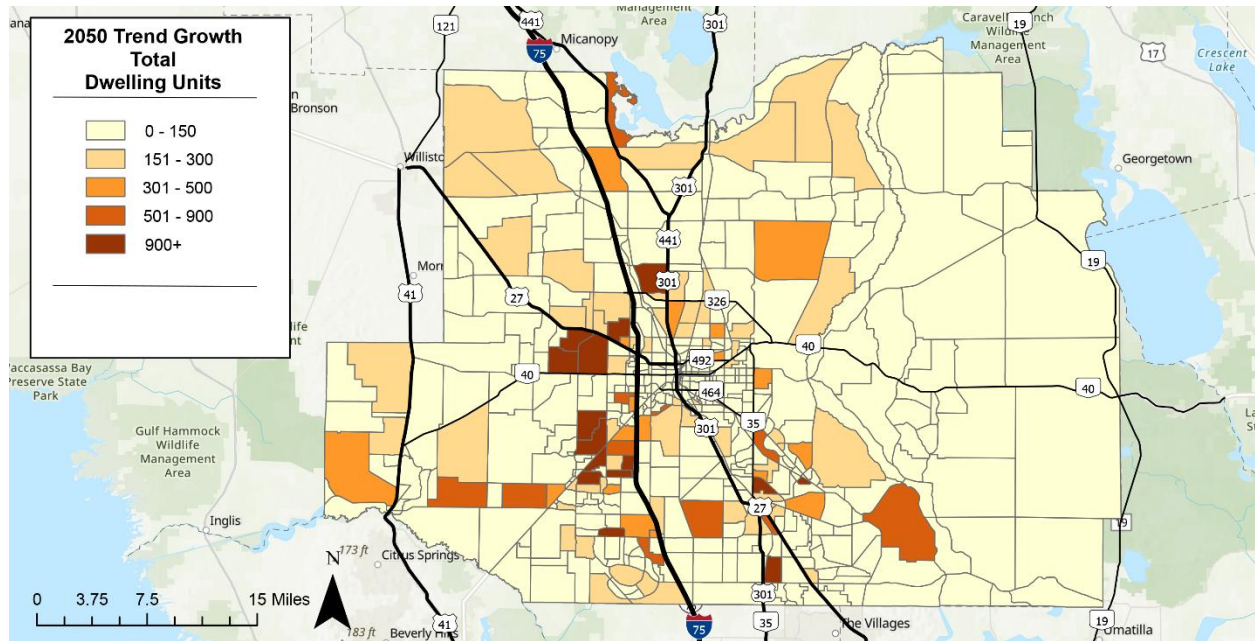


For the forecasted data we have considered the 2015 base year data with considerations from the Department of Transportation (DOT) 2022 Model that was in development. The forecasted 2050 population and dwelling units are summarized in **Table 4**, while **Figure 2** shows the difference between the base year and the forecast year for single- and multi-family dwelling units.

Table 4: Marion County Trend Population Growth

	Base Year	Reduced Growth Trend Forecast	
	2025	2050	Growth
Dwelling Units			
Single Family	177,804	224,032	46,228
Multi Family	29,256	55,212	25,956
Total	207,060	279,244	72,184

Figure 2: Marion County Trend Population Growth



Trend the Trend data we then created two different population scenarios to capture other forms of growth.

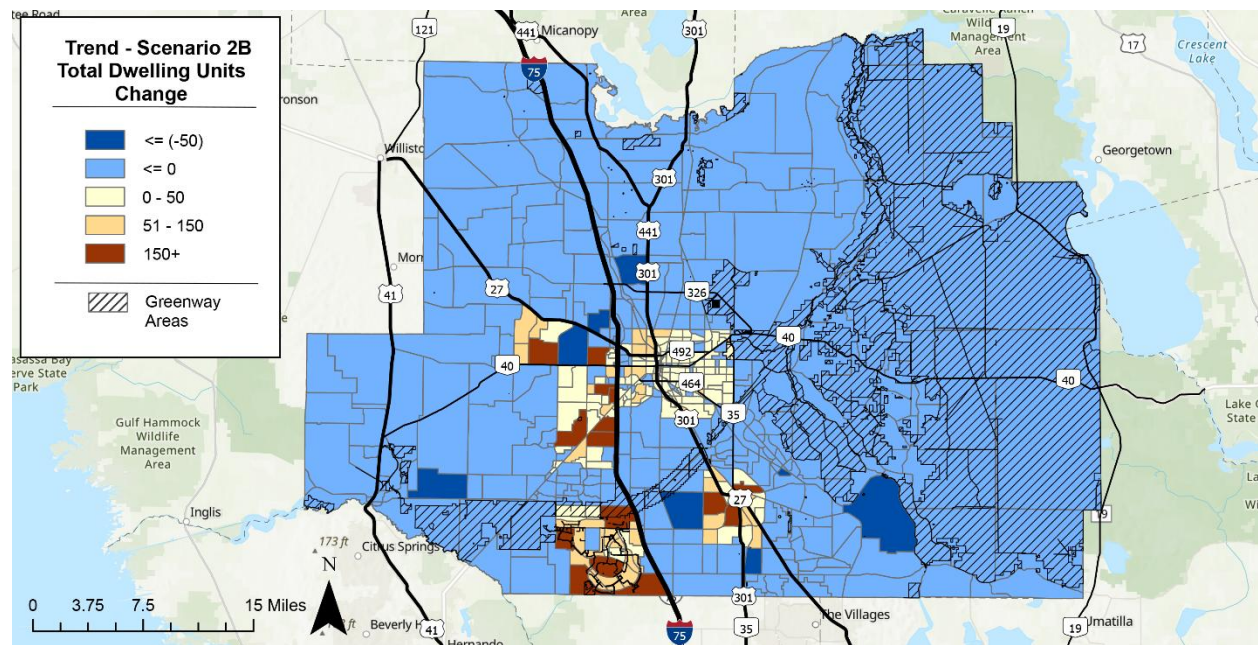
SCENARIO 2

This scenario was conducted by decreasing the amount of population except for in specific areas. This allowed us to evaluate the volume within the Downtown Ocala area and along areas specified by the county. In **Table 5** you can see the growth and the differences in population from the Trend Forecast. **Figure 3** assists in visualizing the growth for this scenario.

Table 5: Scenario 2 Population Growth

	Base Year	Reduced Growth Scenario 2 Forecast		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 2	
Dwelling Units					
Single Family	177,804	223,899	38,478	-133	-0.06%
Multi Family	29,256	55,415	22,894	203	0.37%
Total	207,060	279,314	61,372	70	0.02%

Figure 3: Scenario 2 Population Growth



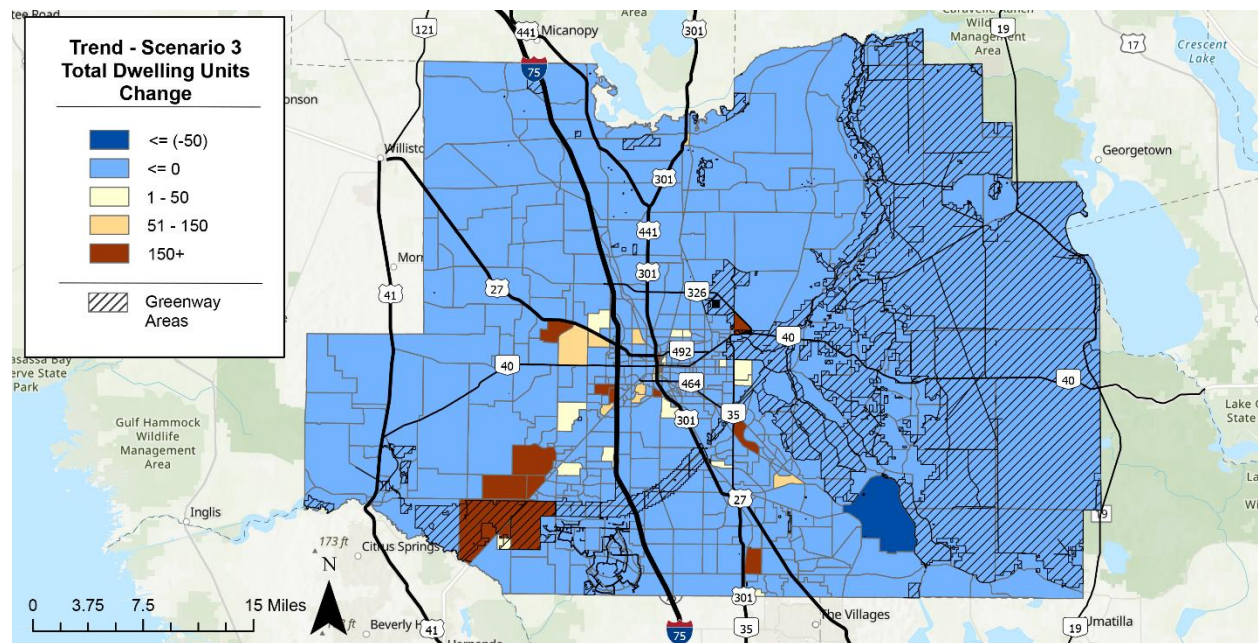
SCENARIO 3

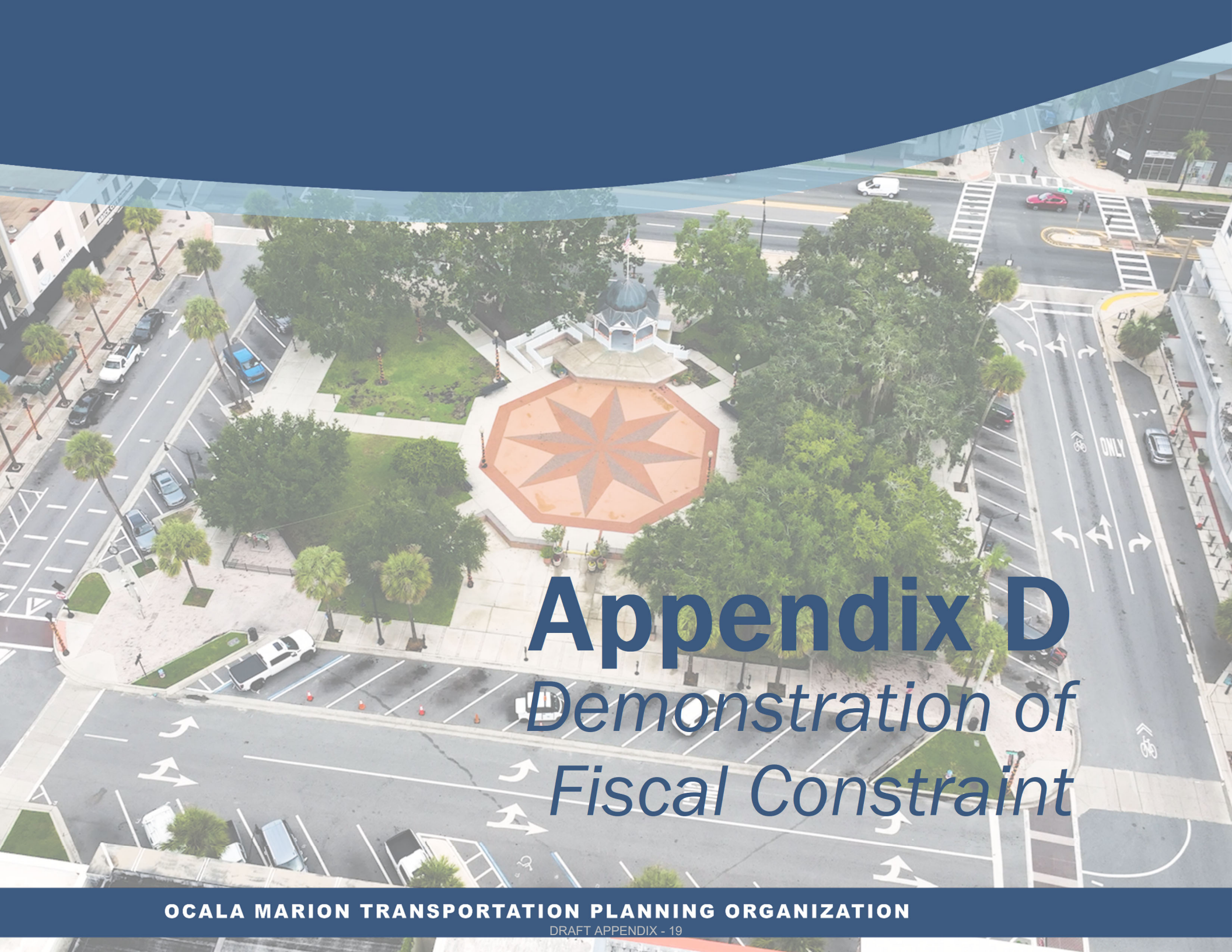
This scenario was conducted by decreasing the amount of Single Family and increasing the amount of Multi Family. This was done by taking the single family and adding it to the multi family. We did add more multi family from the single family. Especially from the identified by the county on the US-200 corridor. In **Table 6** you can see the growth and the differences in population from the Trend Forecast. **Figure 4** assists in visualizing the growth for this scenario.

Table 6: Scenario 3 Population Growth

	Base Year	Reduced Growth Scenario 3 Forecast		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 3	
Dwelling Units					
Single Family	177,804	217,217	39,413	-6815	-3.04%
Multi Family	29,256	63,338	34,082	8126	14.72%
Total	207,060	280,555	73,495	1311	0.47%

Figure 4: Scenario 3 Population Growth





Appendix D

Demonstration of Fiscal Constraint

Demonstration of Fiscal Constraint

Federal law requires that the LRTP demonstrate fiscal constraint by balancing identified revenues with the cost of planned projects. The following table summarizes anticipated revenues from federal, state, and local sources for both capital investments and operations and maintenance (O&M) over the planning horizon. Revenues are allocated across time bands to reflect the availability of funds and ensure that projects included in the plan are financially feasible within projected funding levels. **Table 1** shows the forecasted revenues and project costs in PDV, and **Table 2** shows the same data in YOE.

The contingency and balance lines shown in the tables reflect the plan's ability to remain fiscally constrained while also retaining flexibility. Positive balances serve as a reserve that can be applied to address inflation, cost adjustments, or new priorities that emerge over time. In the event of a shortfall, project schedules, scopes, or funding sources may be adjusted to maintain fiscal balance while preserving the long-term vision of the plan.

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Table 1: Demonstration of Fiscal Constraint (PDV)

Demonstration of Fiscal Constraint (Present Day Value)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$38,495,349	\$12,906,410	\$55,150,000	\$106,551,759
Federal/State Revenue for Capital	\$31,715,656	\$27,054,725	\$44,010,600	\$102,780,981
Local Revenue for Capital	\$270,127,430	\$264,291,115	\$465,673,825	\$1,000,092,370
Contingency for Capital*	N/A	\$869,961	\$800,585	N/A
Subtotal for Capital Projects	\$340,338,435	\$305,122,211	\$565,635,010	\$1,211,095,657
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded Capital Projects	\$69,341,044	\$40,030,511	\$99,961,185	\$209,332,741
Locally-Funded Capital Projects	\$270,127,430	\$264,291,115	\$465,673,825	\$1,000,092,370
Capital Revenue Balance*	\$869,961	\$800,585	\$0	\$0
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federal/State Revenue for O&M	\$48,082,211	\$39,357,485	\$62,916,296	\$150,355,992
Local Revenue for O&M	\$110,085,500	\$111,019,500	\$224,843,000	\$445,948,000
Subtotal for O&M Projects	\$158,167,711	\$150,376,985	\$287,759,296	\$596,303,992
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded O&M Projects	\$48,082,211	\$39,357,485	\$62,916,296	\$150,355,992
Locally-Funded O&M Projects	\$110,085,500	\$111,019,500	\$224,843,000	\$445,948,000
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$869,961	\$800,585	\$0	\$0

* Contingency for Capital is treated as a rollover reserve between time periods. The amount is carried forward and adjusted by inflation using the formula $Contingency_T = Contingency_{T-1} \times (Inflation_T / Inflation_{T-1})$.

Contingency balances are used to absorb available surplus and are not applied to cover deficits.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 2: Demonstration of Fiscal Constraint (YOE)

Demonstration of Fiscal Constraint (Year of Expenditure)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$49,659,000	\$20,134,000	\$106,991,000	\$176,784,000
Federal/State Revenue for Capital	\$40,913,196	\$42,205,371	\$85,380,564	\$168,499,132
Local Revenue for Capital	\$348,464,385	\$412,294,140	\$903,407,220	\$1,664,165,745
Contingency for Capital*	N/A	\$94,094,589	\$116,880,478	N/A
Subtotal for Capital Project Revenues	\$439,036,581	\$568,728,101	\$1,212,659,262	\$2,220,423,944
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded Capital Projects	\$12,763,209	\$62,447,597	\$193,924,699	\$269,135,506
Locally-Funded Capital Projects	\$348,464,385	\$412,294,140	\$903,407,220	\$1,664,165,745
Capital Revenue Balance*	\$77,808,987	\$93,986,364	\$115,327,342	\$0
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federal/State Revenue for O&M	\$62,026,052	\$61,397,676	\$122,057,615	\$245,481,343
Local Revenue for O&M	\$142,010,295	\$173,190,420	\$436,195,420	\$751,396,135
Subtotal for O&M Project Revenues	\$204,036,347	\$234,588,096	\$558,253,035	\$996,877,478
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded O&M Projects	\$62,026,052	\$61,397,676	\$122,057,615	\$245,481,343
Locally-Funded O&M Projects	\$142,010,295	\$173,190,420	\$436,195,420	\$751,396,135
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$77,808,987	\$93,986,364	\$115,327,342	\$0

* Contingency for Capital is treated as a rollover reserve between time periods. The amount is carried forward and adjusted by inflation using the formula:
 $Contingency_T = Contingency_{T-1} \times (Inflation_T / Inflation_{T-1})$.

Contingency balances are used to absorb available surplus and are not applied to cover deficits.



Appendix E

Revenue Forecast Guidance

TECHNICAL MEMORANDUM



To: 2050 LRTP/MTP File Documents

From: CFMPOA Executive Directors

CC: FDOT District 5

Date: October 1, 2024

Subject: Agreement and Approach for Distributing Federal Districtwide Funding for 2050 Plans

This memorandum summarizes the coordination, methodology, and consensus reached by MetroPlan Orlando, Lake-Sumter MPO, River to Sea TPO (Volusia-Flagler TPO), Space Coast TPO, Ocala/Marion TPO, and FDOT District Five for purposes of distributing federal districtwide funding projections for 2050 Long Range Transportation Plans.

Background

Federal and state revenue forecasts for Long Range Transportation Plans are prepared by FDOT Central Office for use by Florida's 27 MPO/TPOs in developing Cost Feasible Plans. Traditionally, the revenue forecast distributed all federal funds by MPO area for planning purposes, using a standardized approach. The [2050 Revenue Forecast Handbook](#) did not distribute estimates for all federal funds by MPO, rather, the funds were distributed to each FDOT District into four sub-categories: "any area", for areas with population less than 5,000; for areas with population from 5,000 to 49,999; and for areas with population from 50,000 to 200,000; and noting "MPOs should work with their FDOT District Liaison to identify planned projects for this funding sources". The FDOT-MPO Program Management Handbook, LRTP Chapter, states: "MPOs should coordinate with their Districts for the funds estimated on the District Level. Through cooperative coordination, the District and MPOs can determine how funds are distributed between the MPOs and District". Following a collaborative approach, the MPO/TPOs in FDOT District 5 reviewed alternatives and made a consensus-based recommendation to FDOT District 5. FDOT District Five concurred with the methodological recommendation of the MPO/TPOs. The method and data sources are summarized in the following sections of the memorandum.

Methodology

The methodology for distributing revenues uses the districtwide revenue estimates (STBG, TAL, CRP) provided by FDOT Central Office as part of the 2050 Revenue Forecast Handbook and population projections provided by the University of Florida's Bureau of Economic and Business Research (BEBR). Tables 1, 2, and 3 show the districtwide revenue estimates for Surface Transportation Block Grant (STBG), Transportation Alternative (TA), and Carbon Reduction Program (CRP). These districtwide revenue projections serve as control totals and are shown in Millions of Dollars.

Table 1 | Districtwide Revenue Estimate for STBG (Surface Transportation Block Grant), District 5

STBG	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
SA	\$ 90.87	\$ 252.81	\$ 302.19	\$ 302.19	\$ 604.38	\$ 1,208.76
SN	\$ 8.20	\$ 29.59	\$ 30.00	\$ 30.00	\$ 60.01	\$ 120.01
SM	\$ 2.94	\$ 5.51	\$ 5.56	\$ 5.56	\$ 11.12	\$ 22.24
SL	\$ 15.82	\$ 54.46	\$ 55.96	\$ 55.96	\$ 111.92	\$ 223.84
District 5 Total	\$ 117.83	\$ 342.37	\$ 393.71	\$ 393.71	\$ 787.43	\$ 1,574.85

Note: SA (Any Area), SN (Population less than 5,000), SM (Population 5,000 to 49,999), SL (Population 50,000 to 200,000). Only the Lake-Sumter MPO and Ocala-Marion TPO are eligible for SN, SM, and SL funds.

Table 2 | Districtwide Revenue Estimate for TA (Transportation Alternatives), District 5

TA (District 5)	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
TALT	\$ 14.04	\$ 34.89	\$ 36.79	\$ 36.79	\$ 73.58	\$ 147.16
TALN	\$ 1.74	\$ 4.41	\$ 4.44	\$ 4.44	\$ 8.89	\$ 17.77
TALM	\$ 0.32	\$ 0.82	\$ 0.82	\$ 0.82	\$ 1.65	\$ 3.29
TALL	\$ 3.24	\$ 7.28	\$ 8.29	\$ 8.29	\$ 16.58	\$ 33.16
District 5 Total	\$ 19.34	\$ 47.40	\$ 50.34	\$ 50.34	\$ 100.70	\$ 201.38

Note: TALT (Any Area), TALN (Population less than 5,000), TALM (Population 5,000 to 49,999), TALL (Population 50,000 to 200,000). Only the Lake-Sumter MPO and Ocala-Marion TPO are eligible for TALN, TALM, and TALL funds.

Table 3 | Districtwide Revenue Estimate for CRP (Carbon Reduction Program), District 5

CRP (District 5)	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
CARB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CARN	\$ 1.93	\$ 3.66	\$ 3.68	\$ 3.68	\$ 7.37	\$ 14.73
CARM	\$ 0.49	\$ 0.68	\$ 0.68	\$ 0.68	\$ 1.37	\$ 2.73
CARL	\$ 3.75	\$ 7.35	\$ 7.35	\$ 7.35	\$ 14.69	\$ 29.39
District 5 Total	\$ 6.17	\$ 11.69	\$ 11.71	\$ 11.71	\$ 23.43	\$ 46.85

Note: CARB (Any Area), CARN (Population less than 5,000), CARM (Population 5,000 to 49,999), CARL (Population 50,000 to 200,000). Only the Lake-Sumter MPO and Ocala-Marion TPO are eligible for CARN, CARM, and CARL funds.

Population related inputs were extracted from BEBR Projections of Florida Population by County 2025-2050 ([Volume 57, Bulletin 198, January 2024](#)). Funding for these projections was provided by the Florida Legislature. BEBR provides a range including high, medium, and low population projections for each county. BEBR describes the medium series as “the most accurate forecasts of future population change” and notes that the sum of the medium series of county projections equals the state projection for each year (except for slight difference due to rounding) while the sum of the low and high series does not equal the state projections. Considering these factors, for purposes of this methodology, the medium series of population was selected. Table 4 shows the medium series of population projections and Table 5 shows population percentage for each county in FDOT District 5.

Table 4 | County Population Estimates, 2025-2050

County	2025	2030	2035	2040	2050	% Growth: 2025-2050
Orange	1,547,200	1,664,100	1,755,300	1,825,600	1,933,600	24.97%
Osceola	469,000	531,600	582,300	623,800	695,000	48.19%
Seminole	497,400	520,200	537,200	549,700	569,000	14.39%
Lake	434,900	478,500	513,600	541,700	589,200	35.48%
Sumter	166,500	190,700	210,900	227,400	256,100	53.81%
Volusia	598,900	630,900	657,200	678,600	709,900	18.53%
Brevard	658,300	694,600	724,600	748,300	784,500	19.17%
Marion	417,100	446,400	471,100	491,700	526,500	26.23%
Flagler	137,400	152,900	166,700	178,100	196,600	43.09%
District 5 Total	4,926,700	5,309,900	5,618,900	5,864,900	6,260,400	27.07%

Table 5 | Percentage of County Population Estimates, FDOT District 5, 2025-2050

County	%2025	%2030	%2035	%2040	%2050	Growth Avg.: 2025-2050
Orange	31.40%	31.34%	31.24%	31.13%	30.89%	31.20%
Osceola	9.52%	10.01%	10.36%	10.64%	11.10%	10.33%
Seminole	10.10%	9.80%	9.56%	9.37%	9.09%	9.58%
Lake	8.83%	9.01%	9.14%	9.24%	9.41%	9.13%
Sumter	3.38%	3.59%	3.75%	3.88%	4.09%	3.74%
Volusia	12.16%	11.88%	11.70%	11.57%	11.34%	11.73%
Brevard	13.36%	13.08%	12.90%	12.76%	12.53%	12.93%
Marion	8.47%	8.41%	8.38%	8.38%	8.41%	8.41%
Flagler	2.79%	2.88%	2.97%	3.04%	3.14%	2.96%
District 5 Total	100.00%	100.00%	100.00%	100.00%	100.00%	-

BEBR county population projections were then combined consistent with the Metropolitan Planning Area (MPA) boundaries identified in each MPO/TPO's adopted Apportionment Plans. For example, MetroPlan Orlando's MPA includes Orange, Osceola, and Seminole Counties. Table 6 shows the medium series of population projections and Table 7 shows population percentage for each Metropolitan Planning Area in FDOT District 5.

Table 6 | Population Estimates by Metropolitan Planning Area, 2025-2050

MPO / TPO	2025	2030	2035	2040	2050	% Growth: 2025-2050
MetroPlan Orlando	2,513,600	2,715,900	2,874,800	2,999,100	3,197,600	27.21%
Lake-Sumter MPO	601,400	669,200	724,500	769,100	845,300	40.56%
Volusia-Flagler TPO	736,300	783,800	823,900	856,700	906,500	23.12%
Space Coast TPO	658,300	694,600	724,600	748,300	784,500	19.17%
Ocala-Marion TPO	417,100	446,400	471,100	491,700	526,500	26.23%
District 5 Total	4,926,700	5,309,900	5,618,900	5,864,900	6,260,400	27.07%

Table 7 | Percentage of Metropolitan Planning Area Population Estimates, FDOT District 5, 2025-2050

MPO / TPO	%2025	%2030	%2035	%2040	%2050	Growth Avg.: 2025-2050
MetroPlan Orlando	51.02%	51.15%	51.16%	51.14%	51.08%	51.11%
Lake-Sumter MPO	12.21%	12.60%	12.89%	13.11%	13.50%	12.86%
Volusia-Flagler TPO	14.95%	14.76%	14.66%	14.61%	14.48%	14.69%
Space Coast TPO	13.36%	13.08%	12.90%	12.76%	12.53%	12.93%
Ocala-Marion TPO	8.47%	8.41%	8.38%	8.38%	8.41%	8.41%
District 5 Total	100.00%	100.00%	100.00%	100.00%	100.00%	-

Due to federal funding stipulations pertaining to urban area population, not all MPO/TPOs are eligible for certain funding types. MPO/TPOs with an urban area population greater than 200,000 are designated as Transportation Management Areas (TMA). Based on the findings of the 2020 Census and Urban Area Boundary update process, the Lake-Sumter MPO and the Ocala-Marion TPO are not designated as TMAs. Due to their non-TMA status, these MPOs are eligible for federal funding for areas with a population less than 200,000. This includes SN, SM, SL, TALN, TALM, TALL, CARN, CARM, and CARL fund types. In coordination with FDOT and the affected MPO/TPOs, it was agreed to use a consistent approach for distributing projected revenues for all federal fund types.

Table 8 and Table 9 provide population and percentage of population breakouts for non-TMA MPO/TPOs.

Table 8 | Population Estimates for Non-TMA MPO/TPOs, District 5, 2025-2050

MPO / TPO	2025	2030	2035	2040	2050	% Growth: 2025-2050
Lake-Sumter MPO	601,400	669,200	724,500	769,100	845,300	40.56%
Ocala-Marion TPO	417,100	446,400	471,100	491,700	526,500	26.23%
District 5 Subset Total	1,018,500	1,115,600	1,195,600	1,195,600	1,260,800	23.79%

Table 9 | Percentage of Non-TMA MPO/TPO Population Estimates, FDOT District 5, 2025-2050

MPO / TPO	2025	2030	2035	2040	2050	Growth Avg.: 2025-2050
Lake-Sumter MPO	59.05%	59.99%	60.60%	61.00%	67.04%	61.54%
Ocala-Marion TPO	40.95%	40.01%	39.40%	39.00%	41.76%	40.22%
District 5 Subset Total	100.00%	100.00%	100.00%	100.00%	100.00%	-

All MPO/TPOs are eligible for the districtwide “Any Area” funds. In distributing “Any Area” fund types for planning purposes, the FDOT District 5 total for each federal districtwide fund type (SA, TALT, CARB) was multiplied by the each MPO/TPOs population percentage, relative to the district total (sum of nine county population projection). Population estimates utilized in distributing “Any Area” funds are shown on Table 6 and 7.

$$\begin{array}{|c|} \hline \text{Districtwide (D5) Funds} \\ \text{for Any Area} \\ \hline \end{array} \times \begin{array}{|c|} \hline \text{MPO/TPO Percentage} \\ \text{of District 5 Population} \\ \hline \end{array} = \begin{array}{|c|} \hline \text{Proportionate Share} \\ \text{for 2050 Planning Purposes} \\ \hline \end{array}$$

The Lake-Sumter MPO and Ocala-Marion TPO are also eligible for federal funding for areas with population less than 5,000; population 5,000 to 49,999; and population 50,000 to 200,000 (SN, SM, SL, TALN, TALM, TALL, CARN, CARM, CARL fund types). In distributing these funds, population estimates utilized are shown on Tables 8 and 9

$$\begin{array}{|c|} \hline \text{Districtwide (D5) Funds for} \\ \text{areas with pop. < 200,000} \\ \hline \end{array} \times \begin{array}{|c|} \hline \text{Percentage of Eligible} \\ \text{MPO/TPO Population} \\ \hline \end{array} = \begin{array}{|c|} \hline \text{Proportionate Share} \\ \text{for 2050 Planning Purposes} \\ \hline \end{array}$$

See Appendix (pages 7-9) for detailed projection breakout tables for each districtwide federal fund type by MPO/TPO.

Summary of Projected Districtwide Revenues by MPO/TPO

Utilizing the methodology, control totals and parameters described above, the following tables display the revenue summary for federal districtwide funds by MPO/TPO within FDOT District Five. The summary tables below (Table 10 – Table 15) only include SA, SN, SM, SL, TALT, TALN, TALM, TALL, CARB, CARN, CARM, and CARL federal funds. Transportation Management Area (TMA) funds (SU, TALU, CARU) and federal/state “Other Roads” (Non-SIS, NON-SHS) funds are excluded from the tables below as these set-asides are included for each designated MPO/TPO in the published 2050 Revenue Forecast Handbook. Projections below shown in Millions of Dollars.

Table 10 | MetroPlan Orlando (Orange, Osceola, and Seminole Counties)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 46.70	\$ 128.98	\$ 154.56	\$ 154.61	\$ 309.06	\$ 747.22
TAL-T	\$ 7.22	\$ 17.80	\$ 18.82	\$ 18.82	\$ 37.63	\$ 93.07
CAR-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO Subtotal	\$ 53.92	\$ 146.78	\$ 173.38	\$ 173.43	\$ 346.68	\$ 840.28

Table 11 | Lake-Sumter MPO (Lake and Sumter Counties)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 10.48	\$ 30.86	\$ 38.08	\$ 38.96	\$ 79.26	\$ 187.17
STBG - SN	\$ 4.74	\$ 17.47	\$ 18.00	\$ 18.18	\$ 36.61	\$ 90.25
STBG - SM	\$ 1.70	\$ 3.25	\$ 3.34	\$ 3.37	\$ 6.78	\$ 16.74
STBG - SL	\$ 9.14	\$ 32.16	\$ 33.57	\$ 33.91	\$ 68.27	\$ 167.91
TAL-T	\$ 1.62	\$ 4.26	\$ 4.64	\$ 4.74	\$ 9.65	\$ 23.29
TAL-N	\$ 1.00	\$ 2.60	\$ 2.66	\$ 2.69	\$ 5.42	\$ 13.38
TAL-M	\$ 0.18	\$ 0.48	\$ 0.49	\$ 0.50	\$ 1.01	\$ 2.48
TAL-L	\$ 1.87	\$ 4.30	\$ 4.97	\$ 5.02	\$ 10.11	\$ 24.41
CAR-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAR-N	\$ 1.11	\$ 2.16	\$ 2.21	\$ 2.23	\$ 4.50	\$ 11.09
CAR-M	\$ 0.28	\$ 0.40	\$ 0.41	\$ 0.41	\$ 0.84	\$ 2.06
CAR-L	\$ 2.17	\$ 4.34	\$ 4.41	\$ 4.45	\$ 8.96	\$ 22.16
MPO Subtotal	\$ 34.29	\$ 102.29	\$ 112.77	\$ 114.47	\$ 231.40	\$ 560.94

Table 12 | Volusia-Flagler TPO / River to Sea TPO (Volusia and Flagler Counties)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 13.65	\$ 37.78	\$ 44.61	\$ 44.31	\$ 88.28	\$ 214.98
TAL-T	\$ 2.11	\$ 5.21	\$ 5.43	\$ 5.39	\$ 10.75	\$ 26.79
CAR-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TPO Subtotal	\$ 15.75	\$ 43.00	\$ 50.04	\$ 49.70	\$ 99.03	\$ 241.77

Table 13 | Space Coast TPO (Brevard County)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 12.37	\$ 33.78	\$ 39.53	\$ 38.97	\$ 77.11	\$ 189.39
TAL-T	\$ 1.91	\$ 4.66	\$ 4.81	\$ 4.74	\$ 9.39	\$ 23.61
CAR-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TPO Subtotal	\$ 14.29	\$ 38.44	\$ 44.34	\$ 43.71	\$ 86.50	\$ 213.00

Table 14 | Ocala-Marion TPO (Marion County)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 7.67	\$ 21.40	\$ 25.40	\$ 25.34	\$ 50.67	\$ 122.81
STBG - SN	\$ 3.46	\$ 12.12	\$ 12.00	\$ 11.82	\$ 23.40	\$ 59.35
STBG - SM	\$ 1.24	\$ 2.26	\$ 2.22	\$ 2.19	\$ 4.34	\$ 11.01
STBG - SL	\$ 6.68	\$ 22.30	\$ 22.39	\$ 22.05	\$ 43.65	\$ 110.39
TAL-T	\$ 1.18	\$ 2.95	\$ 3.09	\$ 3.08	\$ 6.17	\$ 15.30
TAL-N	\$ 0.74	\$ 1.81	\$ 1.78	\$ 1.75	\$ 3.47	\$ 8.80
TAL-M	\$ 0.14	\$ 0.34	\$ 0.33	\$ 0.32	\$ 0.64	\$ 1.63
TAL-L	\$ 1.37	\$ 2.98	\$ 3.32	\$ 3.27	\$ 6.47	\$ 16.03
CAR-B	\$ -	\$ -	\$ -	\$ -		\$ -
CAR-N	\$ 0.82	\$ 1.50	\$ 1.47	\$ 1.45	\$ 2.87	\$ 7.30
CAR-M	\$ 0.21	\$ 0.28	\$ 0.27	\$ 0.27	\$ 0.53	\$ 1.35
CAR-L	\$ 1.58	\$ 3.01	\$ 2.94	\$ 2.90	\$ 5.73	\$ 14.58
TPO Subtotal	\$ 25.09	\$ 70.94	\$ 75.23	\$ 74.44	\$ 147.94	\$ 368.55

Table 15 | Revenue Projection Summary by MPO/TPO

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
MetroPlan Orlando	\$ 53.92	\$ 146.78	\$ 173.38	\$ 173.43	\$ 346.68	\$ 840.28
Lake-Sumter MPO	\$ 34.29	\$ 102.29	\$ 112.77	\$ 114.47	\$ 231.40	\$ 560.94
River to Sea TPO	\$ 15.75	\$ 43.00	\$ 50.04	\$ 49.70	\$ 99.03	\$ 241.77
Space Coast TPO	\$ 14.29	\$ 38.44	\$ 44.34	\$ 43.71	\$ 86.50	\$ 213.00
Ocala-Marion TPO	\$ 25.09	\$ 70.94	\$ 75.23	\$ 74.44	\$ 147.94	\$ 368.55
Subtotal	\$ 143.34	\$ 401.46	\$ 455.76	\$ 455.76	\$ 911.56	\$ 2,224.54

Note: Excludes federal/state "Other Roads" (Non-SIS/NON-SHS) funds and TMA funds (SU, TALU, CARU); these set-asides are included for each designated MPO/TPO in the FDOT 2050 Revenue Forecast Handbook.

Appendix: Detailed Funding Projection Tables

STBG Projections

Breakout - Districtwide Revenue Estimate for STBG - SA

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
MetroPlan Orlando	2,289,420	51.39%	\$ 46.70	2,513,600	51.02%	\$ 128.98	2,715,900	51.15%	\$ 154.56	2,874,800	51.16%	\$ 154.61	2,999,100	51.14%	\$ 309.06	\$ 747.22
Lake-Sumter MPO	513,708	11.53%	\$ 10.48	601,400	12.21%	\$ 30.86	669,200	12.60%	\$ 38.08	724,500	12.89%	\$ 38.96	769,100	13.11%	\$ 79.26	\$ 187.17
Volusia-Flagler TPO	668,921	15.02%	\$ 13.65	736,300	14.95%	\$ 37.78	783,800	14.76%	\$ 44.61	823,900	14.66%	\$ 44.31	856,700	14.61%	\$ 88.28	\$ 214.98
Space Coast TPO	606,612	13.62%	\$ 12.37	658,300	13.36%	\$ 33.78	694,600	13.08%	\$ 39.53	724,600	12.90%	\$ 38.97	748,300	12.76%	\$ 77.11	\$ 189.39
Ocala-Marion TPO	375,908	8.44%	\$ 7.67	417,100	8.47%	\$ 21.40	446,400	8.41%	\$ 25.40	471,100	8.38%	\$ 25.34	491,700	8.38%	\$ 50.67	\$ 122.81
District 5 Total	4,454,569	100%	\$ 90.87	4,926,700	100%	\$ 252.81	5,309,900	100%	\$ 302.19	5,618,900	100%	\$ 302.19	5,864,900	100%	\$ 604.38	\$ 1,461.57

Breakout - Districtwide Revenue Estimate for STBG - SN (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 4.74	601,400	59.05%	\$ 17.47	669,200	59.99%	\$ 18.00	724,500	60.60%	\$ 18.18	769,100	61.00%	\$ 36.61	\$ 90.25
Ocala-Marion TPO	375,908	42.26%	\$ 3.46	417,100	40.95%	\$ 12.12	446,400	40.01%	\$ 12.00	471,100	39.40%	\$ 11.82	491,700	39.00%	\$ 23.40	\$ 59.35
Pop Total	889,616	100%	\$ 8.20	1,018,500	100%	\$ 29.59	1,115,600	100%	\$ 30.00	1,195,600	100%	\$ 30.00	1,260,800	100%	\$ 60.01	\$ 149.60

Breakout - Districtwide Revenue Estimate for STBG - SM (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 1.70	601,400	59.05%	\$ 3.25	669,200	59.99%	\$ 3.34	724,500	60.60%	\$ 3.37	769,100	61.00%	\$ 6.78	\$ 16.74
Ocala-Marion TPO	375,908	42.26%	\$ 1.24	417,100	40.95%	\$ 2.26	446,400	40.01%	\$ 2.22	471,100	39.40%	\$ 2.19	491,700	39.00%	\$ 4.34	\$ 11.01
Pop Total	889,616	100%	\$ 2.94	1,018,500	100%	\$ 5.51	1,115,600	100%	\$ 5.56	1,195,600	100%	\$ 5.56	1,260,800	100%	\$ 11.12	\$ 27.75

Breakout - Districtwide Revenue Estimate for STBG - SL (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 9.14	601,400	59.05%	\$ 32.16	669,200	59.99%	\$ 33.57	724,500	60.60%	\$ 33.91	769,100	61.00%	\$ 68.27	\$ 167.91
Ocala-Marion TPO	375,908	42.26%	\$ 6.68	417,100	40.95%	\$ 22.30	446,400	40.01%	\$ 22.39	471,100	39.40%	\$ 22.05	491,700	39.00%	\$ 43.65	\$ 110.39
Pop Total	889,616	100%	\$ 15.82	1,018,500	100%	\$ 54.46	1,115,600	100%	\$ 55.96	1,195,600	100%	\$ 55.96	1,260,800	100%	\$ 111.92	\$ 278.30

TA Projections

Breakout - Districtwide Revenue Estimate for TA - TAL-T

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
MetroPlan Orlando	2,289,420	51.39%	\$ 7.22	2,513,600	51.02%	\$ 17.80	2,715,900	51.15%	\$ 18.82	2,874,800	51.16%	\$ 18.82	2,999,100	51.14%	\$ 37.63	\$ 93.07
Lake-Sumter MPO	513,708	11.53%	\$ 1.62	601,400	12.21%	\$ 4.26	669,200	12.60%	\$ 4.64	724,500	12.89%	\$ 4.74	769,100	13.11%	\$ 9.65	\$ 23.29
Volusia-Flagler TPO	668,921	15.02%	\$ 2.11	736,300	14.95%	\$ 5.21	783,800	14.76%	\$ 5.43	823,900	14.66%	\$ 5.39	856,700	14.61%	\$ 10.75	\$ 26.79
Space Coast TPO	606,612	13.62%	\$ 1.91	658,300	13.36%	\$ 4.66	694,600	13.08%	\$ 4.81	724,600	12.90%	\$ 4.74	748,300	12.76%	\$ 9.39	\$ 23.61
Ocala-Marion TPO	375,908	8.44%	\$ 1.18	417,100	8.47%	\$ 2.95	446,400	8.41%	\$ 3.09	471,100	8.38%	\$ 3.08	491,700	8.38%	\$ 6.17	\$ 15.30
District 5 Total	4,454,569	100%	\$ 14.04	4,926,700	100%	\$ 34.89	5,309,900	100%	\$ 36.79	5,618,900	100%	\$ 36.79	5,864,900	100%	\$ 73.58	\$ 182.05

Breakout - Districtwide Revenue Estimate for TAL-N (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 1.00	601,400	59.05%	\$ 2.60	669,200	59.99%	\$ 2.66	724,500	60.60%	\$ 2.69	769,100	61.00%	\$ 5.42	\$ 13.38
Ocala-Marion TPO	375,908	42.26%	\$ 0.74	417,100	40.95%	\$ 1.81	446,400	40.01%	\$ 1.78	471,100	39.40%	\$ 1.75	491,700	39.00%	\$ 3.47	\$ 8.80
Pop Total	889,616	100%	\$ 1.74	1,018,500	100%	\$ 4.41	1,115,600	100%	\$ 4.44	1,195,600	100%	\$ 4.44	1,260,800	100%	\$ 8.89	\$ 22.18

Breakout - Districtwide Revenue Estimate for TAL-M (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 0.18	601,400	59.05%	\$ 0.48	669,200	59.99%	\$ 0.49	724,500	60.60%	\$ 0.50	769,100	61.00%	\$ 1.01	\$ 2.48
Ocala-Marion TPO	375,908	42.26%	\$ 0.14	417,100	40.95%	\$ 0.34	446,400	40.01%	\$ 0.33	471,100	39.40%	\$ 0.32	491,700	39.00%	\$ 0.64	\$ 1.63
Pop Total	889,616	100%	\$ 0.32	1,018,500	100%	\$ 0.82	1,115,600	100%	\$ 0.82	1,195,600	100%	\$ 0.82	1,260,800	100%	\$ 1.65	\$ 4.11

Breakout - Districtwide Revenue Estimate for TAL-L (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 1.87	601,400	59.05%	\$ 4.30	669,200	59.99%	\$ 4.97	724,500	60.60%	\$ 5.02	769,100	61.00%	\$ 10.11	\$ 24.41
Ocala-Marion TPO	375,908	42.26%	\$ 1.37	417,100	40.95%	\$ 2.98	446,400	40.01%	\$ 3.32	471,100	39.40%	\$ 3.27	491,700	39.00%	\$ 6.47	\$ 16.03
Pop Total	889,616	100%	\$ 3.24	1,018,500	100%	\$ 7.28	1,115,600	100%	\$ 8.29	1,195,600	100%	\$ 8.29	1,260,800	100%	\$ 16.58	\$ 40.44

CRP Projections

Breakout - Districtwide Revenue Estimate for CAR-B

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
MetroPlan Orlando	2,289,420	51.39%	\$ -	2,513,600	51.02%	\$ -	2,715,900	51.15%	\$ -	2,874,800	51.16%	\$ -	2,999,100	51.14%	\$ -	\$ -
Lake-Sumter MPO	513,708	11.53%	\$ -	601,400	12.21%	\$ -	669,200	12.60%	\$ -	724,500	12.89%	\$ -	769,100	13.11%	\$ -	\$ -
Volusia-Flagler TPO	668,921	15.02%	\$ -	736,300	14.95%	\$ -	783,800	14.76%	\$ -	823,900	14.66%	\$ -	856,700	14.61%	\$ -	\$ -
Space Coast TPO	606,612	13.62%	\$ -	658,300	13.36%	\$ -	694,600	13.08%	\$ -	724,600	12.90%	\$ -	748,300	12.76%	\$ -	\$ -
Ocala-Marion TPO	375,908	8.44%	\$ -	417,100	8.47%	\$ -	446,400	8.41%	\$ -	471,100	8.38%	\$ -	491,700	8.38%	\$ -	\$ -
District 5 Total	4,454,569	100%	\$ -	4,926,700	100%	\$ -	5,309,900	100%	\$ -	5,618,900	100%	\$ -	5,864,900	100%	\$ -	\$ -

Breakout - Districtwide Revenue Estimate for CAR-N (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 1.11	601,400	59.05%	\$ 2.16	669,200	59.99%	\$ 2.21	724,500	60.60%	\$ 2.23	769,100	61.00%	\$ 4.50	\$ 11.09
Ocala-Marion TPO	375,908	42.26%	\$ 0.82	417,100	40.95%	\$ 1.50	446,400	40.01%	\$ 1.47	471,100	39.40%	\$ 1.45	491,700	39.00%	\$ 2.87	\$ 7.30
Pop Total	889,616	100%	\$ 1.93	1,018,500	100%	\$ 3.66	1,115,600	100%	\$ 3.68	1,195,600	100%	\$ 3.68	1,260,800	100%	\$ 7.37	\$ 18.39

Breakout - Districtwide Revenue Estimate for CAR-M (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 0.28	601,400	59.05%	\$ 0.40	669,200	59.99%	\$ 0.41	724,500	60.60%	\$ 0.41	769,100	61.00%	\$ 0.84	\$ 2.06
Ocala-Marion TPO	375,908	42.26%	\$ 0.21	417,100	40.95%	\$ 0.28	446,400	40.01%	\$ 0.27	471,100	39.40%	\$ 0.27	491,700	39.00%	\$ 0.53	\$ 1.35
Pop Total	889,616	100%	\$ 0.49	1,018,500	100%	\$ 0.68	1,115,600	100%	\$ 0.68	1,195,600	100%	\$ 0.68	1,260,800	100%	\$ 1.37	\$ 3.41

Breakout - Districtwide Revenue Estimate for CAR-L (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 2.17	601,400	59.05%	\$ 4.34	669,200	59.99%	\$ 4.41	724,500	60.60%	\$ 4.45	769,100	61.00%	\$ 8.96	\$ 22.16
Ocala-Marion TPO	375,908	42.26%	\$ 1.58	417,100	40.95%	\$ 3.01	446,400	40.01%	\$ 2.94	471,100	39.40%	\$ 2.90	491,700	39.00%	\$ 5.73	\$ 14.58
Pop Total	889,616	100%	\$ 3.75	1,018,500	100%	\$ 7.35	1,115,600	100%	\$ 7.35	1,195,600	100%	\$ 7.35	1,260,800	100%	\$ 14.69	\$ 36.74



Strategic
development

2050 REVENUE FORECAST HANDBOOK



June 2023

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INTRODUCTION

The need for the long-range revenue forecast began with federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All federal transportation acts since have required Metropolitan Planning Organizations (MPOs¹) to contain a financial plan in their Long Range Transportation Plan (LRTP²). This requirement is codified in Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Part 450.324(f)(11). Florida law also requires MPOs to have a financial plan in their LRTP (Section 339.175(7)(b), Florida Statutes.)

*Federal and Florida law
require MPOs to have a
financial plan in their LRTP.*

The federal law and regulations specify that an MPO's financial plan demonstrate how the adopted transportation plan can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The financial plan must demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues.

Additionally, the federal law indicates that the MPO, applicable transit operator, and State are to cooperatively develop estimates of funds that will be available to support plan implementation. In response, the Florida Department of Transportation (FDOT) prepares a long-range revenue forecast of federal and state funds in consultation with the Florida MPO Advisory Council (MPOAC) that can be used by all Florida's MPOs. This forecast is prepared approximately every five years to align with the LRTP update schedule for Florida's MPOs.

A statewide revenue forecast developed cooperatively provides **consistency** in the assumptions and approaches used when estimating future federal and state funding for both FDOT and MPO plan development. This includes providing estimates through the agreed upon horizon year and serves as the basis for financial planning for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) and for all 27 MPO LRTPs. Throughout the process, it is FDOT's goal to provide **transparency** with communication via working groups, regular updates to the MPOAC, and development of a handbook (this document) to detail the process for producing the revenue forecast.

This *2050 Revenue Forecast Handbook* documents the purpose, basis, and use of the handbook; an overview of roles, responsibilities, and coordination for the revenue forecast process; and the methodology details of how the forecast is prepared, produced, and delivered to each MPO.

¹ For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

² For this document, LRTP is used generally to refer to a MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

PURPOSE, BASIS, AND USE OF THE HANDBOOK

PURPOSE

The purpose of this handbook is to provide FDOT and MPO staff and consultants with the detailed process for preparing, producing, reviewing, and delivering the long-range transportation revenue forecast to the MPOs for use in their 2050 LRTP update process.

BASIS

THE OVERALL BASIS OF THE FORECAST IS SUMMARIZED IN THESE SIX POINTS:

- Follows current federal and state laws, applicable regulations, and FDOT policies. For state funds, it is based on assumptions concerning factors affecting state revenue sources such as population growth rates and motor fuel consumption and tax rates.
- Uses FDOT's Program and Resource Plan (PRP) as the financial basis for the forecast. This is the financial planning document used by FDOT for the 10-year period that includes the Five-Year Work Program.
- Considers only federal and state funds that "pass through" the FDOT Five-Year Work Program. Federal funds include all federal aid that passes through the FDOT budget. State funds include state revenues such as motor fuel taxes, motor vehicle fees, tourism-based taxes, and other sources. Turnpike Enterprise revenue estimates are not included in this revenue estimate. For Turnpike project information, refer to the [Turnpike Ten-Year Finance Plan](#).
- Consolidates the program information in the PRP into three categories for how the estimates will be provided: statewide estimates, districtwide estimates, and MPO estimates.
- Does not include estimates for local governments, local/regional authorities, private sector, federal funds that go directly to MPOs or transit operators, or other funding sources except as noted. While these other fund sources are not part of the FDOT statewide revenue forecast, they should be considered as part of the overall MPO forecast based on their information source.
- Estimates the value of money at the time it will be collected and reflects future revenue. Future revenue is often referred to as year of expenditure (YOE) dollars. Growth factors³ are applied to revenue amounts following the Five-Year Work Program. MPOs should adjust project costs to YOE dollars to ensure costs and revenues are expressed using the same time frame. Appendix E provides detail for adjusting project costs using agreed upon inflation factors⁴ to convert present day project costs to project costs in YOE dollars. Therefore, all amounts in the forecast are expressed in YOE dollars.

³ For this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050.

⁴ For this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure.

HANDBOOK USE

Florida's MPOs are advised to use the revenue estimates provided by FDOT along with this handbook to assist in the update of their LRTPs. However, if an MPO does not use the FDOT revenue forecast, they are required to develop their own independent forecast and document the methodology used to produce their own revenue forecast.

Federal Highway Administration (FHWA) recommends (based on 23 CFR 450.324(f)(11)(ii)) that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development and provide stakeholders with information and the analysis performed to produce the anticipated revenues. This is also documented in the *2018 Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs* provided by the FHWA Florida Division Office. In the case that an MPO develops their own independent forecast, it is advised that documentation of the assumptions be included in the LRTP.

*FHWA recommends that the
FDOT 2050 Revenue Forecast
be included in an appendix to
the LRTP to demonstrate
cooperative development.*

The projected dollar values provided in this forecast should be used for planning purposes only during the LRTP update process. There should be no expectation these specific estimates will be programmed beyond what is in the 2023/24 – 2027/28 Five-Year Work Program and they do not represent a state commitment for funding, either in total or in any 5-year time period.



OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

The creation of the revenue forecast is a collaborative effort between multiple FDOT Central and District offices as well as the MPOAC and MPOs. Since 1994, FDOT has worked with the MPOAC to develop the long-range revenue forecast to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. This section provides a brief description of the roles and responsibilities of FDOT, the MPOAC, and the MPOs in developing the revenue forecast as well as the approach for coordination.

ROLES AND RESPONSIBILITIES

FDOT CENTRAL OFFICE – FORECASTING AND TRENDS OFFICE AND OFFICE OF POLICY PLANNING

The Forecasting and Trends Office (FTO) provides forecasting and analysis linking transportation planning and implementation. The Office of Policy Planning (OPP) oversees a wide range of efforts and programs that lay the groundwork for transportation programming and project development including coordination with Florida's metropolitan transportation planning processes. Together, they led the effort for initiating, coordinating, producing, and delivering the revenue forecast. Responsibilities of FTO and OPP related to the revenue forecast included:

- Leading the Central Office (CO) Revenue Team consisting of the FTO Manager, OPP Director, and applicable staff;
- Coordinating with the Finance, Program and Resource Allocation staff in the Office of Work Program and Budget (OWPB) to review and understand applicable financial data for the revenue forecast;
- Leading the update of the Financial Guidelines for Florida MPO 2050 LRTPs⁵;
- Coordinating with the MPOAC and MPOs regarding production and distribution of the revenue forecast;
- Working with the FDOT Systems Implementation Office (SIO) to provide revenue forecasts for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP);
- Briefing management on results as production of the revenue forecast progresses;
- Conducting working group meetings with Districts and MPOs including preparation, facilitation, and summary;
- Providing updates to the MPOAC throughout the update process; and
- Collaborating with other FDOT offices as needed to review and refine the final revenue forecast to ensure consistency and transparency.

⁵ The purpose of the *Financial Guidelines for Florida MPO 2050 LRTPs* is to provide uniformity in financial reporting within the MPO LRTP and to document the approach for FDOT, in cooperation with the MPOAC and Florida's MPOs, to prepare a long-range revenue forecast of state and federal transportation funds through 2050. It is prepared and agreed upon by both FDOT and MPOAC early in the update process.

FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET

The Office of Work Program and Budget (OWPB) has the responsibility of developing and managing FDOT's Five-Year Adopted Work Program and providing financial planning services to FDOT management. The responsibilities of the OWPB related to the revenue forecast include:

- Determining the PRP and FDOT's Five-Year Work Program snapshot date and providing the PRP snapshot built from FDOT's Five-Year Work Program that will be used in developing the forecasts including the extended forecast (through the horizon year) using agreed upon growth rates;
- Calculating growth rates based on information from the latest state Revenue Estimating Conference (REC);
- Discussing and finalizing growth rates with the CO Revenue Team; and
- Assisting with the review and feedback on draft forecast tables to ensure consistency and transparency.

FDOT WORKING GROUP (INCLUDING DISTRICTS)

To assist in the process of producing the revenue forecast, FDOT created an internal working group to receive, review, and provide feedback on draft documents related to the revenue forecast. This internal working group included Central Office staff from FTO, OPP, OWPB, and SIO as well as District MPO Liaisons and their designees. The responsibilities of the FDOT Working Group related to the revenue forecast include:

- Reviewing and proposing revisions to draft documents;
- Providing area/office specific input into the development of the revenue forecast methodology;
- Assisting with review of the draft and final revenue forecast; and
- Assisting with communication to MPOs regarding the revenue forecast.

MPO WORKING GROUP

To assist with communication and coordination with the MPOAC and the MPOs, FDOT created an MPO Working Group to provide input into the preparation of the revenue forecast used to develop the MPO 2050 LRTPs. This external working group included directors and/or staff from nine MPOs who volunteered to review and comment on draft documents related to the revenue forecast. The responsibilities of the MPO Working Group related to the revenue forecast include:

- Providing input on the *Financial Guidelines for Florida MPO 2050 LRTPs* and
- Providing input into the approach for conducting the revenue forecast.

COORDINATION

Throughout the development process, FTO and OPP coordinated with applicable FDOT offices, MPOAC, and the MPOs to ensure a timely, consistent, and transparent revenue forecast. Regular coordination fosters a cooperative and collaborative environment to assist in reconciling long-range plans; demonstrating coordinated planning for transportation facilities and services in Florida; and better documenting long-range needs in the state. The CO Revenue Team coordinated both internally and externally to ensure timeliness, consistency and transparency in the revenue forecast process.

INTERNAL

FTO and OPP engaged with OWPB early to review the FY 22/23 – 30/31 PRP (and later the FY 23/24 – 31/32 PRP). In addition, conversations with OWPB helped the team to understand the current trends resulting from the state's REC and its impact on growth rates for the forecast. Early conversations with the SIO also allowed for coordination of the estimates used in the development of the 2050 SIS CFP. Regular updates to District MPO Liaisons, via the FDOT Working Group, allowed them to be informed on the progress so they could communicate information to their respective MPOs. **Table 1** summarizes the FDOT Working Group meetings throughout the process.

Table 1. FDOT Working Group Meetings

DATE	TOPIC
November 16, 2021	Kick-off Meeting; discuss purpose and charge
December 14, 2021	Review previous forecast/discuss current approach
January 11, 2022	Discuss draft financial guidelines
February 8, 2022	Review draft financial guidelines
March 8, 2022	Finalize financial guidelines; discuss forecast table templates
April 5, 2022	Discuss changes to release schedule; finalize forecast table templates
June 7, 2022	Provide process update on forecast preparation; discuss boundary assumptions
October 6, 2022	Provide process update on forecast preparation
April 10, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

EXTERNAL

FTO and OPP regularly met with and updated the MPO Working Group as well as the MPOAC on various milestones throughout the process. These updates encouraged meaningful conversation about comments or concerns involving the revenue forecast and allowed FDOT to understand and address the concerns of the MPOAC. **Table 2** summarizes the MPO Working Group meetings throughout the process. **Table 3** summarizes the touch points with the MPOAC throughout the process.

Table 2. MPO Working Group Meetings

DATE	TOPIC
November 17, 2021	Kick-off Meeting; discuss purpose and charge
December 16, 2021	Review previous forecast/receive input on current approach
January 18, 2022	Discuss draft financial guidelines
April 7, 2022	Provide input on financial guidelines; provide update on release schedule
June 22, 2022	Provide update on boundary assumptions; discuss forecast table templates
October 14, 2022	Provide process update on forecast preparation
April 17, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

Table 3. MPOAC Quarterly Meetings

DATE	TOPIC
January 27, 2022	Review revenue forecast update process; creation of working groups
April 28, 2022	Review financial guidelines
July 28, 2022	Provide process update on release schedule and forecast assumptions
October 27, 2022	Provide process update on forecast preparation
January 31, 2023	Provide process update on continued forecast preparation
April 27, 2023	Provide 2050 Statewide Revenue Forecast

FEDERAL AND STATE REVENUE FORECAST PROCESS METHODOLOGY

FDOT prepared the long-range revenue forecast for federal and state funds that “flow through” the FDOT Five-Year Work Program. The steps involved in this extensive effort included close coordination with the OWPB; regular updates with District and MPO staff; technical entry, analysis, and verification; quality review of the estimates; and final release of a revenue forecast for each of Florida’s MPOs. In concert, the FDOT SIO was provided the same revenue forecast to develop the 2050 SIS CFP.

PREPARING THE REVENUE FORECAST

This section details the preliminary steps to prepare for the analysis of the forecast numbers and tables. The process for preparing the long-range revenue forecast is a collaborative effort among multiple FDOT offices. It starts approximately 32-36 months prior to the due date of the first MPO in the LRTP update cycle. This is to ensure that MPOs first in the update cycle have the forecast at least 15-18 months before their due date. The cycle described in this handbook kicked off in November 2021, approximately 35 months prior to the first MPO LRTP due for the 2050 cycle.

EARLY STEPS

To initiate the process, the CO Revenue Team reviewed prior forecasts, considered current issues impacting revenues, received and reviewed the February 2022 PRP snapshot⁶ from the OWPB, and briefed FDOT management so they could inform the MPOAC of FDOT’s intent to begin the update process. They also convened working groups, finalized the framework of the forecast, and documented the time frame used in the revenue forecast.

WORKING GROUPS

To provide valuable input into the process, FDOT convened the two working groups.

- ✓ The **FDOT Working Group** was an internal group consisting of District and Central Office staff who work with MPOs via their LRTP update process and have an interest/need to understand and use the revenue forecast, and
- ✓ The **MPO Working Group** was a volunteer based group of MPO directors and staff that had a desire to understand, provide input into, and will use the revenue forecast in the LRTP update process.

These Working Groups helped draft and refine the *Financial Guidelines for Florida MPO 2050 LRTPs* document. The guidelines document represented a collaborative effort to provide uniformity in financial

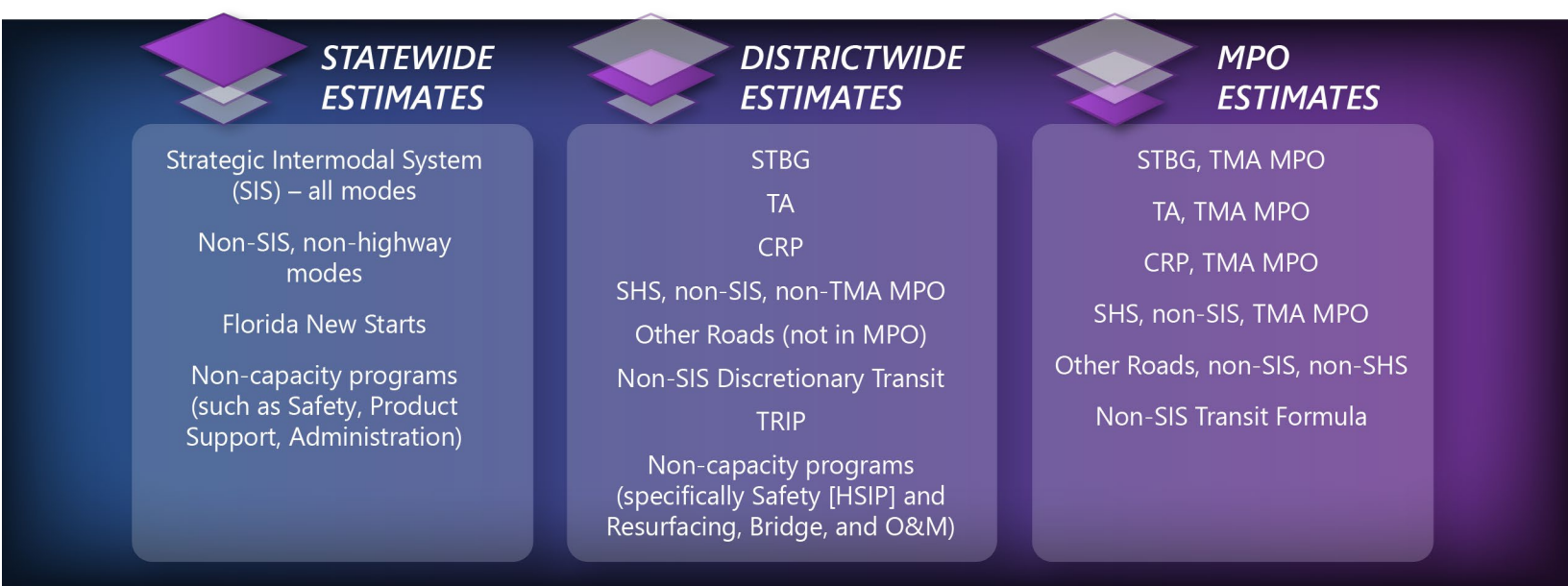
⁶ The February 2022 PRP snapshot was used in early steps of the process; however, the final forecast was based on the March 2023 PRP snapshot as described later in this handbook.

reporting within the MPO LRTP update process and provided information for preparing the long-range revenue forecast to be used by all MPOs for financial planning in their plan updates.

FRAMEWORK

With feedback from the Working Groups, FDOT finalized the Revenue Forecast framework. This framework, shown in **Figure 1**, represents the organization of the revenue forecast beginning with revenue tables at the *statewide level* largely for informational purposes, followed by revenue tables at the *districtwide level* identifying revenues available to the Districts but programmed in consultation with the MPOs, and finally, revenue tables at the *MPO level* providing MPO-specific revenue estimates for Transportation Management Area (TMA⁷) funds, transit formula funds, and other revenues that are reasonably expected to be available in the MPO area through 2050. The Revenue Forecast framework is also documented in the *Financial Guidelines for Florida MPO 2050 LRTPs* document.

Figure 1. Revenue Forecasting Framework



TIMEFRAME

The next step to the revenue forecast process was identifying the time frame that the forecast would capture. The base year is the first year in the revenue forecast and the horizon year is the last year. Syncing up the horizon year with the LRTP update cycle provides a seamless use of the revenue forecast to the MPOs work on the Needs Plan and Cost Feasible Plan. The base and horizon years are for financial reporting purposes only and do not impact individual MPO selection of alternative base and horizon years for socio-economic data, modeling, and other purposes.

⁷ Transportation Management Areas (TMA) are urban areas with a population over 200,000. All urban areas with less than 200,000 people are not considered a TMA. For the purposes of this handbook, MPOs in a TMA are called TMA MPOs and those not in a TMA are called non-TMA MPOs.

Aggregate time bands are identified to simplify reporting. Five-year time bands are used 15 years into the forecast. The final 10 years are shown as one time band. The individual time bands for this revenue forecast are 2023/24-2024/25 (gap between Work Program and first time band); 2025/26-2029/30; 2030/31-2034/35; 2034/35-2039/40; and 2039/40-2049/50. The use of time bands increases flexibility, reduces the need to “fine tune” project priorities, and decreases the number of LRTP amendments.

Revenue estimates provided to each MPO consist of the statewide, districtwide, and MPO level tables. The tables identify whether the source is federal or state and provides a dollar total for each aggregate time band.

INITIATING THE REVENUE FORECAST PROCESS

The starting point for preparing the revenue forecast is FDOT’s annual Program and Resource Plan (PRP), a document providing planned commitment levels by year for all FDOT’s programs. The PRP is essential to understanding the major programs, their resource requirements, and the projects they deliver. The program levels form the basis for FDOT’s Finance Plan, Five-Year Work Program, and Legislative Budget Request (LBR). Annual estimates of funding levels through 2050 are based on federal and state laws and regulations and FDOT policies at the time the forecast is prepared. For files related to the current PRP, visit the [Office of Work Program and Budget, Program and Resource Plan](#) website.

Development of the PRP is guided in the broadest sense by FDOT’s mission statement:

The department will provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

In addition, the Florida Transportation Plan (FTP), the state’s long-range transportation plan documenting Florida’s transportation goals and objectives, provides the policy framework for the PRP, the Five-Year Work Program, and the LBR.

Sound multimodal planning concepts and the best available forecasts of costs and funding are used in preparing the PRP. However, the PRP is vulnerable to future circumstances and events which may have a positive or negative impact on transportation resources such as variations in revenue projections, changes in regulations and laws, fluctuations in construction costs, and extraordinary and unpredictable changes in right-of-way land costs.

UNDERSTANDING THE FUNDING SOURCES

Chapter 334, Florida Statutes identifies FDOT as responsible for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and assuring the compatibility of all components, including multimodal facilities.

In carrying out its duties, FDOT adopts a Five-Year Work Program, which is a list of transportation projects planned for each fiscal year. State taxes and fees, along with federal aid, make up the primary funding sources for the work program. Other funding sources include tolls collected for certain facilities, proceeds from bond issuances, and local taxes and fees. These other funding sources are not considered in this revenue forecast.

The State Transportation Trust Fund (STTF) is legislatively authorized and used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. Florida receives both federal and state funds. The Federal aid in this forecast incorporates current federal legislation – *the Infrastructure Investment and Jobs Act (IIJA)* – for the federal fiscal years 2021/22 – 2025/26. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in this revenue forecast. Urban and non-urban programs are distributed by population according to federal law.

The STTF's primary revenue sources are from state taxes and fees. The following state revenue sources are considered in the revenue forecast.

HIGHWAY MOTOR FUEL TAXES

The collection of state fuel taxes is administered by the Florida Department of Revenue (DOR). While most revenue from the Fuel Sales Tax is distributed to the STTF, set-asides are included for other funds. Primary state fuel sales taxes include:

Highway Fuel Sales Tax (indexed annually by the Consumer Price Index);

Off-Highway Fuel Sales Tax; and

State Comprehensive Enhanced Transportation System Tax (indexed annually by the Consumer Price Index).

Historically, revenues from these taxes are affected by short-term population growth and automatic tax rate increases (adjustments based on Consumer Price Index). They tend to grow at a faster pace than those from other sources. Isolated increases or decreases in growth rates are usually the result of external variables such as resulted from the COVID-19 pandemic.

TOURISM-BASED TAXES

Tourist-based taxes include those closely associated with tourism in the state. Florida DOR administers the collection of both aviation fuel tax and the rental car surcharge. Eighty percent of the revenue from the rental car surcharge is distributed to the STTF. The two tax sources are:

Aviation Fuel Tax and

Rental Car Surcharge.

Revenues from these taxes are heavily influenced by tourist activity. For example, higher growth rates in recent years were primarily the result of a rebound in tourism from the negative impacts of COVID limitations that impacted air travel and other travel restrictions.

MOTOR VEHICLE LICENSE RELATED FEES

These funds are primarily collected and administered by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and distributed to the STTF among other funds. Primary state motor vehicle license related fees include:

Motor vehicle license fees;

Motor vehicle license surcharges;

Initial registration fees (also known as New Wheels on the Road); and

Motor vehicle title fees.

Revenues from these sources are mainly impacted by population growth and new car sales. For example, the negative growth rates in the future would result in a projected decline in the initial registration fees of new vehicles. Positive impacts to both of these variables are expected in the long term given predicted population growth.

DOCUMENTARY STAMP TAXES

The documentary stamp tax is levied on documents that include, but are not limited to, deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness. They can fluctuate widely depending on the Florida real estate market and complex provisions in the law governing this source of Florida revenue. Currently, state law allows distributions to the STTF, not to exceed \$466.75 million. FDOT programs that receive documentary stamp funding include Florida New Starts Transit Program, Small County Outreach Program (SCOP), Strategic Intermodal System (SIS), Transportation Regional Incentive Program (TRIP), and the Florida Rail Enterprise.

Revenues from this source are impacted largely by fluctuations in the real estate market among other things. Revenue is first distributed from this tax source to fund debt service for environmental programs and contributions to the land acquisition trust fund. Revenues are then distributed to the STTF in an amount not to exceed \$466.75 million. Due to the statutory limit, flat growth is assumed once forecasted funds reach the cap and stays constant through the end of the forecast period. For this revenue forecast, forecasted funds reached the cap in fiscal year 2029/30.

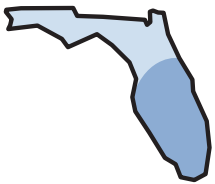
DETERMINING THE GROWTH RATES

As the update process continued, the CO Revenue Team met with the OWPB to discuss the growth rates that were used to extrapolate the anticipated revenue from the last year of FDOT's Five-Year Work Program to the horizon year. The process for determining growth rates for both federal and state funds is described below.



GROWTH RATES FOR FEDERAL FUNDS

Federal funds are not based on factors such as population and/or economic growth, a common indicator of actual economic activity within a state. They are set through a political process determined by Congress. Federal funds are obligated to states for a set period of time. The current IIJA was passed for the federal fiscal years 2021/22 – 2025/26. The time period is certain unless the current act is extended or new federal legislation is enacted. Given the uncertain nature of when or how federal funds will be available beyond the current federal transportation act, FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. The level of federal funding to states has often increased with subsequent transportation acts, however, given the unpredictable nature of the congressional political process that produces the state allocations, FDOT remains conservative in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies.



GROWTH RATES FOR STATE FUNDS

FDOT calculates annual growth rates for state funds using information from the REC which considers the current and anticipated state of the economy and population. The REC is one of several conferences that are part of the statutorily required consensus estimating conference process. The REC is required to develop official forecasts for anticipated state and local government revenues as the conference determines the needs for the state planning and budgeting process. The three areas within the REC that provide forecasts for transportation-related funding flowing into the STTF include highway safety fees, transportation revenue, and general revenue (specifically documentary stamp revenue). The growth rates used in this revenue forecast are based on what is provided by the REC and are applied in fiscal years 2028/29 – 2049/50. Information on the growth rates used in this revenue forecast and how they were calculated are included in Appendix E.

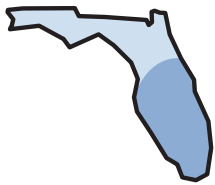
OTHER FACTORS IMPACTING THE REVENUE FORECAST

Historically, the funding split for transportation funds in Florida has been approximately 25 percent federal and 75 percent state. Given the higher proportional share of funds from state sources, changes in the state's economy have a greater impact on the revenue forecast. However, the revenue forecast can be influenced by external factors at both the federal and state level.



FEDERAL

The federal forecast is completely dependent on transportation legislation passed by Congress and signed into law by the President. Federal transportation law dictates what each state receives. In 2021, the IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive \$13.5 billion in formula funds over the five-year transportation act which is an increase of 35 percent over the previous Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program (CRP) that is also reflected in the revenue forecast.



STATE

The state forecast is impacted by external factors within the state's economy such as income, employment, visitors, GDP, and population among others. Depending on when the revenue forecast is calculated, the estimate of future funds can look drastically different. For example, in 2018, the date of the previous revenue forecast, the U.S. and the state were in the middle of the longest period of economic growth that is over 10 years. This had an impact on the growth rates and the estimates that were calculated. The economy began to shift in 2020 and in late 2022, the U.S. economic outlook looked much different with many economists expecting a recession sometime in 2023. If economic growth declines as currently expected, this downturn will have an impact on the amount of state tax receipts that will be available, which in turn will impact the amount of expected state revenue.

RECONCILING THE DATA

Once the growth rates were obtained from OWPB, the CO Revenue Team worked with the OWPB to download the March 2023 PRP snapshot file of the data submitted in the LBR for the fiscal year 2023/2024 state transportation budget. The PRP snapshot covered fiscal years 2023/24 – 2031/2032.

The first five years of the 10-year PRP, which is the Five-Year Work Program, is the starting point for the 2050 revenue forecast. This 5-year data set is used because while all revenue anticipated is included in the 10-year PRP, not all projects are programmed in the outer years (beyond the adopted Work Program). Using the Five-Year Work Program as the basis ensures a comprehensive foundation for growing the funds into the future. For this forecast, growth rates were used starting in 2028/29.

Once the database was received, the CO Revenue Team reconciled the data to the PRP to ensure the extracted database was correct and complete. The CO Revenue Team met with the OWPB to address any questions, concerns, or matters concerning the reconciliation. Once the data set was confirmed, the CO Revenue Team conducted the forecast for statewide, districtwide, and MPO tables.

CONDUCTING AND PRODUCING THE REVENUE FORECAST

This section outlines the steps for producing the revenue forecast tables including details for conducting and analyzing the revenue forecast. Individual MPO estimates are provided in a separate report prepared for each MPO.

Review of the forecast numbers began with calculating a summary table of all federal and state funds that pass through the Five-Year Work Program. Starting with the year following the Five-Year Work Program, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds were grown based on the established growth rates to 2050 (see Appendix E). The individual year amounts are summed within the established time bands and provided in **Table 4** below. In this summary table, the percent of the total is also calculated for both federal and state funds.

Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of \$)

MAJOR REVENUE SOURCES (MILLIONS OF \$)	TIME PERIOD (FISCAL YEARS)					
						27-YEAR TOTAL
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	2024/25- 2049/50
FEDERAL						
Amount	\$6,819	\$14,503	\$14,584	\$14,584	\$29,168	\$79,658
Percent of Total	37%	33%	32%	31%	30%	32%
STATE						
Amount	\$11,806	\$29,288	\$31,300	\$32,720	\$66,747	\$171,862
Percent of Total	63%	67%	68%	69%	70%	68%
Statewide Total	\$18,624	\$43,791	\$45,884	\$47,304	\$95,915	\$251,519

The remainder of this section details the approach for calculating the statewide, districtwide, and MPO level forecasts through 2050.

REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- ✓ All modes on the Strategic Intermodal System (SIS);
- ✓ Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- ✓ Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- ✓ Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#).

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the [SIS Policy Plan](#) and its implementation as well as follow [SIS Funding Eligibility Guidance](#).

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of \$)

PROGRAMS	TIME PERIODS (FISCAL YEARS)								18-YEAR TOTAL FOR SIS 2032/33- 2049/50	OVERALL 27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2031/32	2032/33- 2034/35	2035/36- 2039/40	2040/41- 2044/45	2045/46- 2049/50			
Highway Share Federal/State	\$3,409.88	\$6,598.12	\$2,548.58	\$3,710.00	\$6,301.16	\$6,376.18	\$6,371.18	\$22,758.53	\$35,315.10	
Modal Reserves Federal/State	\$852.47	\$1,649.53	\$637.15	\$927.50	\$1,575.29	\$1,594.05	\$1,592.80	\$5,689.63	\$8,828.78	
Statewide Total	\$4,262.35	\$8,247.65	\$3,185.73	\$4,637.51	\$7,876.45	\$7,970.23	\$7,963.98	\$28,448.16	\$44,143.88	

NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- ✓ **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- ✓ **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- ✓ **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- ✓ **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- ✓ **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined \$25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. MPOs also may wish to highlight planned connections with SUN Trail stemming from other bicycle and pedestrian projects, or from projects of any mode.

Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of \$)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Aviation Federal/State	\$259.72	\$702.40	\$782.88	\$818.26	\$1,669.10	\$4,232.36
Rail Federal/State	\$282.69	\$398.15	\$415.91	\$432.51	\$880.30	\$2,409.56
Intermodal Access Federal/State	\$41.85	\$144.66	\$167.43	\$172.27	\$348.99	\$875.18
Seaport Development Federal/State	\$54.87	\$213.67	\$235.04	\$245.71	\$501.22	\$1,250.51
SUN Trail State	\$50.00	\$125.00	\$125.00	\$125.00	\$250.00	\$675.00
Statewide Total	\$689.13	\$1,583.87	\$1,726.26	\$1,793.75	\$3,649.61	\$9,442.61

For the statewide estimate, FDOT identified federal and state funding that included aviation, rail, intermodal access, and seaport development programmed funds that were not on the SIS. SUN Trail is calculated independently because it is a legislatively set annual amount of \$25 million a year⁸. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

⁸ On April 11, 202, Senate Bill 106 was signed into law expanding SUN Trail and increasing funding to \$50 million annually. As of the publication of this revenue forecast, it has not been determine what programs will be reduced to accommodate the increase for SUN Trail.

FLORIDA NEW STARTS

Estimates of available federal and state funds are provided at the statewide level in **Table 7** for the Florida New Starts program. These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions. MPOs may desire to include projects partially funded with Florida New Starts funds in their LRTPs. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as “illustrative.” Florida New Starts estimates are provided at the statewide level.

Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of \$)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
Florida New Starts Program State	\$173.50	\$267.68	\$287.56	\$300.60	\$613.21	\$1,642.55

For the statewide estimate, FDOT identified federal and state programmed transit funds that were not on the SIS. All programmed transit funds were reviewed to determine whether they were discretionary or formula from the state’s perspective. All discretionary funds were considered at the statewide level and formula funds were considered at the MPO level (see pages 35-36). Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS

These estimates are federal and state funds for programs to support, operate, and maintain the SHS including safety, bridge, resurfacing, product support, operations and maintenance, and administration. These are provided at the statewide level in **Table 8**.

Safety includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes,

fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.

- ✓ **Resurfacing** includes resurfacing of all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- ✓ **Bridge** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- ✓ **Product Support** includes preliminary engineering⁹, construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- ✓ **Operations and Maintenance** includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- ✓ **Administration** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

Certain expenditures, such as debt service, reimbursements to local governments, and a few other minor categories, are not described above but are included in the statewide totals under "Administration and Other."

⁹ Preliminary Engineering (PE) Program represents the activities and resources related to the environmental concerns, corridor location, and other project development issues, project surveying and mapping, roadway and structural design phases, traffic engineering, safety considerations, pavement management, project estimating, project specifications development, project management including both in-house and consultant development and support, and quality assurance in all of these areas as related to highway and bridge construction projects.

Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of \$)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Safety Federal/State	\$412.34	\$997.74	\$1,017.10	\$1,017.78	\$2,036.18	\$5,481.13
Resurfacing* Federal/State	\$3,034.12	\$7,998.73	\$8,034.39	\$8,184.54	\$16,507.27	\$43,759.05
Bridge* Federal/State	\$522.15	\$2,357.27	\$1,954.68	\$1,999.65	\$4,040.69	\$10,874.45
Product Support Federal/State	\$3,352.75	\$6,280.84	\$6,346.05	\$6,536.36	\$13,247.86	\$35,763.87
Operations and Maintenance* Federal/State	\$2,465.76	\$6,893.87	\$7,525.73	\$7,851.74	\$16,003.51	\$40,740.62
Administration and Other Federal/State	\$396.17	\$919.48	\$994.11	\$1,039.02	\$2,119.36	\$5,468.14
Statewide Total	\$10,183.28	\$25,447.94	\$25,872.07	\$26,629.10	\$53,954.88	\$142,087.26

*A district breakdown of the total resurfacing, bridge, and operations & maintenance estimates is provided in the Districtwide section below.

For the statewide estimate, FDOT identified federal and state programmed non-capacity funds for resurfacing, bridge, preliminary engineering, construction engineering and Inspections (CEI), ROW support, environmental mitigation, material and research, planning and environment, operations & maintenance, traffic engineering & operations, toll operations, and administration. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- ✓ Surface Transportation Block Grant (STBG),
- ✓ Transportation Alternatives (TA);
- ✓ Carbon Reduction Program (CRP);
- ✓ SHS (non-SIS) – non-TMA MPO;
- ✓ Other Roads (non-SHS/non-SIS); and
- ✓ Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- ✓ Highway Safety Improvement Program (HSIP), and
- ✓ Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- ✓ For “any area”, may be used on any project in the state
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 9. Districtwide Revenue Estimate for STBG (Millions of \$)

	Time Periods (Fiscal Years)					27-YEAR TOTAL 2024/25- 2049/50
	Programs Funding Source: Federal	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	
District 1						
SA (Any Area)	\$53.33	\$248.58	\$260.34	\$260.34	\$520.68	\$1,343.27
SN (Population less than 5,000)	\$4.07	\$22.42	\$22.08	\$22.08	\$44.15	\$114.80
SM (Population 5,000 to 49,999)	\$0.33	\$15.02	\$15.98	\$15.98	\$31.96	\$79.28
SL (Population 50,000 to 200,000)	\$4.07	\$17.21	\$20.28	\$20.28	\$40.55	\$102.39
Total District 1	\$61.80	\$303.23	\$318.67	\$318.67	\$637.35	\$1,639.73
District 2						
SA (Any Area)	\$47.39	\$84.29	\$91.62	\$91.62	\$183.25	\$498.18
SN (Population less than 5,000)	\$16.15	\$36.43	\$34.52	\$34.52	\$69.05	\$190.68
SM (Population 5,000 to 49,999)	\$2.51	\$2.58	\$-	\$-	\$-	\$5.09
SL (Population 50,000 to 200,000)	\$7.33	\$22.38	\$22.54	\$22.54	\$45.09	\$119.89
Total District 2	\$73.38	\$145.68	\$148.69	\$148.69	\$297.39	\$813.83
District 3						
SA (Any Area)	\$46.23	\$78.63	\$90.34	\$90.34	\$180.67	\$486.20
SN (Population less than 5,000)	\$13.12	\$31.73	\$31.97	\$31.97	\$63.94	\$172.72
SM (Population 5,000 to 49,999)	\$1.34	\$6.85	\$6.91	\$6.91	\$13.81	\$35.82
SL (Population 50,000 to 200,000)	\$0.50	\$28.49	\$29.41	\$29.41	\$58.82	\$146.62
Total District 3	\$61.19	\$145.70	\$158.62	\$158.62	\$317.24	\$841.37
District 4						
SA (Any Area)	\$61.20	\$126.12	\$97.58	\$97.58	\$195.17	\$577.66
SN (Population less than 5,000)	\$2.64	\$3.51	\$3.61	\$3.61	\$7.21	\$20.56
SM (Population 5,000 to 49,999)	\$1.88	\$4.77	\$4.81	\$4.81	\$9.62	\$25.89
SL (Population 50,000 to 200,000)	\$5.29	\$13.01	\$13.11	\$13.11	\$26.22	\$70.74
Total District 4	\$71.01	\$147.41	\$119.11	\$119.11	\$238.22	\$694.85
District 5						
SA (Any Area)	\$90.87	\$252.81	\$302.19	\$302.19	\$604.38	\$1,552.42
SN (Population less than 5,000)	\$8.20	\$29.59	\$30.00	\$30.00	\$60.01	\$157.81
SM (Population 5,000 to 49,999)	\$2.94	\$5.51	\$5.56	\$5.56	\$11.12	\$30.68
SL (Population 50,000 to 200,000)	\$15.82	\$54.46	\$55.96	\$55.96	\$111.92	\$294.11
Total District 5	\$117.83	\$342.36	\$393.71	\$393.71	\$787.41	\$2,035.02
District 6						
SA (Any Area)	\$29.18	\$119.79	\$146.00	\$146.00	\$292.01	\$732.98
SN (Population less than 5,000)	\$-	\$1.38	\$1.39	\$1.39	\$2.78	\$6.95
SM (Population 5,000 to 49,999)	\$0.10	\$5.81	\$5.85	\$5.85	\$11.71	\$29.33
SL (Population 50,000 to 200,000)	\$0.71	\$-	\$-	\$-	\$-	\$0.71
Total District 6	\$29.99	\$126.98	\$153.25	\$153.25	\$306.50	\$769.97
District 7						
SA (Any Area)	\$72.83	\$183.05	\$163.17	\$163.17	\$326.34	\$908.57
SN (Population less than 5,000)	\$6.93	\$20.00	\$20.14	\$20.14	\$40.27	\$107.48
SM (Population 5,000 to 49,999)	\$0.55	\$0.77	\$0.77	\$0.77	\$1.55	\$4.41
SL (Population 50,000 to 200,000)	\$8.99	\$25.76	\$25.95	\$25.95	\$51.90	\$138.56
Total District 7	\$89.30	\$229.58	\$210.03	\$210.03	\$420.07	\$1,159.01
Statewide Total	\$504.49	\$1,440.95	\$1,502.09	\$1,502.09	\$3,004.17	\$7,953.78

To calculate the districtwide estimate for STBG, FDOT identified the federal programmed funds for STBG for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES SET-ASIDE

The Transportation Alternatives (TA) set-aside are federal funds used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The sub-categories are shown in the list below.

- ✓ For “any area” and may be used on any project within the state;
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 10**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 10. Districtwide Revenue Estimate for TA (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1						
TALT (Any Area)	\$8.49	\$24.65	\$25.07	\$25.07	\$50.13	\$133.41
TALN (Population less than 5,000)	\$1.41	\$3.66	\$3.72	\$3.72	\$7.43	\$19.93
TALM (Population 5,000 to 49,999)	\$0.92	\$2.35	\$2.37	\$2.37	\$4.74	\$12.75
TALL (Population 50,000 to 200,000)	\$1.17	\$2.97	\$3.00	\$3.00	\$6.00	\$16.14
Total District 1	\$11.99	\$33.63	\$34.15	\$34.15	\$68.30	\$182.22
District 2						
TALT (Any Area)	\$6.06	\$19.18	\$19.37	\$19.37	\$38.75	\$102.74
TALN (Population less than 5,000)	\$2.38	\$6.07	\$6.14	\$6.14	\$12.28	\$33.00
TALM (Population 5,000 to 49,999)	\$-	\$1.90	\$1.92	\$1.92	\$3.84	\$9.58
TALL (Population 50,000 to 200,000)	\$1.29	\$3.30	\$3.34	\$3.34	\$6.68	\$17.95
Total District 2	\$9.73	\$30.45	\$30.77	\$30.77	\$61.54	\$163.26
District 3						
TALT (Any Area)	\$6.13	\$12.50	\$12.59	\$12.59	\$25.19	\$69.00
TALN (Population less than 5,000)	\$2.53	\$4.70	\$4.74	\$4.74	\$9.47	\$26.17
TALM (Population 5,000 to 49,999)	\$0.79	\$1.02	\$1.02	\$1.02	\$2.05	\$5.90
TALL (Population 50,000 to 200,000)	\$2.37	\$4.32	\$4.36	\$4.36	\$8.71	\$24.11
Total District 3	\$11.81	\$22.53	\$22.71	\$22.71	\$45.41	\$125.18
District 4						
TALT (Any Area)	\$11.70	\$30.49	\$30.75	\$30.75	\$61.50	\$165.19
TALN (Population less than 5,000)	\$0.21	\$0.53	\$0.53	\$0.53	\$1.07	\$2.87
TALM (Population 5,000 to 49,999)	\$0.28	\$0.71	\$0.71	\$0.71	\$1.42	\$3.83
TALL (Population 50,000 to 200,000)	\$0.76	\$1.93	\$1.94	\$1.94	\$3.88	\$10.45
Total District 4	\$12.94	\$33.65	\$33.94	\$33.94	\$67.88	\$182.35
District 5						
TALT (Any Area)	\$14.04	\$34.89	\$36.79	\$36.79	\$73.58	\$196.10
TALN (Population less than 5,000)	\$1.74	\$4.41	\$4.44	\$4.44	\$8.89	\$23.93
TALM (Population 5,000 to 49,999)	\$0.32	\$0.82	\$0.82	\$0.82	\$1.65	\$4.43
TALL (Population 50,000 to 200,000)	\$3.24	\$7.28	\$8.29	\$8.29	\$16.58	\$43.68
Total District 5	\$19.34	\$47.40	\$50.35	\$50.35	\$100.69	\$268.13
District 6						
TALT (Any Area)	\$12.50	\$19.97	\$20.15	\$20.15	\$40.29	\$113.06
TALN (Population less than 5,000)	\$0.13	\$0.20	\$0.21	\$0.21	\$0.41	\$1.16
TALM (Population 5,000 to 49,999)	\$0.60	\$0.86	\$0.87	\$0.87	\$1.73	\$4.92
TALL (Population 50,000 to 200,000)	\$-	\$-	\$-	\$-	\$-	\$-
Total District 6	\$13.23	\$21.03	\$21.22	\$21.22	\$42.44	\$119.14
District 7						
TALT (Any Area)	\$11.14	\$24.80	\$25.00	\$25.00	\$49.99	\$135.94
TALN (Population less than 5,000)	\$2.27	\$3.06	\$3.08	\$3.08	\$6.16	\$17.64
TALM (Population 5,000 to 49,999)	\$0.09	\$0.11	\$0.11	\$0.11	\$0.23	\$0.66
TALL (Population 50,000 to 200,000)	\$2.16	\$3.82	\$3.84	\$3.84	\$7.69	\$21.35
Total District 7	\$15.65	\$31.79	\$32.04	\$32.04	\$64.07	\$175.59
Statewide Total	\$94.70	\$220.49	\$225.17	\$225.17	\$450.34	\$1,215.87

For the districtwide estimate, FDOT identified the federal programmed funds for TA for non-TMA MPOs. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM

Carbon Reduction Program (CRP) are federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. The sub-categories are shown in the list below.

- ✓ For “any area” and may be used on any project within the state;
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the Districtwide level in **Table 11**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 11. Districtwide Revenue Estimate CRP (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.25	\$3.06	\$3.09	\$3.09	\$6.17	\$16.65
CARM (Population 5,000 to 49,999)	\$0.77	\$1.95	\$1.96	\$1.96	\$3.93	\$10.57
CARL (Population 50,000 to 200,000)	\$2.49	\$4.02	\$4.92	\$4.92	\$9.84	\$26.20
Total District 1	\$4.51	\$9.03	\$9.97	\$9.97	\$19.94	\$53.42
District 2						
CARB (Any Area)	\$3.67	\$-	\$-	\$-	\$-	\$3.67
CARN (Population less than 5,000)	\$1.99	\$5.05	\$5.09	\$5.09	\$10.18	\$27.41
CARM (Population 5,000 to 49,999)	\$0.32	\$1.58	\$1.59	\$1.59	\$3.18	\$8.26
CARL (Population 50,000 to 200,000)	\$1.45	\$2.96	\$2.96	\$2.96	\$5.92	\$16.25
Total District 2	\$7.43	\$9.59	\$9.64	\$9.64	\$19.28	\$55.58
District 3						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.77	\$3.90	\$3.93	\$3.93	\$7.85	\$21.37
CARM (Population 5,000 to 49,999)	\$0.66	\$0.84	\$0.85	\$0.85	\$1.70	\$4.90
CARL (Population 50,000 to 200,000)	\$1.32	\$3.86	\$3.86	\$3.86	\$7.72	\$20.62
Total District 3	\$3.75	\$8.60	\$8.64	\$8.64	\$17.27	\$46.89
District 4						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$0.17	\$0.44	\$0.44	\$0.44	\$0.89	\$2.38
CARM (Population 5,000 to 49,999)	\$0.23	\$0.59	\$0.59	\$0.59	\$1.18	\$3.18
CARL (Population 50,000 to 200,000)	\$1.31	\$1.72	\$1.72	\$1.72	\$3.44	\$9.92
Total District 4	\$1.72	\$2.75	\$2.75	\$2.75	\$5.51	\$15.48
District 5						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.93	\$3.66	\$3.68	\$3.68	\$7.37	\$20.33
CARM (Population 5,000 to 49,999)	\$0.49	\$0.68	\$0.68	\$0.68	\$1.37	\$3.90
CARL (Population 50,000 to 200,000)	\$3.75	\$7.35	\$7.35	\$7.35	\$14.69	\$40.48
Total District 5	\$6.17	\$11.68	\$11.71	\$11.71	\$23.43	\$64.71
District 6						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$0.03	\$0.17	\$0.17	\$0.17	\$0.34	\$0.89
CARM (Population 5,000 to 49,999)	\$0.51	\$0.71	\$0.72	\$0.72	\$1.44	\$4.10
CARL (Population 50,000 to 200,000)	\$-	\$-	\$-	\$-	\$-	\$-
Total District 6	\$0.54	\$0.88	\$0.89	\$0.89	\$1.78	\$4.99
District 7						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.29	\$2.53	\$2.55	\$2.55	\$5.11	\$14.04
CARM (Population 5,000 to 49,999)	\$0.07	\$0.09	\$0.09	\$0.09	\$0.19	\$0.55
CARL (Population 50,000 to 200,000)	\$2.59	\$3.24	\$3.41	\$3.41	\$6.81	\$19.46
Total District 7	\$3.95	\$5.87	\$6.06	\$6.06	\$12.11	\$34.04
Statewide Total	\$28.07	\$48.40	\$49.66	\$49.66	\$99.33	\$275.12

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$2.46	\$4.73	\$5.36	\$5.52	\$11.19	\$29.26
District 2	\$-	\$-	\$-	\$-	\$-	\$-
District 3	\$2.17	\$0.89	\$2.33	\$2.43	\$4.96	\$12.78
District 4	\$3.18	\$1.30	\$3.41	\$3.56	\$7.27	\$18.72
District 5	\$9.91	\$76.25	\$65.59	\$68.56	\$139.86	\$360.16
District 6	\$-	\$-	\$-	\$-	\$-	\$-
District 7	\$-	\$31.43	\$23.49	\$24.26	\$49.22	\$128.40
Statewide Total	\$17.72	\$114.60	\$100.17	\$104.33	\$212.50	\$549.32

For the districtwide estimates, FDOT identified state programmed funds for SHS, non-SIS, not in a TMA. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SHS/NON-SIS) – NOT IN AN MPO

These are federal funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Estimates for Other Roads (non-SHS/non-SIS) are provided at the FDOT Districtwide level in **Table 13** for informational purposes only to the MPOs.

Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$-	\$-	\$-	\$-	\$-	\$-
District 2	\$61.65	\$71.88	\$101.65	\$106.26	\$216.76	\$558.19
District 3	\$36.63	\$43.40	\$60.92	\$63.69	\$129.91	\$334.55
District 4	\$-	\$-	\$-	\$-	\$-	\$-
District 5	\$-	\$-	\$-	\$-	\$-	\$-
District 6	\$4.24	\$8.34	\$8.94	\$9.35	\$19.07	\$49.94
District 7	\$-	\$-	\$-	\$-	\$-	\$-
Statewide Total	\$102.51	\$123.62	\$171.51	\$179.29	\$365.74	\$942.68

For the districtwide estimates, FDOT identified programmed funds for Other Road, not in an MPO. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14**.

Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$18.53	\$30.59	\$35.95	\$36.59	\$73.76	\$195.41
District 2	\$18.80	\$36.23	\$39.99	\$40.49	\$81.45	\$216.95
District 3	\$22.54	\$26.38	\$35.28	\$35.52	\$71.27	\$191.00
District 4	\$30.98	\$110.40	\$102.64	\$103.85	\$208.83	\$556.70
District 5	\$32.79	\$32.30	\$47.26	\$47.83	\$96.18	\$256.37
District 6	\$38.57	\$30.10	\$51.78	\$53.79	\$109.44	\$283.68
District 7	\$10.47	\$37.79	\$35.01	\$35.41	\$71.19	\$189.87
Central Office	\$210.59	\$499.93	\$524.11	\$536.31	\$1,083.86	\$2,854.81
Statewide Total	\$383.26	\$803.73	\$872.02	\$889.80	\$1,795.97	\$4,744.78

For the districtwide estimates, FDOT identified programmed funds for Non-SIS Transit Discretionary. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. TRIP's funding source is a percentage of documentary stamp funds and a portion of the Motor Vehicle License fees. It will fund up to 50 percent of the project cost. TRIP estimates are provided at the Districtwide level in **Table 15**.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information:

- ✓ Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- ✓ Description of the project and estimated costs;
- ✓ Assumptions related to the share and amount of district TRIP funding for the project; and
- ✓ Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local).

MPOs should work with their FDOT District Liaison in developing and documenting this information.

Table 15. Districtwide Revenue Estimate for TRIP (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$16.66	\$34.52	\$37.60	\$39.30	\$80.17	\$208.26
District 2	\$9.59	\$26.66	\$29.04	\$30.35	\$61.92	\$157.56
District 3	\$7.80	\$17.33	\$18.87	\$19.73	\$40.25	\$103.98
District 4	\$23.49	\$42.35	\$46.12	\$48.22	\$98.36	\$258.55
District 5	\$10.78	\$41.12	\$55.14	\$57.64	\$117.58	\$282.27
District 6	\$20.89	\$27.76	\$30.23	\$31.60	\$64.47	\$174.95
District 7	\$4.26	\$31.52	\$32.39	\$33.86	\$69.07	\$171.10
Statewide Total	\$93.48	\$221.27	\$249.39	\$260.70	\$531.82	\$1,356.66

For the districtwide estimates, FDOT identified state programmed funds for TRIP. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FDOT Safety Office manages the Federal Highway Administration (FHWA) engineering safety program which is funded via the Highway Safety Improvement Program (HSIP). The HSIP addresses low cost (typically \$1,000,000 or less) short-term safety projects that correct specific traffic crash problems involving fatal and serious injury crashes. This program is applicable to all public roads except Turnpike Enterprise. In prior years, the total HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/24, these safety allocations will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding approved eligibility requirements and should be submitted to the State Safety Engineer. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source and document this information. The HSIP estimate are provided at the Districtwide level in **Table 16**.

Table 16. Districtwide Revenue Estimate for HSIP (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1	\$45.77	\$78.09	\$74.69	\$74.69	\$149.39	\$422.63
District 2	\$43.87	\$60.83	\$58.99	\$58.99	\$117.98	\$340.66
District 3	\$32.20	\$39.97	\$38.46	\$38.46	\$76.91	\$226.00
District 4	\$53.85	\$94.90	\$91.03	\$91.03	\$182.05	\$512.86
District 5	\$57.55	\$113.26	\$107.84	\$107.84	\$215.68	\$602.18
District 6	\$34.02	\$63.86	\$61.58	\$61.58	\$123.16	\$344.19
District 7	\$38.73	\$78.79	\$75.49	\$75.49	\$150.99	\$419.50
Statewide Total	\$305.98	\$529.70	\$508.08	\$508.08	\$1,016.16	\$2,868.01

For the districtwide estimate, FDOT identified the federal and state programmed funds for HSIP. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – RESURFACING, BRIDGE, AND OPERATIONS & MAINTENANCE

A forecast for resurfacing, bridge, operations and maintenance is provided at the Districtwide level in **Table 17**. Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$767.92	\$2,395.68	\$2,215.85	\$2,268.67	\$4,585.95	\$12,234.06
District 2	\$938.41	\$2,721.01	\$2,581.38	\$2,671.67	\$5,426.42	\$14,338.89
District 3	\$923.87	\$1,774.58	\$1,789.57	\$1,837.48	\$3,719.07	\$10,044.57
District 4	\$640.42	\$1,645.68	\$1,483.40	\$1,537.82	\$3,125.74	\$8,433.06
District 5	\$871.49	\$2,278.07	\$2,322.50	\$2,390.11	\$4,842.43	\$12,704.59
District 6	\$445.20	\$1,447.62	\$1,559.62	\$1,611.17	\$3,269.79	\$8,333.41
District 7	\$540.24	\$1,304.58	\$1,265.67	\$1,309.33	\$2,658.83	\$7,078.65
Central Office Districts	\$245.60	\$1,846.81	\$2,304.19	\$2,329.83	\$4,683.27	\$11,409.70
O&M Operating	\$648.87	\$1,835.85	\$1,992.64	\$2,079.85	\$4,239.96	\$10,797.17
Statewide Total	\$6,022.03	\$17,249.87	\$17,514.80	\$18,035.94	\$36,551.47	\$95,374.12

Note: Includes only resurfacing, bridge, and operations & maintenance programs.

For the districtwide estimate, FDOT identified the federal and state programmed funds for resurfacing, bridge, operations and maintenance. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE MPO LEVEL

The approach for MPO level estimates are provided in this section. Revenue estimates by certain federal and state programs are reported for each MPO, as applicable, including:

- ✓ STBG – TMA MPOs,
- ✓ TA – TMA MPOs,
- ✓ CRP – TMA MPOs,
- ✓ State Highway System (non-SIS) – TMA MPOs,
- ✓ Other Roads (non-SIS, non-SHS), and
- ✓ Non-SIS Transit (excluding Florida New Starts and Transit discretionary)

The MPOs lead in the identification of planned projects funded by these programs. MPOs should use the total funds estimated for these programs to plan for the mix of highway and public transportation improvements that best meets the needs of their metropolitan areas. The boundary for five MPOs (Florida-Alabama TPO, Okaloosa-Walton TPO, Gainesville MTPO, River to Sea TPO, and Indian River County MPO) do not match to County boundaries, which is the lowest level of geography at the PRP level. These MPOs should work with their FDOT District MPO Liaison to adjust the projected county level estimates to MPO specific estimates.

Overall, MPO estimates are summarized into five year time bands and a final 10-year time band. For planning purposes, there is some flexibility for the estimates in these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required that the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

TRANSPORTATION MANAGEMENT AREAS

MPO level estimates for STBG, TA, and CRP are shown for MPO's where all or part of their boundary includes a federally designated TMA. TMAs are defined by USDOT as an urban area with a population of over 200,000. MPOs that have a TMA within their boundary are provided with estimates of TMA funds. As a result of the 2020 US Census, three additional areas in Florida have populations over 200,000 including Navarre-Miramar Beach-Destin Urban Area, Gainesville Urban Area, and the Deltona Urban Area. As of the date of this handbook, FHWA has not officially designated these areas as TMAs however, in anticipation of their likely designation, this revenue forecast provided estimates for these areas as TMAs given their population amounts. Currently, 15 TMAs involving 18 of Florida's MPOs qualify for these funds. For the purposes of this revenue forecast, STBG, TA, and CRP have been distributed among 18 TMAs involving 20 MPOs.

Three TMAs (Miami-Ft. Lauderdale Urban Area, Tampa-St. Petersburg Urban Area, and Port St. Lucie Urban Area) have more than one MPO in their boundary. These MPOs should consult with their FDOT

District to suballocate the funds accordingly. Two MPOs (MetroPlan Orlando and Polk TPO) have more than one TMA in their boundary and will receive an allocation for each TMA area. A third MPO (River to Sea TPO) has more than one TMA in their boundary when considering the inclusion of the new urban areas based on the 2020 US Census and will also receive an allocation for each TMA.

MPOs should perform a thorough analysis of how TMA funds will be reflected in their long range plan. They should consult with FDOT district staff to allocate the funds accordingly. Consideration should be given to:

- Programmed use of TMA funds among the various categories in the FDOT revenue forecast. These include SIS-all modes, SHS (non-SIS), transit, and product support (e.g., planning, PD&E studies, engineering, design, construction inspection).
- Planned use of TMA funds based on current policies through the long range plan horizon year with sufficient documentation.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds and estimates of TMA funds planned for each major program and time period.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 18**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for STBG funding that can be used in any area of the state which is shown in the STBG Districtwide Tables on pages 22-23.

Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24-	2025/26–	2030/31–	2035/36–	2040/41–	
	2024/25	2029/30	2034/35	2039/40	2049/50	
FEDERAL						
STBG (SU, in TMA with population > 200K)	MPO estimates are provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for STBG-TMA MPOs (also called SU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for SU funds was distributed by percent of 2020 US Census

population amounts for Florida’s TMAs (including the three new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 19**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for TA funding that can be used in any area of the state which is shown in the TA Districtwide Tables on pages 24-25.

Table 19. TMA MPO Level Revenue Estimate for TA (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
FEDERAL						
TA (TALU, in TMA with population > 200K)			MPO estimates provided in Appendix G.			

For the MPO estimate, FDOT identified the federal programmed funds for TA set aside-TMA MPOs (also called TALU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for TALU funds was distributed by percent of 2020 US Census population amounts for Florida’s TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 20**). Areas under 200,000 are excluded

because they are shown in the Districtwide section earlier in the handbook. TMA MPOs should consult with their District Liaison for CRP funding that can be used in any area of the state which is shown in the CRP Districtwide Tables on pages 26-27.

Table 20. TMA MPO Level Estimate for CRP (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	2024/25- 2049/50
FEDERAL						
CAR (CARU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for CRP-TMA MPOs (also called CARU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for CARU funds was distributed by percent of 2020 US Census population amounts for Florida’s TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. These estimates are provided at the MPO level only for MPOs in a federally designated TMA ((example shown in **Table 21**). Non-TMA MPOs should work with their district to determine their share of these types of funds as described in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook.

Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24-	2025/26–	2030/31–	2035/36–	2040/41–	2024/25-
	2024/25	2029/30	2034/35	2039/40	2049/50	2049/50
SHS (non-SIS, in TMA)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the state programmed SHS/non-SIS funds for TMA MPO counties (including the new TMAs). Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. These state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). These estimates are reported for each MPO as applicable (example shown in **Table 22**).

**Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)
– Example Table**

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for Other Roads. Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for MPO counties. The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. The federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are state funds for technical and operating/capital assistance to transit, paratransit, and commuter assistance programs. These estimates are reported for each MPO, as applicable (example shown in **Table 23**). These transit program estimates are determined based on formula according to county population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also should work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the “flexible” funds from FDOT including SHS (non-SIS), Other Roads (non-SIS, non-SHS), and Transit programs; federal and local transit operating assistance; and other funds from local or private sector sources that have been identified as reasonably available.

Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24-	2025/26–	2030/31–	2035/36–	2040/41–	2024/25–
	2024/25	2029/30	2034/35	2039/40	2049/50	2049/50
Transit Formula	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for non-SIS Transit-formula. Once programmed funds were determined by county, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

PRELIMINARY ENGINEERING (PE) ESTIMATES

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and roadway and structures design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2050 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2050 SIS CFP. For projects funded with the revenue estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for construction in a 5-year period is \$10 million, the MPO can assume that an additional \$2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. However, surplus funds, which may not be needed for PD&E and Design, cannot be transferred to other projects. If planned PD&E and Design phases use TMA funds, the amounts should be part of (not in addition to) estimates of TMA funds provided to MPOs.

FDOT encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027/28-2049/50).

PREPARING, DELIVERING, AND USING THE MPO REVENUE FORECAST REPORT

An MPO specific forecast will be provided to each MPO for use in their 2050 LRTP.

PREPARING THE MPO REVENUE FORECAST REPORT

When the revenue forecast was complete, the CO Revenue Team prepared a report for each MPO summarizing the statewide and districtwide tables and detailing the MPO specific tables. An individual report was completed for all 27 MPOs. The brief report should be used in developing the MPOs financial plan and documented in their LRTP.

DELIVERING THE MPO REVENUE FORECAST REPORT

The overall revenue forecast was presented to the MPOAC at the April 2023 Quarterly Meeting. At that time, each MPO was provided a printed copy of their revenue forecast. An electronic version of the revenue forecast was provided to each MPO following the MPOAC meeting.

USING THE MPO REVENUE FORECAST REPORT

The following points should be considered when using the revenue forecast:

- ✓ It has not historically been, nor is it current, FDOT policy to forecast estimates for specific fund codes in the Revenue Forecast given the long-range nature of the estimates.
- ✓ When developing long range plans, MPOs are not legally required to use the same terminology used by FDOT such as *SHS/non-SIS* or *Other Roads*. However, MPOs should identify the MPO estimates used from the forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.
- ✓ The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.
- ✓ The estimates can be used to fund planned capacity improvements to major elements of the transportation system (most notably highways and transit). The reports include statewide funding estimates and objectives for non-capacity programs.

The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.

APPENDIX A: REVENUE FORECAST TIMELINE

		EXTERNAL COORDINATION	INTERNAL COORDINATION	PROCESS
2021	October			· Kick off meeting
	November	· MPO Working Group Meeting	· FDOT Working Group Meeting	· Develop draft approach and conceptual framework for revenue forecast
	December	· MPO Working Group Meeting	· FDOT Working Group Meeting	
2022	January	· MPO Working Group Meeting · Draft conceptual framework for reporting estimates to MPOAC	· FDOT Working Group Meeting	· Develop financial guidelines and table templates
	February		· FDOT Working Group Meeting	
	March		· FDOT Working Group Meeting	
	April	· MPO Working Group Meeting · Draft financial guidelines and table templates for estimates to MPOAC	· FDOT Working Group Meeting	· Develop and test the processes and procedures for district and MPO level forecasts
	May			
	June	· MPO Working Group Meeting	· FDOT Working Group Meeting	
	July	· Provide update on revenue forecast to MPOAC		
	August			
	September			
	October	· MPO Working Group Meeting · Provide update on revenue forecast to MPOAC	· FDOT Working Group Meeting	
	November			
	December			
2023	January	· Provide update on revenue forecast to MPOAC		· Prepare final revenue forecast using tested processes and procedures
	February			
	March		· Receive March 2023 financial snapshot	
	April	· MPO Working Group Meeting · Present revenue forecast to MPOAC	· FDOT Working Group Meeting	· Follow up, as needed, with Districts for clarifications, information, questions, and/or other assistance
	May – July	· Distribute final revenue forecast to MPOs · Ongoing coordination with FDOT Districts and MPOs		

APPENDIX B: PROJECT FUNDING ELIGIBILITY

This appendix provides guidelines for the types of planned projects and programs that are eligible for funding with revenues estimated in the forecast. MPO plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements.

The 2050 Revenue Forecast includes all state transportation activities funded by federal and state revenues that “flow through” the Five-year Work Program. The starting point of this forecast is the PRP. The PRP addresses over 60 programs or subprograms.

The following are explanations of the types of projects, programs, and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2050 Revenue Forecast.

FUNDING ELIGIBILITY FOR CAPACITY PROGRAMS

STATE HIGHWAY SYSTEM

The State Highway System (SHS) is a network of 12,121 centerline miles of highways owned and maintained by the state or state-created authorities. Major elements of the SHS include the Interstate, Arterial Highways, Florida's Turnpike, and other toll facilities operated by transportation authorities.

Projects on the SHS include construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities which are on or planned to be on the SHS. The SHS includes both Strategic Intermodal System (SIS) and non-SIS highways.

STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS was created by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The SIS, including Strategic Growth facilities, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The SIS is the state's highest priority for transportation capacity investments.

FDOT, in coordination with the Districts and MPOs, leads in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. The SIS 2nd Five Year Plan, 2050 SIS CFP, Multimodal Unfunded Needs Plan, and MPO L RTPs consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period.

MPO plans and programs for SIS highways should be consistent with the 2050 SIS CFP, as provided to each MPO. Funding associated with aviation, rail, seaport development, and intermodal access is listed in the CFP under the designation of “modal reserves”. Modal reserves are identified funding amounts available for each mode for specific projects that will be identified and selected in the future. Capacity improvement projects eligible for funding include:

- ✓ Construction of additional lanes
- ✓ The capacity improvement component of interchange modifications
- ✓ New interchanges
- ✓ Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles
- ✓ Bridge replacement with increased capacity
- ✓ Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems
- ✓ The preferred alternative defined by an approved multi-modal interstate master plan
- ✓ Weigh-in-motion stations
- ✓ Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- ✓ New weigh stations and rest areas on the interstate

OTHER ROADS

The primary purpose of this program is to fund improvements on facilities that are not part of the State Highway System (SHS) and are not designated as SIS. Projects and programs eligible for funding include:

- ✓ Construction and improvement projects that:
 - o Add capacity;
 - o Improve highway geometry;
 - o Provide grade separations; and
 - o Improve turning movements through signalization improvements and storage capacity within turn lanes.
- ✓ Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;

- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Separate estimates of funds from this program are prepared and may be used on local government roads that meet federal eligibility criteria (i.e., off-state system). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements. Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the area, the District and the state.

The following activities are not eligible for funding from the Other Roads program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation below), and land acquisition for railroad corridors (see Rail below).

AVIATION

The aviation program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing, and maintaining publicly owned public use aviation facilities. All projects must be consistent with the role and function for each airport as defined by the Florida Aviation System Plan and the current airport layout plan (ALP) approved by FDOT. These types of projects include public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and preliminary engineering. Projects related to SIS airports must align with [SIS Funding Eligibility Guidance](#).

SPACEPORTS

The spaceport program provides support in the development of spaceports and related transportation facilities coordinating with airports and spaceports and fostering interagency efforts to improve space transportation capacity and efficiency. Funding is used to assist Space Florida with projects that improve aerospace transportation facilities in Florida. Florida Statutes specify funding to "investment projects" or "spaceport discretionary capacity improvement projects" if important access and on-spaceport and commercial launch facility capacity improvements are provided; capital improvements that strategically position the state to maximize opportunities in international trade are achieved; goals of an integrated

intermodal transportation system for the state are achieved; and feasibility and availability of matching funds through federal, local, or private partners are demonstrated. Projects related to SIS spaceports must align with [SIS Funding Eligibility Guidance](#).

RAIL

The rail program includes financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding the acquisition and rehabilitation of rail facilities, and assistance for developing intercity rail passenger service or commuter rail service. Types of projects include technical assistance, public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and intermodal hub capacity. Projects and programs eligible for funding include:

- ✓ Financial and technical assistance for intermodal projects;
- ✓ Rail safety inspections;
- ✓ Regulation of railroad operations and rail/highway crossings;
- ✓ Identification of abandoned rail corridors;
- ✓ Recommendations regarding the acquisition and rehabilitation of rail facilities; and
- ✓ Assistance for developing intercity rail passenger service or commuter rail service.

Projects related to SIS rail corridors must align with [SIS Funding Eligibility Guidance](#).

INTERMODAL ACCESS

The Intermodal Access Program includes access to intermodal facilities, the acquisition of right-of-way, and other capital improvements that enhance the movement of people and goods. It improves surface transportation access to seaports and airports. Projects and programs eligible for funding include:

- ✓ Intermodal studies (feasibility, preliminary design and engineering);
- ✓ Fixed guide-way systems;
- ✓ Capacity road and capacity rail projects that are designed to terminate at major modal facilities (airports, seaports, railroad and transit terminals, etc.);
- ✓ Intermodal and multi-modal transportation terminals;
- ✓ Development of dedicated bus lanes;
- ✓ Private or public projects facilitating the intermodal movement of people and goods; and
- ✓ Joint projects involving private carriers or facility operators are eligible provided a demonstrable public benefit will result from the intermodal project.

SEAPORT DEVELOPMENT (INCLUDING WATERWAYS)

The Seaport Development Program provides funding for the development of public deep-water seaport infrastructure to support the handling and processing of cargoes and passengers and the accommodation of seagoing vessels. A variety of grant funding programs support a wide variety of projects including waterway dredging, construction of storage facilities, wharves and terminals, and acquisition of cranes and other equipment used in moving cargo and passengers. Some programs also provide funding for such projects as security infrastructure and land acquisition. Projects related to SIS seaports must align with [SIS Funding Eligibility Guidance](#).

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

SUN TRAIL

The Florida Shared-Use Nonmotorized (SUN) Trail program authorizes FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) plan.

FDOT will advance the development of the SUN Trail network by programming funds through a two tier funding structure. The first tier funds the top two regional trail systems identified by the Florida Greenways and Trails Council. These are the Coast to Coast Trail and the St. Johns River-to-Sea Loop. The second tier funds individual trail segments that close gaps in the SUN Trail network. FDOT will work with partners to advance the SUN Trail network by improving interregional connectivity of the paved multi-use trail system, for bicyclists and pedestrians physically separated from vehicular traffic to ensure the network functions as a transportation system rather than standalone trails.

To receive consideration for SUN Trail funding FDOT must receive a completed “request for funding” with applicable project information including required signatures by the announced deadline through the Grant Application Program (GAP-online system). Projects must satisfy the following minimum eligibility criteria requirements:

- ✓ The project must be planned to be developed as a paved multi-use trail within the SUN Trail network, which is aligned to the Florida Greenways and Trails System Plan (FGTS) priority land trail network;
- ✓ Documentation must be provided that the project is identified as a priority by the applicable jurisdiction;
- ✓ If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be an MPO priority.

- For areas outside of MPO boundaries, the project must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal, or the state managing agency.
- Documentation must be provided that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager).
- Documentation must be provided that the project is consistent with the applicable comprehensive plan(s), transportation plan(s) or the long-term management plan(s).

SUN Trail projects from the FDOT Work Program should be included in MPO TIPs to advance. As such, these TIP projects would also need to be in the LRTP. MPOs may wish to include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. Finally, MPOs may wish to highlight planned connections with SUN Trail stemming from other Bike/Ped projects, or from projects of any mode.

TRANSIT

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program.

Note: For this program, state participation is limited to 50 percent of the non-federal share of capital costs and up to 50 percent of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient's allocation may be supplemented by the State if (1) requested by the MPO, (2) concurrence by FDOT, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15 percent of Block Grant Program funds for distribution to Community Transportation Coordinators.

- Service Development projects, which are demonstration projects that can receive initial funding from the state.

Note: For these projects, Up to 50 percent of the net project cost can be provided by the state. Up to 100 percent can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years)

- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor.
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy.

- ✓ Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.
- ✓ Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the Florida New Starts Transit Program.

FUNDING ELIGIBILITY FOR NON-CAPACITY PROGRAMS

Statewide estimates for all state non-capacity programs are an integral part of the 2050 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2050. These objectives will be met in each area, so it was not necessary to develop MPO estimates for these programs. Neither FDOT nor the MPOs need to identify projects for these programs. However, pursuant to an agreement between FDOT and the FHWA Division Office, FDOT has provided district-level estimates of existing facilities costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans.

SAFETY

Safety issues touch every area of the state transportation program. Specific safety improvement projects and sub-programs in this major program address mitigation of safety hazards that are not included in other major programs. Projects and programs eligible for funding include:

- ✓ Highway safety improvements at locations that have exhibited a history of high crash frequencies or have been identified as having significant roadside hazards;
- ✓ Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- ✓ Promotion of bicycle and pedestrian safety and vulnerable road users, including programs for public awareness, education and training.

RESURFACING

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces. Projects and programs eligible for funding include:

- ✓ Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- ✓ Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- ✓ Periodic resurfacing of other public roads, consistent with federal funding criteria and FDOT and MPO programming priorities.

BRIDGE

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by federal and state criteria. Projects and programs eligible for funding include:

- ✓ Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- ✓ Replacement of structurally deficient bridges on the SHS (Note: The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from SIS, SHS (non-SIS), Other Roads (non-SIS, non-SHS), and/or right-of-way major programs);
- ✓ Replacement of bridges which require structural repair but are more cost effective to replace;
- ✓ Construction of new bridges on the SHS;
- ✓ Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to federal and state policies and eligibility criteria; and
- ✓ Replacement of structurally deficient bridges off the federal-aid highway system, subject to federal and state policies and eligibility criteria.

PRODUCT SUPPORT

Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by FDOT staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- ✓ Preliminary engineering (related to location engineering and design);
- ✓ Construction engineering inspection for highway and bridge construction;
- ✓ Right-of-way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- ✓ Environmental mitigation of impacts of transportation projects on wetlands;
- ✓ Materials testing and research; and
- ✓ Planning and Public Transportation Operations support activities.

OPERATIONS & MAINTENANCE

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs such as resurfacing and bridge replacement are not part of

operations and maintenance. They are included in the Resurfacing and Bridge programs, respectively. Functions eligible for funding include:

- ✓ Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- ✓ Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- ✓ Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- ✓ Enforcement of laws and FDOT rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

ADMINISTRATION

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- ✓ Resources necessary to manage FDOT in the attainment of goals and objectives;
- ✓ Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- ✓ Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- ✓ Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- ✓ Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

APPENDIX C: OTHER TRANSPORTATION REVENUE SOURCES

Local government revenues such as taxes and fees; federal funds distributed directly to local governments; and local or regional tolls play a critical role in providing transportation services and facilities. FDOT does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook*. The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources, and the development of long range estimates.

CURRENT REVENUE SOURCES

MPOs should consider sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources potentially available to MPOs in the development of their LRTP.

LOCAL GOVERNMENT TAXES AND FEES

Local government sources include those that are dedicated for transportation purposes. In many areas these are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff will have information on recent revenue levels, uses of funds, and trends.

STATE IMPOSED MOTOR FUEL TAXES

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: Constitutional Fuel Tax (2 cents); County Fuel Tax (1 cent); and Municipal Fuel Tax (1 cent). Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by tax proceeds. The remainder is credited to the counties' transportation trust funds. County Fuel Tax receipts are distributed directly to counties. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria.

The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the *Local Government Financial Information Handbook*.

LOCAL OPTION MOTOR FUEL TAXES

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the Local Government Financial Information Handbook.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote (majority plus one) of its board of commissioners. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

OTHER TRANSPORTATION-RELATED SOURCES

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among MPO areas.

PROPERTY TAXES AND OTHER GENERAL REVENUE SOURCES

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. Sources, funding process, and eligible services vary widely among local governments. Local government financial staff have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

DISCRETIONARY SALES SURTAXES

A Charter County and Regional Transportation System Surtax of up to 1 percent may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems,

including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

A Local Government Infrastructure Surtax of either 0.5 percent or 1 percent may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1 percent. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

ADDITIONAL FEDERAL REVENUES

These are revenues from federal sources that are not included in the 2050 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

BOND PROCEEDS

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities.

OTHER CURRENT SOURCES

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

NEW REVENUE SOURCES

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's MPO areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- ✓ Authority (how sources are authorized in current state and/or local laws and ordinances);
- ✓ Estimates of proceeds through 2050;
- ✓ Reliability of the estimates (e.g., amount, consistency); and
- ✓ Likelihood that the source will become available (e.g., the probability that the proceeds will be available to fund improvements, considering issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

OPTIONAL SOURCES AUTHORIZED BY CURRENT STATE LAW

Communities in most MPO areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the Ninth-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

INNOVATIVE FINANCING SOURCES

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific MPO area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

DEVELOPMENT OF REVENUE ESTIMATES FOR OTHER TRANSPORTATION REVENUE SOURCES

MPOs should develop annual estimates through 2050 for each current or new revenue source. These annual estimates should be summarized into time bands similar to the state's revenue forecasts (e.g., 5 years) for consistency in the plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following.

HISTORICAL DATA

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales) to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

ADJUSTMENTS FOR GROWTH RATES AND INFLATION FACTORS

To be consistent with the FDOT revenue forecast, estimates of future revenue from other transportation sources should calculate the value of money in the “year of expenditure”. Appendix E provides information for adjusting revenue forecasts to “year of expenditure” dollars.

CONSTRAINTS ON THE USE OF REVENUES

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

APPENDIX D: TRANSPORTATION FINANCE TOOLS

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

Several of the sources or techniques below are available because of state and federal laws. Concurrence of FDOT, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with FDOT before including these sources and techniques in its long range plan.

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects is also included, although Turnpike Enterprise revenue is not included in this revenue forecast.

FEDERAL/STATE TRANSPORTATION FINANCE TOOLS

Federal law allows several methods of transportation finance that provide opportunities to leverage federal transportation funds. Most of the tools can be applied in more than one state program. These tools are not identified separately in the Program and Resource Plan, but FDOT has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

STATE INFRASTRUCTURE BANK (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB account (capitalized by federal money and matched with appropriate state funds as required by law); and the state-funded SIB account (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program Instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See <http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm>).

FLEXIBLE MATCH

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

STATE TRANSPORTATION FINANCE TOOLS

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

LOCAL FUND REIMBURSEMENT

Local Fund Reimbursement (LFR) are local funds used to advance a project in the adopted Five-Year Work Program. Section 339.12, F.S., authorizes the local government reimbursement program. It allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide \$250 million cap on commitments. There are statutory exceptions to the \$250 million cap as described in the referenced statute.

Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Five-Year Work Program. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program.

FUTURE TOLL FACILITY PROJECTS IN MPO LONG RANGE TRANSPORTATION PLANS

FDOT and local expressway authorities engage in studies of the feasibility of new toll facilities or extensions of existing facilities. If an MPO desires to include future toll facility projects in its long range plan beyond those currently included in the 2050 SIS CFP, the MPO should coordinate with the District and, as appropriate, local authority staff to determine if these facilities should be included in the plan (possibly as illustrative projects). Items to be considered include:

- ✓ Local/regional support of elected officials and the public for the project;
- ✓ Environmental, socio-economic and related impacts of the project;
- ✓ Consistency with affected local comprehensive plans; and
- ✓ Economic feasibility of the project (costs, revenues, debt service coverage, value for money analysis which compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that public funds have been protected.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility i.e., urban versus suburban versus rural. However, each project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional considerations to MPOs that are interested in including future toll facility projects in their cost feasible long range plans:

- ✓ For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- ✓ For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs usually are higher in urban areas;
- ✓ For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than necessary to eventually cover total project cost.

For the purposes of the MPO long range transportation plan, MPOs should document the amount and availability of revenues from other sources expected to be available to finance the project cost. Other sources may potentially include local revenue sources, Other Roads (non-SIS/non-SHS) funds from the 2050 Revenue Forecast, and private sector contributions. FDOT encourages MPOs to consult with their District and, as appropriate, local authority for technical assistance in preparing early analyses for possible toll facilities in the cost feasible long range transportation plan.

APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

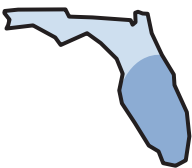
- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with

current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

Table 24. Growth Rates for 2027/28 – 2049/50

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT’s forecast to YOE dollars. The inflation multipliers shown below are based on FDOT’s inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflation Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC \$	PROJECT COST IN 2023/24 PDC \$	PROJECT COST IN 2024/25 PDC \$
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

$$\text{YOE dollars} = \text{2022/23 dollars} \times \text{2023 PDC multiplier for 2025/26-2029/30 time band}$$

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at \$30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply \$30,000,000 by 1.16 for a YOE amount of \$34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$$\text{\$34,800,000} = \text{\$30,000,000} \times \text{1.16}$$

INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

$$\text{YOE dollars} = \text{2022/23 PDC dollars} \times \text{Multiplier for 2026/27 Fiscal Year}$$

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at \$20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply \$20,100,000 times 1.123 for a YOE amount of \$22,572,300.

$$\text{\$22,572,300} = \text{\$20,100,000} \times \text{1.123}$$

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is \$40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is \$50 million (\$40 million + \$10 million).

APPENDIX F: GLOSSARY

Capacity Programs: Major FDOT programs that expand the throughput of people and freight on a facility.

Carbon Reduction Program: Federal-aid funding program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Charter County and Regional Transportation Surtax: A local discretionary sales tax that allows each charter county with an adopted charter, each county with consolidated government of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority created under Ch. 343 or 349, F.S., to levy at a rate of up to 1 percent. Generally, the tax proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

Constitutional Fuel Tax: A state tax of two cents per gallon of motor fuel. The first call on the proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds.

Cost Feasible Plan (CFP): A phased plan of transportation improvements that is based on (and constrained by) estimates of future revenues. For this purpose, the CFPs are the projects that make up the 2050 LRTP and the SIS plans.

County Fuel Tax: A county tax of 1 cent per gallon. The proceeds are to be used by counties for transportation-related expenses, including the reduction of bonded indebtedness incurred for transportation purposes.

Discretionary Sales Surtaxes: These taxes include eight separate surtaxes, also known as local option sales taxes, are currently authorized in law and represent potential revenue sources for county governments generally. These surtaxes apply to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions, and other authorized transactions authorized pursuant to Ch. 212, Florida Statutes, and communications services as defined for purposes of Ch. 202, Florida Statutes. The total potential surtax rate varies from county to county depending on the particular surtaxes that can be levied in that jurisdiction.

Documentary Stamp Tax: This tax is levied on documents, as provided under Chapter 201, Florida Statutes. Documents subject to this tax include, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness.

Florida's Turnpike Enterprise (FTE): Florida's Turnpike Enterprise, which is part of FDOT, oversees a 483-mile system of limited-access toll highways.

General Obligation Bonds: A municipal bond backed by the credit and taxing power of the issuing jurisdiction rather than the revenue from a given project.

Infrastructure Investment and Jobs Action (IIJA): A reauthorization of federal legislation that provides \$973 billion in funding over five years from FFY 2022 through FFY 2026, including \$550 billion for new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband, and resiliency.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): Legislative initiative by U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and placed an increased emphasis on public participation and transportation alternatives.

Local Option Fuel Taxes: County governments are authorized to levy up to 12 cents of local option fuel taxes in the form of three separate levies. The first is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county known as the Ninth-Cent Fuel Tax. The second is a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within a county. The third tax is a 1 to 5 cents levy upon every net gallon of motor fuel sold within a county, although diesel fuel is not subject to this tax. A local government may pledge any of its revenues from the tax to repay state bonds issued on its behalf and, in addition, may use these revenues to match state funds in a 50/50 ratio for projects on the State Highway System, or for other road projects which would alleviate congestion on the State Highway System.

Long Range Transportation Plan (LRTP): A long range, 20-year, strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies. For this document, LRTP is used generally to refer to an MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

Metropolitan Planning Organization (MPO): An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in urban areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions. For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

Metropolitan Planning Organization Advisory Council (MPOAC): A statewide organization created by the Florida Legislature to augment the role of the individual MPOs in the cooperative transportation planning process. The MPOAC assists the MPOs in carrying out the urban area transportation planning process by serving as the principal forum for collective policy decisions.

Municipal Fuel Tax: This one-cent fuel tax is one of the revenue sources that fund the Municipal Revenue Sharing Program. Municipalities must use the funds derived from this tax for transportation-related expenditures.

New Starts Transit Program (Federal): Federal-aid available for design and construction of new fixed-guideway or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).

New Starts Transit Program (Florida): Established by the 2005 Florida Legislature to assist local governments in developing and constructing fixed-guideway and bus rapid transit projects to accommodate and manage urban growth and development.

Ninth-cent Fuel Tax: A tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. The proceeds are used to fund specified transportation expenditures.

Non-capacity programs: FDOT programs designed to support, operate, and maintain the state transportation system including safety; resurfacing; bridge; product support; operations and maintenance; and administration.

Off-System Facilities: Facilities that are not on the State Highway System (SHS).

Program and Resource Plan (PRP): A 10-year plan that establishes financial and production targets for FDOT programs, thereby guiding program funding decisions to carry out the goals and objectives of the Florida Transportation Plan.

Revenue: Income received.

Revenue Estimating Conference (REC): The conference within Florida's statutorily required consensus estimating conference process that forecasts the classification of recurring and non-recurring revenues on a "cash" basis where revenues are assigned to the fiscal year in which they are likely to be received.

Revenue Forecast: An estimate of the value of money at the time it will be collected, reflecting future revenue. For this purpose, the revenue is forecast through 2050.

Small County Outreach Program (SCOP): A program to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads (Section 339.2818, Florida Statutes).

State Highway System (SHS): A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike System, other toll facilities operated by transportation authorities, and arterial highways.

State Imposed Motor Fuel Taxes: Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: the Constitutional Fuel Tax (2 cents); the County Fuel Tax (1 cent); and the Municipal Fuel Tax (1 cent).

Statutory Formula: Calculated as equal parts of population and motor fuel tax collections, per Section 339.135(4)(a)1, Florida Statutes.

Strategic Intermodal System (SIS): Florida's high priority transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Surface Transportation Block Grant (STBG) Program: Federal-aid highway funding program with flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Transportation Alternatives (TA) Set-Aside: Set-aside funds from STBG that provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Transportation Improvement Program (TIP): Short-term (four years per federal requirement and five years per state requirement) plan of approved projects developed by an MPO for a jurisdiction that is fiscally constrained.

Transportation Management Area (TMA): Urban areas with a population over 200,000 are designated as Transportation Management Areas (TMAs). These areas are subject to special planning and programming requirements.

Transportation Regional Incentive Program (TRIP): Created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Work Program (Adopted): The five-year listing of all transportation projects planned for each fiscal year by FDOT. The draft file is labeled *Tentative* (which is developed by the central FDOT office based on the District work programs) and the final file is labeled *Adopted* (adjusted for the legislatively approved budget for the first year of the program).

Year of Expenditure Dollars: Dollars that are adjusted for inflation from the present time to the expected year of construction.

APPENDIX G: MPO REVENUE FORECAST REPORT

A 2050 Revenue Forecast report is provided for each MPO.

- ✓ Florida-Alabama TPO
- ✓ Okaloosa-Walton TPO
- ✓ Bay County TPO
- ✓ Capital Region TPA
- ✓ Gainesville MTPO
- ✓ North Florida TPO
- ✓ Ocala/Marion County TPO
- ✓ Hernando/Citrus MPO
- ✓ Lake-Sumter MP
- ✓ River to Sea TPO
- ✓ MetroPlan Orlando
- ✓ Space Coast TPO
- ✓ Pasco County MPO
- ✓ Forward Pinellas
- ✓ Hillsborough MPO
- ✓ Polk TPO
- ✓ Indian River County MPO
- ✓ Sarasota/Manatee MPO
- ✓ Heartland Regional TPO
- ✓ St. Lucie TPO
- ✓ Martin MPO
- ✓ Charlotte County-Punta Gorda MPO
- ✓ Lee County MPO
- ✓ Collier MPO
- ✓ Palm Beach TPA
- ✓ Broward MPO
- ✓ Miami-Dade TPO

2050 REVENUE FORECAST OCALA/MARION COUNTY TPO

The purpose of this revenue forecast is to provide the **Ocala/Marion County TPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

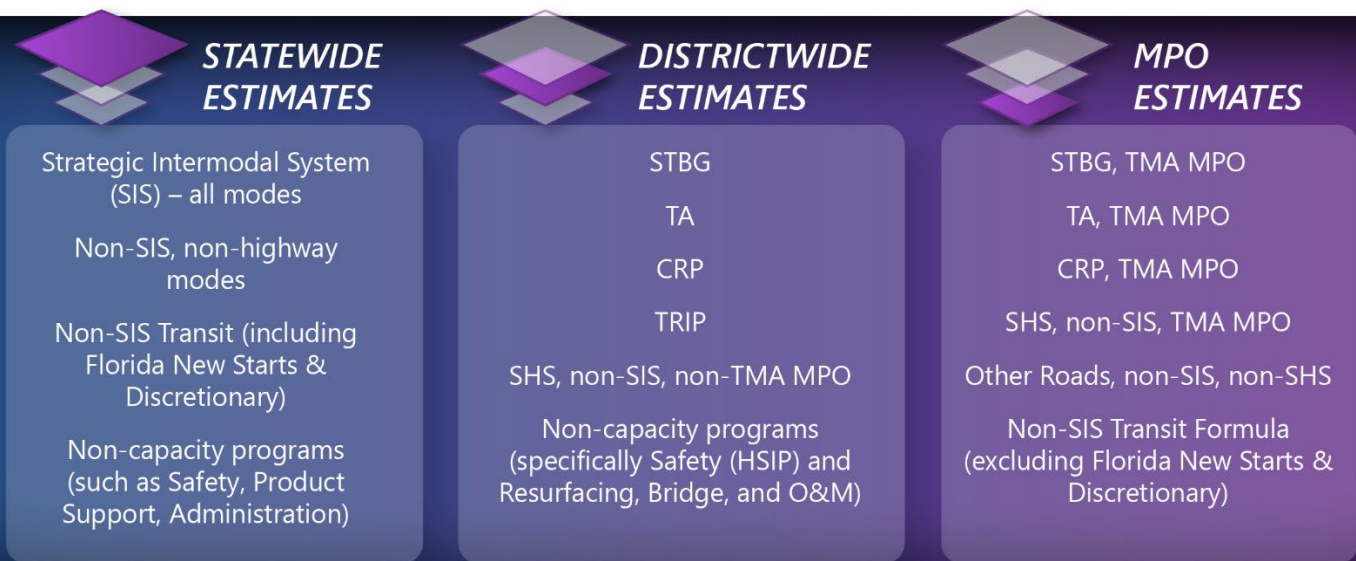
This document only provides forecasts for state and federal funds that “flow through” the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#). In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and non-SIS transit. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), Transportation Regional Incentive Program (TRIP), SHS (non-SIS), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including Other Roads (non-SIS, non-SHS) and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 59** provides the estimate for the **Ocala/Marion County TPO**.

Table 59. Ocala/Marion County TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	\$-	\$2.80	\$7.29	\$7.58	\$15.44	\$33.10

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

Table 60 provides the estimate for the **Ocala/Marion County TPO**.

Table 60. Ocala/Marion County TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	\$1.56	\$4.29	\$4.64	\$4.85	\$9.89	\$25.23

STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 155** provides the estimate for the **Miami-Dade TPO**.

Table 155. Miami-Dade TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	\$65.81	\$174.18	\$170.34	\$170.34	\$340.69	\$921.36

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 156** provides the estimate for the **Miami-Dade TPO**.

Table 156. Miami-Dade TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	\$16.20	\$31.07	\$31.12	\$31.12	\$62.24	\$171.75

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. **Table 157** provides the estimate for the **Miami-Dade TPO**.

Table 157. Miami-Dade TPO – TMA MPO Level Estimate for CRP (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	\$21.16	\$25.84	\$25.84	\$25.84	\$51.68	\$150.37

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 158** provides the estimate for the **Miami-Dade TPO**.

Table 158. Miami-Dade TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	\$22.02	\$52.47	\$107.50	\$111.75	\$227.48	\$521.21

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 159** provides the estimate for the **Miami-Dade TPO**.

Table 159. Miami-Dade TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	\$13.38	\$27.74	\$52.38	\$54.50	\$110.96	\$258.96

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

Table 160 provides the estimate for the **Miami-Dade TPO**.

Table 160. Miami-Dade TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	\$50.23	\$138.02	\$149.25	\$156.02	\$318.28	\$811.80



Strategic
development

FOR MORE INFORMATION:

Florida Department Of Transportation

Forecasting And Trends Office

www.fdot.gov/planning/fto

Office Of Policy Planning

www.fdot.gov/planning/policy



Appendix F

*Selection from
FY 2025/2026-2029/2030
Transportation Improvement Program*

Transportation Improvement Program

The Transportation Improvement Program (TIP) covers the first five years of the Long Range Transportation Plan. Federal regulations require a TIP to include four years of improvements; however Florida requires that a TIP includes improvements covering a five-year period. Major changes to the TIP go through a formal review process, including a public hearing.

Revenue sources for the TIP projects are listed below in **Table 1**. The full table can be found in the Ocala Marion TIP FY 2025/2026-2029/2030 available in Appendix E.

Table 1: TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs

Funding Source	2026	2027	2028	2029	2030	All Years
Federal	\$34,325,023	\$33,093,978	\$62,111,813	\$1,524,583	\$61,553,727	\$192,609,124
State	\$78,942,745	\$37,264,929	\$33,236,377	\$12,453,930	\$186,082,632	\$347,980,613
Local	\$5,160,476	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$13,336,543
Total	\$118,428,244	\$74,209,747	\$97,552,883	\$15,005,771	\$248,729,635	\$553,926,280

Source: Ocala Marion TIP 2025/2026-2029/2030

The current TIP includes several projects which are scheduled to be at least partially funded, as listed below in **Table 2** and

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3. Additional project information including scheduled phases and costs can be found in the Ocala Marion TIP FY 2025/2026-2029/2030. Costs shown in the TIP five-year program are shown as year of expenditure (YOE), which are considered equivalent to present day value (PDV). Additionally, the map on **Figure1**, Error! Reference source not found. illustrates projects that are fully funded through construction by 2030, the final year of the TIP.

Table 2: TIP FY 2025/2026-2029/2030 Roadway Projects

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
I-75 at NW 49 th St	End of 49 th St	End of NW 35 th St	Interchange improvements	CST, ROW	Yes	\$21,318,210
I-75 at SR 326			Interchange modifications	PE	Yes	\$12,546,000
I-75 at SR 326			Interchange improvements	CST	Yes	\$1,055,000
I-75	SR 200	SR 326	Add auxiliary lanes	CST, PE, ROW	Yes	\$20,886,098
US 41	SW 110 th St	N of SR 40	Capacity	CST	Yes	\$112,358,984
US 441 at SR 464			Operations	CST	Yes	\$4,537,846
SR 40	End of 4-Lanes	E of CR 314	Capacity	CST	No	\$129,751,356
SR 40	E of CR 314	E of CR 314A	Capacity	ROW	Yes	\$42,713,393

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
SR 40 at SW 27 th Ave			Safety	CST	Yes	\$1,822,492
SR 40	US 441	25 th Ave	Intersection improvements	CST	Yes	\$716,993
SW SR 200 at SW 60 th Ave			Safety	CST	Yes	\$1,161,885
SR 200	Citrus County Line	CR 484	Capacity	PE	Yes	\$5,000,000
CR 42 at CR 25			Intersection improvements	CST	Yes	\$782,910
CR 42 at CR 25			Intersection improvements	CST	Yes	\$125,185
CR 475A			Paved shoulders	PE, CST	Yes	\$1,915,028
NE 8 th Ave	SR 40	SR 492	Roundabout	CST	Yes	\$5,222,469
SE 100 th Ave			Paved Shoulders	PE, CST	Yes	\$1,259,028

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: *TIP FY 2025/2026-2029/2030 Bicycle and Pedestrian Projects*

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
Bellevue Greenway Trail			Bike Path and Trail	CST	Yes	\$868,700
Bellevue Greenway Trail			Bike Path and Trail	PE	Yes	\$265,000
Cross Florida Greenway Trail	Baseline Road	Santos Paved Trail	Bike Path and Trail	CST	Yes	\$5,600,000
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	\$2,909,626
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	\$203,007
US 441	SE 102 PL	SR 200	Sidewalk and Path	CST	Yes	\$5,240,567

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

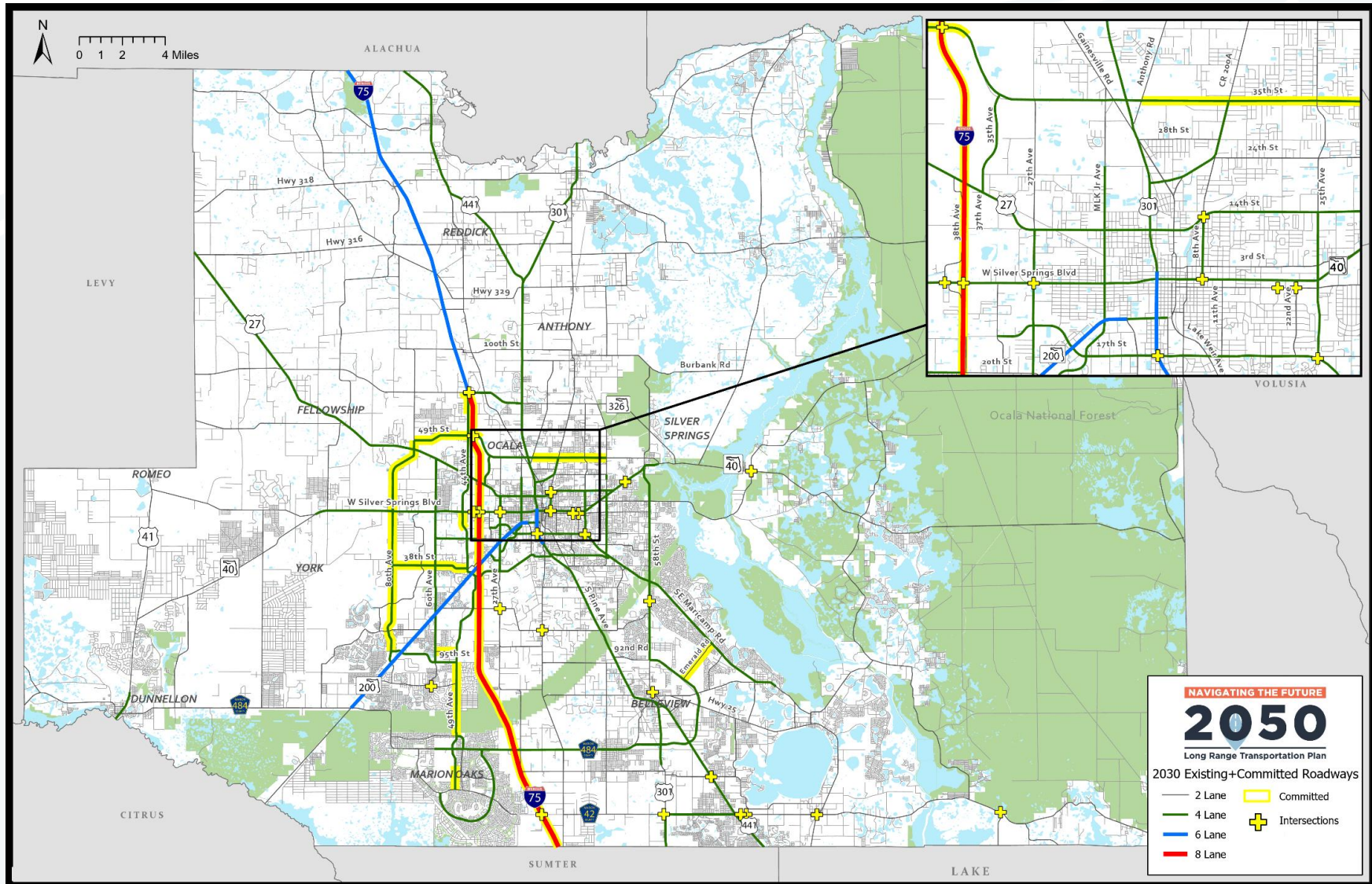


Figure 1: Existing and Committed Roadways (Constructed by 2030)



Appendix G

Roadway Cost Feasible Plan (Present Day Value)

2050 Revenue Forecast (PDV)

Demonstration of Fiscal Constraint (Present Day Value)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$38,495,349	\$12,906,410	\$55,150,000	\$106,551,759
Federal/State Revenue for Capital	\$31,715,656	\$27,054,725	\$44,010,600	\$102,780,981
Local Revenue for Capital	\$270,127,430	\$264,291,115	\$465,673,825	\$1,000,092,370
Contingency for Capital*	N/A	\$869,961	\$800,585	N/A
Subtotal for Capital Projects	\$340,338,435	\$305,122,211	\$565,635,010	\$1,211,095,657
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded Capital Projects	\$69,341,044	\$40,030,511	\$99,961,185	\$209,332,741
Locally-Funded Capital Projects	\$270,127,430	\$264,291,115	\$465,673,825	\$1,000,092,370
Capital Revenue Balance*	\$869,961	\$800,585	\$0	\$0
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federal/State Revenue for O&M	\$48,082,211	\$39,357,485	\$62,916,296	\$150,355,992
Local Revenue for O&M	\$110,085,500	\$111,019,500	\$224,843,000	\$445,948,000
Subtotal for O&M Projects	\$158,167,711	\$150,376,985	\$287,759,296	\$596,303,992
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded O&M Projects	\$48,082,211	\$39,357,485	\$62,916,296	\$150,355,992
Locally-Funded O&M Projects	\$110,085,500	\$111,019,500	\$224,843,000	\$445,948,000
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$869,961	\$800,585	\$0	\$0

* Contingency for Capital is treated as a rollover reserve between time periods. The amount is carried forward and adjusted by inflation using the formula:

$$\text{Contingency}_T = \text{Contingency}_{T-1} \times (\text{Inflation}_T / \text{Inflation}_{T-1})$$

Contingency balances are used to absorb available surplus and are not applied to cover deficits.

Tier 2 & 3 - 2050 Cost Feasible Projects (2031 - 2050)
Present Day Value (PDV), 2025 Dollars

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
CR 35	SR 40	NE 35 ST	0.42	WIDEN 2 TO 4 LANES	C/C	\$ 445,986	LOCAL	2031 – 2035	\$ 1,114,964	LOCAL	2031 – 2035	\$ 4,181,116	LOCAL	2031 – 2035	\$ 5,574,821	LOCAL
SHORES EAST EXT	SE 156 PL RD	MAPLE LN	0.60	NEW 2 LANES	2031 – 2035	\$ 502,745	LOCAL	2031 – 2035	\$ 1,256,864	LOCAL	2031 – 2035	\$ 4,713,238	LOCAL	2031 – 2035	\$ 6,284,318	LOCAL
SE 92 LP EXT	SE 95 ST	US 441	0.61	NEW 2 LANES	C/C	\$ 511,373	LOCAL	2031 – 2035	\$ 1,278,432	LOCAL	2031 – 2035	\$ 4,794,121	LOCAL	2031 – 2035	\$ 6,392,161	LOCAL
SW 20 ST	I-75	SR 200	1.08	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 1,139,330	LOCAL	2031 – 2035	\$ 2,848,325	LOCAL	2031 – 2035	\$ 10,681,220	LOCAL	2031 – 2035	\$ 14,241,626	LOCAL
NE 35 ST	NE 36 AV	SR 40	2.57	WIDEN 2 TO 4 LANES		C/C			C/C		2031 – 2035	\$ 25,486,485	LOCAL	2031 – 2035	\$ 33,981,981	LOCAL
SR 40	END OF FOUR LANES	E OF CR 314	5.36	WIDEN 2 TO 4 LANES		C/C			C/C			C/C		2031 – 2035	\$ 2,246,615	SIS
CR 475A	SW 66 ST	SW 42 ST	1.76	WIDEN 2 TO 4 LANES		C/C		Committed	\$ 1,146,769	LOCAL	Committed	\$ 939,600	LOCAL	2031 – 2035	\$ 23,272,537	LOCAL
CR 484	MARION OAKS BLVD	CR 475A	1.80	WIDEN 4 TO 6 LANES		C/C		Committed	\$ 2,500,000	LOCAL	Committed	\$ 14,040,000	LOCAL	2031 – 2035	\$ 19,247,021	LOCAL
CR 42	SE 58 AV	US 301	0.75	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 787,654	LOCAL	2036 – 2040	\$ 1,969,134	LOCAL	2041 – 2050	\$ 7,384,252	LOCAL	2036 – 2040	\$ 9,845,669	LOCAL
NW 37 AV	SR 40	US 27	1.39	NEW 2 LANES	2031 – 2035	\$ 1,168,074	LOCAL	2031 – 2035	\$ 2,920,186	LOCAL	2036 – 2040	\$ 10,950,696	LOCAL	2036 – 2040	\$ 14,600,928	LOCAL
CR 42	SE 36 AV	SE 58 AV	2.01	WIDEN 2 TO 4 LANES	Completed	\$ 2,119,444	LOCAL	2031 – 2035	\$ 5,298,610	LOCAL	2031 – 2035	\$ 19,869,787	LOCAL	2036 – 2040	\$ 26,493,049	LOCAL
CR 475	SE 59 ST	SE 32 ST	2.15	WIDEN 2 TO 4 LANES	Completed	\$ 2,270,590	LOCAL	2031 – 2035	\$ 5,676,476	LOCAL	2036 – 2040	\$ 21,286,786	LOCAL	2036 – 2040	\$ 28,382,381	LOCAL
BANYAN RD EXT	BANYAN RD	PECAN PASS	0.53	NEW 2 LANES	Completed	\$ 443,460	LOCAL	2036 – 2040	\$ 1,108,649	LOCAL	2041 – 2050	\$ 4,157,435	LOCAL	2041 – 2050	\$ 5,543,247	LOCAL
NE 36 AV	NE 14 ST	NE 21 ST	0.50	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 528,131	LOCAL	2041 – 2050	\$ 1,320,326	LOCAL	2041 – 2050	\$ 4,951,224	LOCAL	2041 – 2050	\$ 6,601,632	LOCAL
CR 484	MARION OAKS CRSE	MARION OAKS BLVD	0.87	WIDEN 4 TO 6 LANES	2036 – 2040	\$ 740,460	LOCAL	2036 – 2040	\$ 1,851,150	LOCAL	2036 – 2040	\$ 6,941,813	LOCAL	2041 – 2050	\$ 9,255,750	LOCAL
NE 36 AV	NE 25 ST	NE 35 ST	0.77	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 809,839	LOCAL	2041 – 2050	\$ 2,024,598	LOCAL	2041 – 2050	\$ 7,592,242	LOCAL	2041 – 2050	\$ 10,122,989	LOCAL
SW 66 ST	SW 49 AV	SW 27 AV	1.25	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 1,320,127	LOCAL	2036 – 2040	\$ 3,300,317	LOCAL	2036 – 2040	\$ 12,376,189	LOCAL	2041 – 2050	\$ 16,501,585	LOCAL
SW 80 ST	SW 80 AV	SR 200	1.54	WIDEN 2 TO 4 LANES	Completed	\$ 1,627,342	LOCAL	2041 – 2050	\$ 4,068,356	LOCAL	2041 – 2050	\$ 15,256,335	LOCAL	2041 – 2050	\$ 20,341,780	LOCAL
CR 484	CR 475A	CR 475	1.99	WIDEN 4 TO 6 LANES	Completed	\$ 1,706,101	LOCAL	2031 – 2035	\$ 4,265,253	LOCAL	2036 – 2040	\$ 15,994,698	LOCAL	2041 – 2050	\$ 21,326,264	LOCAL
SE 92 PL RD	US 441	SR 35	1.68	WIDEN 2 TO 4 LANES	Completed	\$ 1,779,296	LOCAL	2036 – 2040	\$ 4,448,239	LOCAL	2036 – 2040	\$ 16,680,898	LOCAL	2041 – 2050	\$ 22,241,197	LOCAL
SR 464	SE 31 ST	MIDWAY RD	4.41	WIDEN 4 TO 6 LANES	Completed	\$ 3,284,212	LOCAL	2041 – 2050	\$ 8,210,531	LOCAL	2041 – 2050	\$ 32,842,125	LOCAL	2041 – 2050	\$ 41,052,656	LOCAL
MARION OAKS MANOR EXT	SW 18 AV RD	CR 475	2.15	NEW 4 LANES	Completed	\$ 3,371,833	LOCAL	2031 – 2035	\$ 8,429,582	LOCAL	2036 – 2040	\$ 17,408,991	LOCAL	2041 – 2050	\$ 42,147,911	LOCAL
MARION OAKS MNR	SW 49 AV	MARION OAKS LN	3.22	WIDEN 2 TO 4 LANES	Completed	\$ 3,399,298	LOCAL	2031 – 2035	\$ 8,498,246	LOCAL	2036 – 2040	\$ 18,330,686	LOCAL	2041 – 2050	\$ 42,491,228	LOCAL
SR 40	E OF CR 314A	LEVY HAMMOCK RD	2.48	WIDEN 2 TO 4 LANES		C/C			C/C		2041 – 2050	\$ 28,494,477	SIS	2041 – 2050	\$ 28,494,477	SIS
NW 60 AV	US 27	NW 49 ST	0.98	NEW 4 LANES		C/C		C/C	\$ 720,000	LOCAL	2036 – 2040	\$ 14,370,028	LOCAL	2041 – 2050	\$ 19,160,038	LOCAL

Note:

1. C/C = Completed/Committed

Tier 2 & 3 - Tentative 2050 Cost Feasible Projects (Intersections) (2031 - 2050)
Present Day Value (PDV), 2025 Dollars

ON STREET	CROSS STREET	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
SR/CR 464/MARICAMP RD	AT SR 35	MODIFY INTERSECTION	C/C	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
SW 42 ST	AT CR 475A	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
SW SR 200	AT SW 60 AV	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
WEST OAK SPINE RD	AT NW 35 ST	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
WEST OAK SPINE RD	AT NW 21 ST	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
NW MLK AV	AT NW 21 ST	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	2036 – 2040	\$ 1,168,157	LOCAL	2036 – 2040	\$ 1,557,542	LOCAL
SW 27 AV	AT SW 19 AV	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	2036 – 2040	\$ 1,168,157	LOCAL	2036 – 2040	\$ 1,557,542	LOCAL
SE 31 ST	AT SE 24 RD	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	C/C	\$ 1,168,157	LOCAL	2041 – 2050	\$ 1,557,542	LOCAL
SE 31 ST	AT SE 19 AV	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	C/C	\$ 1,168,157	LOCAL	2041 – 2050	\$ 1,557,542	LOCAL
SR 35	AT SR 25	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	FED/STATE	2031 – 2035	\$ 311,508	FED/STATE	2036 – 2040	\$ 1,168,157	FED/STATE	2041 – 2050	\$ 1,557,542	FED/STATE
SW 31 ST	AT SW 7 AV	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	2036 – 2040	\$ 1,168,157	LOCAL	2041 – 2050	\$ 1,557,542	LOCAL
SW 32 ST	AT CR 475	MODIFY INTERSECTION	2041 – 2050	\$ 124,603	LOCAL	2041 – 2050	\$ 311,508	LOCAL	2041 – 2050	\$ 1,168,157	LOCAL	2041 – 2050	\$ 1,557,542	LOCAL
SW 60 AV	AT US 27	MODIFY INTERSECTION	2041 – 2050	\$ 124,603	FED/STATE	2041 – 2050	\$ 311,508	FED/STATE	2041 – 2050	\$ 1,168,157	FED/STATE	2041 – 2050	\$ 1,557,542	FED/STATE
SR 40	AT SW67 AV/NW 68 AV	MODIFY INTERSECTION	2041 – 2050	\$ 186,905	FED/STATE	2041 – 2050	\$ 467,263	FED/STATE	2041 – 2050	\$ 1,869,050	FED/STATE	2041 – 2050	\$ 2,336,313	FED/STATE
SR 40	AT SR 35	MODIFY INTERSECTION	C/C	\$ 186,905	LOCAL	2041 – 2050	\$ 467,263	FED/STATE	2041 – 2050	\$ 1,869,050	LOCAL	2041 – 2050	\$ 2,336,313	LOCAL
US 41	AT SR 40	MODIFY INTERSECTION	2031 – 2035	\$ 186,905	FED/STATE	2031 – 2035	\$ 467,263	FED/STATE	2031 – 2035	\$ 1,869,050	FED/STATE	2041 – 2050	\$ 2,336,313	FED/STATE
SW 95 ST	AT I-75	FLYOVER	2041 – 2050	\$ 400,000	LOCAL	2041 – 2050	\$ 1,000,000	LOCAL	2041 – 2050	\$ 3,750,000	LOCAL	2041 – 2050	\$ 5,000,000	LOCAL

Note:

1. C/C = Completed/Committed

Tier 4 - Tentative Partially Funded Projects (2031 - 2050)
Present Day Value (PDV), 2025 Dollars

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DES TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
SR 200	COUNTY LINE	CR 484	6.00	WIDEN 2 TO 4 LANES		C/C			C/C		2036 – 2040	\$ 5,000,000	FED/STATE	2041 – 2050	\$5,000,000 (PARTIAL)	FED/STATE
US 41	SW 110 ST	SR 40	3.40	WIDEN 2 TO 4 LANES	C/C	\$ 3,118,464	FED/STATE	C/C	\$ 7,796,161	FED/STATE	Completed	\$ 31,184,644	FED/STATE		\$ 38,980,805	
SR 35	AT ROBINSON RD			MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	2036 – 2040	\$ 1,168,157	LOCAL		\$ 1,557,542	
I-75	AT SR 200			MODIFY INTERCHANGE		C/C			C/C		2041 – 2050	\$ 15,000,000	SIS		\$ 2,336,313	
I-75	AT CR 318			MODIFY INTERCHANGE	C/C	\$ 233,631	SIS	2031 – 2035	\$ 700,894	SIS	2041 – 2050	\$ 2,336,313	SIS		\$ 2,336,313	
US 301	CR 42	SE 147 ST	2.23	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 2,044,442	FED/STATE	2031 – 2035	\$ 5,111,104	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 25,555,521	
US 301	SE 147 ST	143 PL	0.13	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 118,643	FED/STATE	2031 – 2035	\$ 296,607	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 1,483,035	
SR 40	US 41	CR 328	9.73	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 8,932,672	FED/STATE	2036 – 2040	\$ 17,195,394	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 111,658,402	
SR 40	E OF CR 314	E OF CR 314A	5.04	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 5,789,871	SIS	2036 – 2040	\$ 17,369,612	SIS	2041 – 2050	\$ 57,898,707	SIS		\$ 57,898,707	
SR 40	LEVY HAMMOCK RD	SR 19	12.78	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 14,675,289	SIS	2036 – 2040	\$ 44,025,867	SIS	2041 – 2050	\$ 146,752,891	SIS		\$ 146,752,891	
US 441	COUNTY LINE (S)	CR 42	2.02	WIDEN 4 TO 6 LANES	2031 – 2035	\$ 1,504,220	FED/STATE	2036 – 2040	\$ 3,760,550	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 18,802,752	
CR 42	CR 475	SE 36 AV	2.01	WIDEN 2 TO 4 LANES	C/C	\$ 2,119,115	LOCAL	2041 – 2050	\$ 5,297,789	LOCAL	2041 – 2050	\$ 19,866,708	LOCAL		\$ 26,488,943	
SR 326	US 441	SR 40	8.46	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 9,878,678	FED/STATE	2041 – 2050	\$ 22,428,726	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 97,094,051	
CR 484	SW 180 AV RD	SR 200	8.22	WIDEN 2 TO 4 LANES	2041 – 2050	\$ 8,684,041	LOCAL	2041 – 2050	\$ 3,670,000	LOCAL	2041 – 2050	\$ 13,500,000	LOCAL		\$ 108,550,517	
SW TO NE CORRIDOR (WEST BELTWAY)				CORRIDOR STUDY	2041 – 2050	\$ 7,000,000	LOCAL		TBD		2041 – 2050	\$ 30,000,000	LOCAL		TBD	
I-75	CR 318	COUNTY LINE (N)	5.94	AUX LANES	C/C	\$ 10,170,758	SIS	2036 – 2040	\$ 7,619,000	SIS		\$ 101,707,577			\$ 101,707,577	
CR 484	SR 200	MARION OAKS PASS (E)	5.50	WIDEN 2 TO 4 LANES		C/C		2036 – 2040	\$ 14,515,432	LOCAL		\$ 54,432,869			\$ 72,577,159	
I-75	SR 326	CR 318	10.23	AUX LANES	C/C	\$ 3,000,000	SIS	2036 – 2040	\$ 12,515,000	SIS		\$ 175,168,108			\$ 175,168,108	
I-75	AT SW 20 ST			NEW INTERCHANGE	2036 – 2040	\$ 233,631	SIS		\$ 700,894			\$ 2,336,313			\$ 2,336,313	
EAST-WEST CORRIDOR				CORRIDOR STUDY	2031 – 2035	\$ 5,000,000	LOCAL		TBD			TBD			TBD	

Note:

1. C/C = Completed/Committed

Tier 5 - Unfunded Needs
Present Day Value (PDV), 2025 Dollars

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDV PE	PDV DES	PDV ROW	PDV CST
CR 200A	NE 35 ST	SR 326	2.58	WIDEN 2 TO 4 LANES	\$ 2,723,768	\$ 6,809,421	\$ 25,535,327	\$ 34,047,103
CR 25	SR 35	SE 108 TER RD	4.47	WIDEN 2 TO 4 LANES	\$ 4,720,969	\$ 11,802,423	\$ 44,259,085	\$ 59,012,113
CR 316	NE 152 PL	NE 152 ST	8.71	WIDEN 2 TO 4 LANES	\$ 9,198,071	\$ 22,995,177	\$ 86,231,914	\$ 114,975,885
CR 318	COUNTY LINE	I-75	10.01	WIDEN 2 TO 4 LANES	\$ 10,571,099	\$ 26,427,747	\$ 99,104,053	\$ 132,138,737
CR 42	US 441	CR 25	3.82	WIDEN 2 TO 4 LANES	\$ 4,034,799	\$ 10,086,997	\$ 37,826,238	\$ 50,434,984
CR 484	US 41	LAKE SHORE DR	0.24	WIDEN 2 TO 4 LANES	\$ 252,642	\$ 631,606	\$ 2,368,523	\$ 3,158,031
I-75	AT CR 484			MODIFY INTERCHANGE	\$ 233,631	\$ 700,894	\$ 2,336,313	\$ 2,336,313
NE 25 AV	SR 492	NE 35 ST	1.60	WIDEN 2 TO 4 LANES	\$ 1,691,403	\$ 4,228,506	\$ 15,856,899	\$ 21,142,532
NW 27 AV	US 27	NW 35 ST	1.81	WIDEN 2 TO 4 LANES	\$ 1,908,132	\$ 4,770,330	\$ 17,888,739	\$ 23,851,652
NW 35 AV	NW 49/35 ST	NW 63 ST	1.11	NEW 4 LANES	\$ 1,734,286	\$ 4,335,716	\$ 16,258,936	\$ 21,678,581
SE 110 ST	SE 36 AV/CR 467	US 441	1.23	WIDEN 2 TO 4 LANES	\$ 1,301,856	\$ 3,254,640	\$ 12,204,902	\$ 16,273,202
SE 24 ST	SE 36 AV	SE 28 ST	1.34	WIDEN 2 TO 4 LANES	\$ 1,410,454	\$ 3,526,136	\$ 13,223,010	\$ 17,630,680
SE 44 AV	SE 52 ST	SE 38 ST	1.13	WIDEN 2 TO 4 LANES	\$ 1,188,764	\$ 2,971,911	\$ 11,144,665	\$ 14,859,553
SR 200	AT SW 43 ST			MODIFY INTERSECTION	\$ 124,603	\$ 311,508	\$ 1,168,157	\$ 1,557,542
SR 35	NE 35 ST	SR 326	1.38	WIDEN 2 TO 4 LANES	\$ 1,452,669	\$ 3,631,672	\$ 13,618,772	\$ 18,158,362
SR 35	SR 25	SE 92 PLACE LP	1.77	WIDEN 2 TO 4 LANES	\$ 1,626,360	\$ 4,065,900	\$ 16,263,601	\$ 20,329,501
SW 66 ST	SR 200	SW 49 AV	1.51	WIDEN 2 TO 4 LANES	\$ 1,591,283	\$ 3,978,207	\$ 14,918,276	\$ 19,891,034
US 27	NW 44 AV	NW 27 AV	1.85	WIDEN 4 TO 6 LANES	\$ 1,721,236	\$ 5,163,707	\$ 17,212,356	\$ 17,212,356
US 441	CR 42	SE 132 ST RD/SE 92 PLACE LP	3.99	WIDEN 4 TO 6 LANES	\$ 2,971,407	\$ 7,428,516	\$ 29,714,065	\$ 37,142,582



Appendix H

Roadway Cost Feasible Plan (Year of Expenditure)

2050 Revenue Forecast (YOE)

Demonstration of Fiscal Constraint (Year of Expenditure)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$49,659,000	\$20,134,000	\$106,991,000	\$176,784,000
Federal/State Revenue for Capital	\$40,913,196	\$42,205,371	\$85,380,564	\$168,499,132
Local Revenue for Capital	\$348,464,385	\$412,294,140	\$903,407,220	\$1,664,165,745
Contingency for Capital*	N/A	\$94,094,589	\$116,880,478	N/A
Subtotal for Capital Project Revenues	\$439,036,581	\$568,728,101	\$1,212,659,262	\$2,220,423,944
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded Capital Projects	\$12,763,209	\$62,447,597	\$193,924,699	\$269,135,506
Locally-Funded Capital Projects	\$348,464,385	\$412,294,140	\$903,407,220	\$1,664,165,745
Capital Revenue Balance*	\$77,808,987	\$93,986,364	\$115,327,342	\$0
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federal/State Revenue for O&M	\$62,026,052	\$61,397,676	\$122,057,615	\$245,481,343
Local Revenue for O&M	\$142,010,295	\$173,190,420	\$436,195,420	\$751,396,135
Subtotal for O&M Project Revenues	\$204,036,347	\$234,588,096	\$558,253,035	\$996,877,478
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded O&M Projects	\$62,026,052	\$61,397,676	\$122,057,615	\$245,481,343
Locally-Funded O&M Projects	\$142,010,295	\$173,190,420	\$436,195,420	\$751,396,135
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$77,808,987	\$93,986,364	\$115,327,342	\$0

* Contingency for Capital is treated as a rollover reserve between time periods. The amount is carried forward and adjusted by inflation using the formula:

$$\text{Contingency}_T = \text{Contingency}_{T-1} \times (\text{Inflation}_T / \text{Inflation}_{T-1})$$

Contingency balances are used to absorb available surplus and are not applied to cover deficits.

Tier 2 & 3 - 2050 Cost Feasible Projects (2031 - 2050)
Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
CR 35	SR 40	NE 35 ST	0.42	WIDEN 2 TO 4 LANES	Completed	\$ 445,986	LOCAL	2031 – 2035	\$ 1,438,304	LOCAL	2031 – 2035	\$ 5,393,639	LOCAL	2031 – 2035	\$ 7,191,519	LOCAL
SHORES EAST EXT	SE 156 PL RD	MAPLE LN	0.60	NEW 2 LANES	2031 – 2035	\$ 648,542	LOCAL	2031 – 2035	\$ 1,621,354	LOCAL	2031 – 2035	\$ 6,080,078	LOCAL	2031 – 2035	\$ 8,106,770	LOCAL
SE 92 LP EXT	SE 95 ST	US 441	0.61	NEW 2 LANES	Completed	\$ 511,373	LOCAL	2031 – 2035	\$ 1,649,177	LOCAL	2031 – 2035	\$ 6,184,416	LOCAL	2031 – 2035	\$ 8,245,887	LOCAL
SW 20 ST	I-75	SR 200	1.08	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 1,469,736	LOCAL	2031 – 2035	\$ 3,674,340	LOCAL	2031 – 2035	\$ 13,778,773	LOCAL	2031 – 2035	\$ 18,371,698	LOCAL
NE 35 ST	NE 36 AV	SR 40	2.57	WIDEN 2 TO 4 LANES		C/C					2031 – 2035	\$ 32,877,566	LOCAL	2031 – 2035	\$ 43,836,755	LOCAL
														2031 – 2035	\$ 2,898,133	SIS
SR 40	END OF FOUR LANES	E OF CR 314	5.36	WIDEN 2 TO 4 LANES		C/C			C/C			C/C			\$ 126,849,867	SIS
CR 475A	SW 66 ST	SW 42 ST	1.76	WIDEN 2 TO 4 LANES		C/C		Committed	\$ 1,146,769	LOCAL	Committed	\$ 939,600	LOCAL	2031 – 2035	\$ 30,021,572	LOCAL
CR 484	MARION OAKS BLVD	CR 475A	1.80	WIDEN 4 TO 6 LANES		C/C		Committed	\$ 2,500,000	LOCAL	Committed	\$ 14,040,000	LOCAL	2031 – 2035	\$ 24,828,658	LOCAL
CR 42	SE 58 AV	US 301	0.75	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 1,228,739	LOCAL	2036 – 2040	\$ 3,071,849	LOCAL	2041 – 2050	\$ 14,325,448	LOCAL	2036 – 2040	\$ 15,359,244	LOCAL
NW 37 AV	SR 40	US 27	1.39	NEW 2 LANES	2031 – 2035	\$ 1,506,816	LOCAL	2031 – 2035	\$ 3,767,039	LOCAL	2036 – 2040	\$ 17,083,086	LOCAL	2036 – 2040	\$ 22,777,448	LOCAL
CR 42	SE 36 AV	SE 58 AV	2.01	WIDEN 2 TO 4 LANES	Completed	\$ 2,119,444	LOCAL	2031 – 2035	\$ 6,835,207	LOCAL	2031 – 2035	\$ 25,632,025	LOCAL	2036 – 2040	\$ 41,329,156	LOCAL
CR 475	SE 59 ST	SE 32 ST	2.15	WIDEN 2 TO 4 LANES	Completed	\$ 2,270,590	LOCAL	2031 – 2035	\$ 7,322,654	LOCAL	2036 – 2040	\$ 33,207,386	LOCAL	2036 – 2040	\$ 44,276,514	LOCAL
BANYAN RD EXT	BANYAN RD	PECAN PASS	0.53	NEW 2 LANES	Completed	\$ 443,460	LOCAL	2036 – 2040	\$ 1,729,493	LOCAL	2041 – 2050	\$ 8,065,424	LOCAL	2041 – 2050	\$ 10,753,898	LOCAL
NE 36 AV	NE 14 ST	NE 21 ST	0.50	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 823,884	LOCAL	2041 – 2050	\$ 2,561,433	LOCAL	2041 – 2050	\$ 9,605,374	LOCAL	2041 – 2050	\$ 12,807,166	LOCAL
CR 484	MARION OAKS CRSE	MARION OAKS BLVD	0.87	WIDEN 4 TO 6 LANES	2036 – 2040	\$ 1,155,118	LOCAL	2036 – 2040	\$ 2,887,794	LOCAL	2036 – 2040	\$ 10,829,228	LOCAL	2041 – 2050	\$ 17,956,155	LOCAL
NE 36 AV	NE 25 ST	NE 35 ST	0.77	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 1,263,349	LOCAL	2041 – 2050	\$ 3,927,720	LOCAL	2041 – 2050	\$ 14,728,949	LOCAL	2041 – 2050	\$ 19,638,599	LOCAL
SW 66 ST	SW 49 AV	SW 27 AV	1.25	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 2,059,398	LOCAL	2036 – 2040	\$ 5,148,494	LOCAL	2036 – 2040	\$ 19,306,854	LOCAL	2041 – 2050	\$ 32,013,074	LOCAL
SW 80 ST	SW 80 AV	SR 200	1.54	WIDEN 2 TO 4 LANES	Completed	\$ 1,627,342	LOCAL	2041 – 2050	\$ 7,892,611	LOCAL	2041 – 2050	\$ 29,597,290	LOCAL	2041 – 2050	\$ 39,463,053	LOCAL
CR 484	CR 475A	CR 475	1.99	WIDEN 4 TO 6 LANES	Completed	\$ 1,706,101	LOCAL	2031 – 2035	\$ 5,502,176	LOCAL	2036 – 2040	\$ 24,951,729	LOCAL	2041 – 2050	\$ 41,372,953	LOCAL
SE 92 PL RD	US 441	SR 35	1.68	WIDEN 2 TO 4 LANES	Completed	\$ 1,779,296	LOCAL	2036 – 2040	\$ 6,939,254	LOCAL	2036 – 2040	\$ 26,022,201	LOCAL	2041 – 2050	\$ 43,147,923	LOCAL
SR 464	SE 31 ST	MIDWAY RD	4.41	WIDEN 4 TO 6 LANES	Completed	\$ 3,284,212	LOCAL	2041 – 2050	\$ 15,928,430	LOCAL	2041 – 2050	\$ 63,713,722	LOCAL	2041 – 2050	\$ 79,642,152	LOCAL
MARION OAKS MANOR EXT	SW 18 AV RD	CR 475	2.15	NEW 4 LANES	Completed	\$ 3,371,833	LOCAL	2031 – 2035	\$ 10,874,161	LOCAL	2036 – 2040	\$ 27,158,027	LOCAL	2041 – 2050	\$ 81,766,947	LOCAL
MARION OAKS MNR	SW 49 AV	MARION OAKS LN	3.22	WIDEN 2 TO 4 LANES	Completed	\$ 3,399,298	LOCAL	2031 – 2035	\$ 10,962,737	LOCAL	2036 – 2040	\$ 28,595,870	LOCAL	2041 – 2050	\$ 82,432,983	LOCAL
SR 40	E OF CR 314A	LEVY HAMMOCK RD	2.48	WIDEN 2 TO 4 LANES		C/C			C/C		2041 – 2050	\$ 55,279,285	SIS	2041 – 2050	\$ 55,279,285	SIS
NW 60 AV	US 27	NW 49 ST	0.98	NEW 4 LANES		C/C		C/C	\$ 720,000	LOCAL	2036 – 2040	\$ 22,417,244	LOCAL	2041 – 2050	\$ 37,170,473	LOCAL

Notes:

1. C/C = Completed/Committed

2. Unfunded phase costs assume inflation equivalent to the 2041 - 2050 timeband.

Tier 2 & 3 - Tentative 2050 Cost Feasible Projects (Intersections) (2031 - 2050)
Year of Expenditure (YOE)

ON STREET	CROSS STREET	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
SR/CR 464/MARICAMP RD	AT SR 35	MODIFY INTERSECTION	C/C	\$ 124,603	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
SW 42 ST	AT CR 475A	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
SW SR 200	AT SW 60 AV	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
WEST OAK SPINE RD	AT NW 35 ST	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
WEST OAK SPINE RD	AT NW 21 ST	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
NW MLK AV	AT NW 21 ST	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	2036 – 2040	\$ 1,822,324	LOCAL	2036 – 2040	\$ 2,429,766	LOCAL
SW 27 AV	AT SW 19 AV	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	2036 – 2040	\$ 1,822,324	LOCAL	2036 – 2040	\$ 2,429,766	LOCAL
SE 31 ST	AT SE 24 RD	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	C/C	\$ 1,168,157	LOCAL	2041 – 2050	\$ 3,021,632	LOCAL
SE 31 ST	AT SE 19 AV	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	C/C	\$ 1,168,157	LOCAL	2041 – 2050	\$ 3,021,632	LOCAL
SR 35	AT SR 25	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	FED/STATE	2031 – 2035	\$ 401,846	FED/STATE	2036 – 2040	\$ 1,822,324	FED/STATE	2041 – 2050	\$ 3,021,632	FED/STATE
SW 31 ST	AT SW 7 AV	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	2036 – 2040	\$ 1,822,324	LOCAL	2041 – 2050	\$ 3,021,632	LOCAL
SW 32 ST	AT CR 475	MODIFY INTERSECTION	2041 – 2050	\$ 241,731	LOCAL	2041 – 2050	\$ 604,326	LOCAL	2041 – 2050	\$ 2,266,224	LOCAL	2041 – 2050	\$ 3,021,632	LOCAL
SW 60 AV	AT US 27	MODIFY INTERSECTION	2041 – 2050	\$ 241,731	FED/STATE	2041 – 2050	\$ 604,326	FED/STATE	2041 – 2050	\$ 2,266,224	FED/STATE	2041 – 2050	\$ 3,021,632	FED/STATE
SR 40	AT SW67 AV/NW 68 AV	MODIFY INTERSECTION	2041 – 2050	\$ 362,596	FED/STATE	2041 – 2050	\$ 906,489	FED/STATE	2041 – 2050	\$ 3,625,958	FED/STATE	2041 – 2050	\$ 4,532,447	FED/STATE
SR 40	AT SR 35	MODIFY INTERSECTION	C/C	\$ 186,905	LOCAL	2041 – 2050	\$ 906,489	FED/STATE	2041 – 2050	\$ 3,625,958	LOCAL	2041 – 2050	\$ 4,532,447	LOCAL
US 41	AT SR 40	MODIFY INTERSECTION	2031 – 2035	\$ 241,108	FED/STATE	2031 – 2035	\$ 602,769	FED/STATE	2031 – 2035	\$ 2,411,075	FED/STATE	2041 – 2050	\$ 4,532,447	FED/STATE
SW 95 ST	AT I-75	FLYOVER	2041 – 2050	\$ 776,000	LOCAL	2041 – 2050	\$ 1,940,000	LOCAL	2041 – 2050	\$ 7,275,000	LOCAL	2041 – 2050	\$ 9,700,000	LOCAL

Notes:

1. C/C = Completed/Committed

2. Unfunded phase costs assume inflation equivalent to the 2041 - 2050 timeband.

Tier 4 - Partially Funded Projects (2031 - 2050)
Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
SR 200	COUNTY LINE	CR 484	6.00	WIDEN 2 TO 4 LANES		C/C			C/C		2036 – 2040	\$ 7,800,000	FED/STATE	2041 – 2050	\$9,700,000 (PARTIAL)	FED/STATE
US 41	SW 110 ST	SR 40	3.40	WIDEN 2 TO 4 LANES	C/C	\$ 3,118,464	FED/STATE	Completed	\$ 7,796,161	FED/STATE	Completed	\$ 31,184,644	FED/STATE		\$ 75,622,762	
SR 35	AT ROBINSON RD			MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	2036 – 2040	\$ 1,822,324	LOCAL		\$ 3,021,632	
I-75	AT SR 200			MODIFY INTERCHANGE		C/C			C/C		2041 – 2050	\$ 29,100,000	SIS		\$ 4,532,447	
I-75	AT CR 318			MODIFY INTERCHANGE	C/C	\$ 233,631	SIS	2031 – 2035	\$ 904,153	SIS	2041 – 2050	\$ 4,532,447	SIS		\$ 4,532,447	
US 301	CR 42	SE 147 ST	2.23	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 2,637,330	FED/STATE	2031 – 2035	\$ 6,593,324	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 49,577,710	
US 301	SE 147 ST	143 PL	0.13	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 153,049	FED/STATE	2031 – 2035	\$ 382,623	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 2,877,088	
SR 40	US 41	CR 328	9.73	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 11,523,147	FED/STATE	2036 – 2040	\$ 26,824,814	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 216,617,300	
SR 40	E OF CR 314	E OF CR 314A	5.04	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 7,468,933	SIS	2036 – 2040	\$ 27,096,595	SIS	2041 – 2050	\$ 112,323,492	SIS		\$ 112,323,492	
SR 40	LEVY HAMMOCK RD	SR 19	12.78	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 18,931,123	SIS	2036 – 2040	\$ 68,680,353	SIS	2041 – 2050	\$ 284,700,608	SIS		\$ 284,700,608	
US 441	COUNTY LINE (S)	CR 42	2.02	WIDEN 4 TO 6 LANES	2031 – 2035	\$ 1,940,444	FED/STATE	2036 – 2040	\$ 5,866,459	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 36,477,338	
CR 42	CR 475	SE 36 AV	2.01	WIDEN 2 TO 4 LANES	C/C	\$ 2,119,115	LOCAL	2041 – 2050	\$ 10,277,710	LOCAL	2041 – 2050	\$ 38,541,413	LOCAL		\$ 51,388,550	
SR 326	US 441	SR 40	8.46	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 12,743,494	FED/STATE	2041 – 2050	\$ 43,511,728	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 188,362,459	
CR 484	SW 180 AV RD	SR 200	8.22	WIDEN 2 TO 4 LANES	2041 – 2050	\$ 16,847,040	LOCAL	2041 – 2050	\$ 7,119,800	LOCAL	2041 – 2050	\$ 26,190,000	LOCAL		\$ 210,588,004	
SW TO NE CORRIDOR (WEST BELTWAY)				CORRIDOR STUDY	2041 – 2050	\$ 13,580,000	LOCAL		TBD		2041 – 2050	\$ 58,200,000	LOCAL		TBD	
I-75	CR 318	COUNTY LINE (N)	5.94	AUX LANES	C/C	\$ 10,170,758	SIS	2036 – 2040	\$ 11,885,640	SIS		\$ 197,312,698			\$ 197,312,698	
CR 484	SR 200	MARION OAKS PASS (E)	5.50	WIDEN 2 TO 4 LANES		C/C		2036 – 2040	\$ 22,644,074	LOCAL		\$ 105,599,766			\$ 140,799,688	
I-75	SR 326	CR 318	10.23	AUX LANES	C/C	\$ 3,000,000	SIS	2036 – 2040	\$ 19,523,400	SIS		\$ 339,826,129			\$ 339,826,129	
I-75	AT SW 20 ST			NEW INTERCHANGE	2036 – 2040	\$ 364,465	SIS		\$ 1,359,734			\$ 4,532,447			\$ 4,532,447	
EAST-WEST CORRIDOR				CORRIDOR STUDY	2031 – 2035	\$ 6,450,000	LOCAL		TBD			TBD			TBD	

Notes:

1. C/C = Completed/Committed
2. Unfunded phase costs assume inflation equivalent to the 2041 - 2050 timeband.

Tier 5 - Unfunded Needs Year of Expenditure (YOE)								
ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDV PE	PDV DES	PDV ROW	PDV CST
CR 200A	NE 35 ST	SR 326	2.58	WIDEN 2 TO 4 LANES	\$ 5,284,110	\$ 13,210,276	\$ 49,538,534	\$ 66,051,379
CR 25	SR 35	SE 108 TER RD	4.47	WIDEN 2 TO 4 LANES	\$ 9,158,680	\$ 22,896,700	\$ 85,862,625	\$ 114,483,499
CR 316	NE 152 PL	NE 152 ST	8.71	WIDEN 2 TO 4 LANES	\$ 17,844,257	\$ 44,610,644	\$ 167,289,913	\$ 223,053,218
CR 318	COUNTY LINE	I-75	10.01	WIDEN 2 TO 4 LANES	\$ 20,507,932	\$ 51,269,830	\$ 192,261,862	\$ 256,349,150
CR 42	US 441	CR 25	3.82	WIDEN 2 TO 4 LANES	\$ 7,827,510	\$ 19,568,774	\$ 73,382,902	\$ 97,843,870
CR 484	US 41	LAKE SHORE DR	0.24	WIDEN 2 TO 4 LANES	\$ 490,126	\$ 1,225,316	\$ 4,594,934	\$ 6,126,579
I-75	AT CR 484			MODIFY INTERCHANGE	\$ 453,245	\$ 1,359,734	\$ 4,532,447	\$ 4,532,447
NE 25 AV	SR 492	NE 35 ST	1.60	WIDEN 2 TO 4 LANES	\$ 3,281,321	\$ 8,203,302	\$ 30,762,384	\$ 41,016,511
NW 27 AV	US 27	NW 35 ST	1.81	WIDEN 2 TO 4 LANES	\$ 3,701,776	\$ 9,254,441	\$ 34,704,153	\$ 46,272,204
NW 35 AV	NW 49/35 ST	NW 63 ST	1.11	NEW 4 LANES	\$ 3,364,516	\$ 8,411,289	\$ 31,542,335	\$ 42,056,447
SE 110 ST	SE 36 AV/CR 467	US 441	1.23	WIDEN 2 TO 4 LANES	\$ 2,525,601	\$ 6,314,002	\$ 23,677,509	\$ 31,570,012
SE 24 ST	SE 36 AV	SE 28 ST	1.34	WIDEN 2 TO 4 LANES	\$ 2,736,281	\$ 6,840,704	\$ 25,652,639	\$ 34,203,518
SE 44 AV	SE 52 ST	SE 38 ST	1.13	WIDEN 2 TO 4 LANES	\$ 2,306,203	\$ 5,765,507	\$ 21,620,650	\$ 28,827,533
SR 200	AT SW 43 ST			MODIFY INTERSECTION	\$ 241,731	\$ 604,326	\$ 2,266,224	\$ 3,021,632
SR 35	NE 35 ST	SR 326	1.38	WIDEN 2 TO 4 LANES	\$ 2,818,178	\$ 7,045,445	\$ 26,420,417	\$ 35,227,223
SR 35	SR 25	SE 92 PLACE LP	1.77	WIDEN 2 TO 4 LANES	\$ 3,155,139	\$ 7,887,846	\$ 31,551,385	\$ 39,439,232
SW 66 ST	SR 200	SW 49 AV	1.51	WIDEN 2 TO 4 LANES	\$ 3,087,089	\$ 7,717,721	\$ 28,941,455	\$ 38,588,606
US 27	NW 44 AV	NW 27 AV	1.85	WIDEN 4 TO 6 LANES	\$ 3,339,197	\$ 10,017,591	\$ 33,391,970	\$ 33,391,970
US 441	CR 42	SE 132 ST RD/SE 92 PLACE LP	3.99	WIDEN 4 TO 6 LANES	\$ 5,764,529	\$ 14,411,322	\$ 57,645,287	\$ 72,056,609

Note:

1. Unfunded phase costs assume inflation equivalent to the 2041 - 2050 timeband.

An aerial photograph of a city intersection. In the center is a large, octagonal building with a prominent orange star-shaped roof. The building is surrounded by green lawns and trees. To the left, there is a parking lot with several cars. To the right, a multi-lane road with white lane markings and arrows is visible. The image is overlaid with a dark blue banner at the top and bottom, and a large blue banner on the right side containing the title text.

Appendix I

Transit Needs

Transit Needs

SunTran is the transit provider for Marion County. In 2023, the agency developed *Riding into the Future*, the 2023-2032 Transportation Development Plan (TDP) that evaluates the existing conditions of the operations and service and identifies needs and improvements. In developing the LRTP, the transit needs and improvements identified in the adopted TDP were carried forward as the foundation for the cost-feasible and needs assessment analyses. The TDP provides a 10-year horizon of fiscally constrained and unconstrained projects that reflect operational, service coverage, and capital priorities for the SunTran system. These improvements are incorporated into the LRTP to ensure consistency with FDOT and federal requirements for transit planning.

Beyond the TDP horizon, additional aspirational improvements are identified and included in the later years of the LRTP. These aspirational projects represent long-term service expansions and innovative mobility strategies that extend the system vision beyond the constrained TDP, ensuring that the LRTP captures both immediate priorities and the region's broader transit mobility aspirations.

Short-term transit needs identified in the TDP are reflected in **Table 1** and illustrated in **Figure 1**. It is anticipated that some of these improvements are to be made, while others will roll over into the next five years or beyond. **Figure 2** illustrates the identified long-term transit needs.

A 10-year revenue and cost forecast was completed as part of the TDP. The forecasted 10-year transit revenue is provided in **Table 2** and the forecasted 10-year transit cost is provided in **Table 3**.

A system-level estimate of revenues and costs were projected to year 2050. The summary of these projections are provided in **Table 4**.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

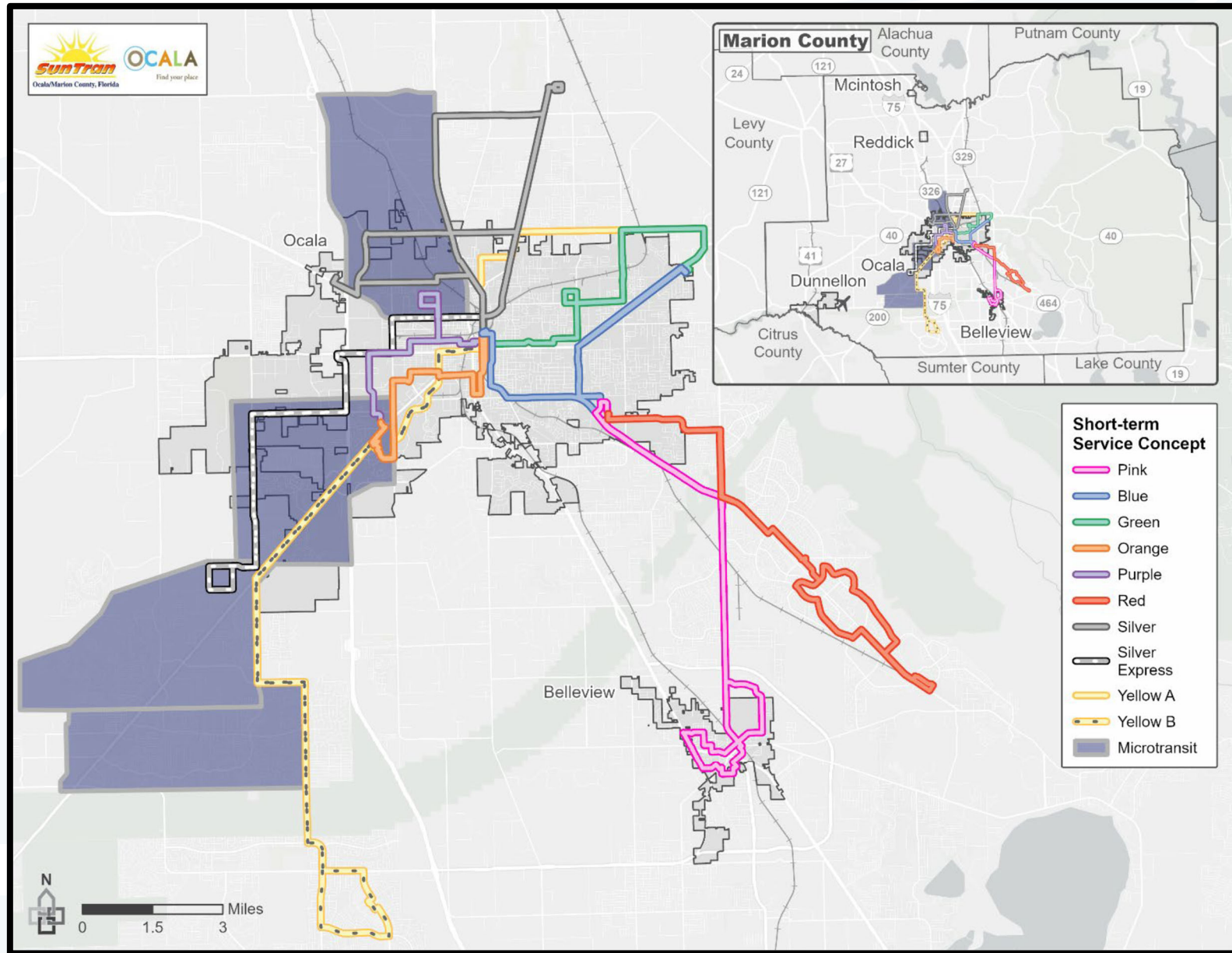


Figure 1: SunTran TDP Short-Term Service Concept (from FY2023-2032 TDP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 1: SunTran TDP Short Term Alternatives (2023 – 2027)

NEED/ALTERNATIVE	DESCRIPTION
Blue-Green-Orange-Purple interline improvements	Increase frequency to every 52 minutes; serve the Florida Center for the Blind; incorporate electric vehicles
Yellow Route improvements	Increase peak frequency on the Yellow A route to 70 minutes; streamline route
Marion Oaks service	Run a new route to Marion Oaks
Silver Route revamping with microtransit	Reroutings on Silver and Silver Express routes; northwest microtransit zone
Red Route streamlining	Simplify route to focus on west part of route on SE 24th St
Bellevue service	Run a new route to Bellevue
Microtransit – Sunday A	Run microtransit in northeast part of Ocala on Sundays
Microtransit – Sunday B	Run microtransit in western part of Ocala on Sundays
Microtransit – Sunday C	Run microtransit in Downtown and southeast part of Ocala
Microtransit – SR 200 South	Run microtransit along SR 200, in the vicinity of the Walmart near CR 484 and neighborhoods to the east
Microtransit – SR 200 Central	Run microtransit along SR 200, in the vicinity of On Top of the World Communities and west of SW 60th Ave
Microtransit – SR 200 North	Run microtransit along SR 200, between SW 60th Ave and the College of Central Florida / Paddock Mall

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

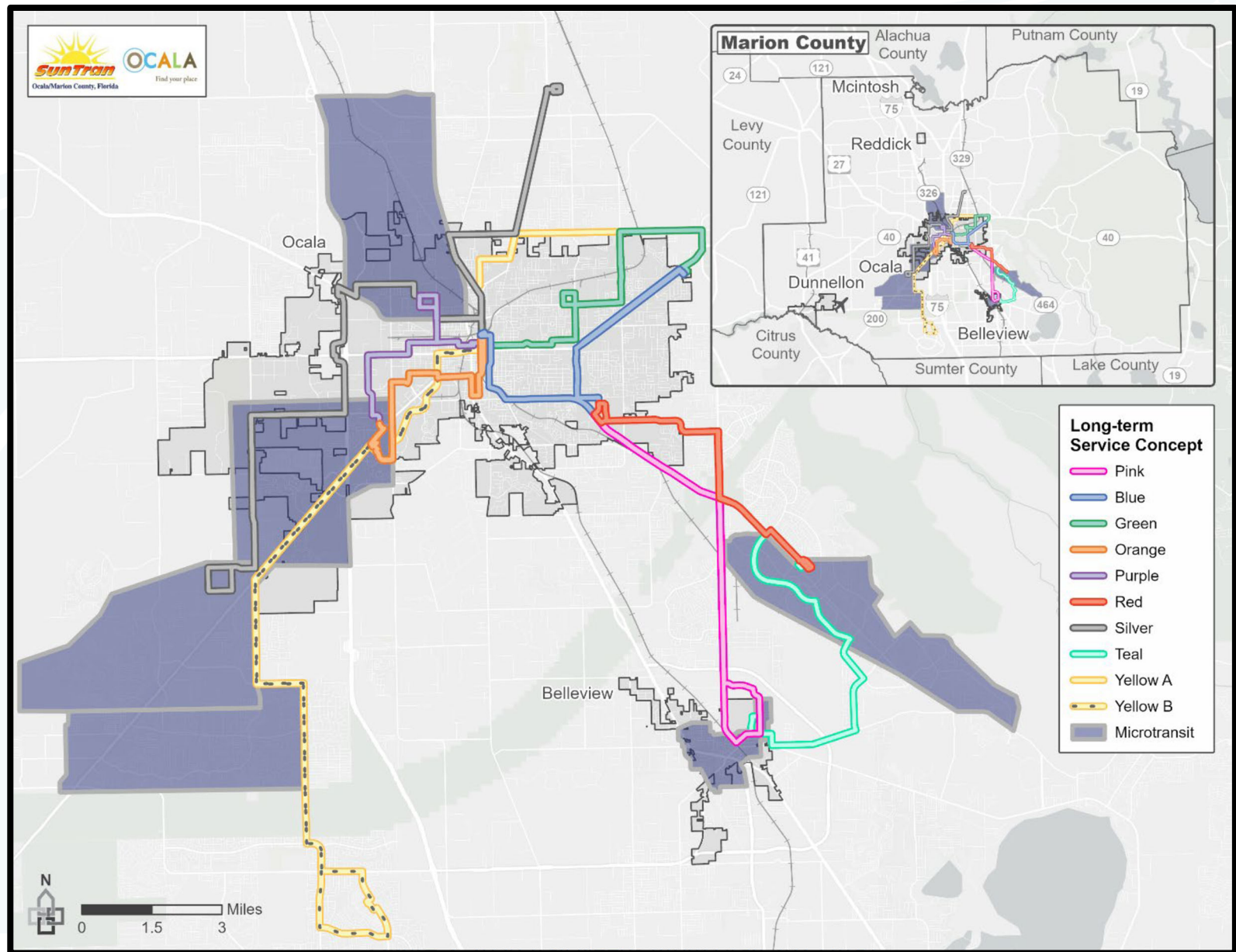


Figure 2: SunTran TDP Long-Term Service Concept (from FY2023-2032 TDP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 2: SunTran 10-Year Revenue Forecast (From 2023 SunTran TDP)

Revenue Sources	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Federal										
FTA 5307	\$1,891,824	\$2,978,579	\$3,067,936	\$3,159,974	\$3,254,773	\$3,352,417	\$3,452,989	\$3,556,579	\$3,663,276	\$3,773,174
FTA 5339 (c) LoNo	\$0	\$0	\$0	\$0	\$1,275,201	\$1,313,458	\$676,431	\$0	\$0	\$0
Misc. Federal Capital Grant	\$2,690,770	\$2,891,275	\$1,082,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State										
State Block Grant	\$552,000	\$755,610	\$778,278	\$801,626	\$825,675	\$850,445	\$875,959	\$902,237	\$929,304	\$957,184
FDOT Urban Corridor	\$0	\$0	\$0	\$360,308	\$381,926	\$404,842	\$429,132	\$454,880	\$482,173	\$511,104
FDOT Service Development	\$133,560	\$560,720	\$1,702,590	\$1,671,419	\$1,245,249	\$770,653	\$1,108,670	\$1,753,094	\$1,194,066	\$1,135,223
DEP Electric Transit Bus Grant	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Misc. State. Capital Grant	\$2,690,770	\$2,891,275	\$1,082,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local										
Farebox Revenue (Maintain Existing Service)	\$120,000	\$120,600	\$121,203	\$121,809	\$122,418	\$123,030	\$123,645	\$124,264	\$124,885	\$125,509
Farebox Revenue (Alternatives)	\$20,900	\$20,900	\$88,940	\$110,513	\$110,513	\$21,573	\$21,573	\$21,573	\$21,573	\$21,573
Local Contribution - City of Ocala	\$414,000	\$453,366	\$466,967	\$480,976	\$495,405	\$510,267	\$525,575	\$541,342	\$557,583	\$574,310
Local Contribution - Marion County	\$138,000	\$302,244	\$311,311	\$320,650	\$330,270	\$340,178	\$350,383	\$360,895	\$371,722	\$382,873
Fuel Refund	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
Carbon Reduction Program		\$333,970	\$333,970	\$333,970	\$333,970					
TOTAL REVENUE	\$7,497,129	\$8,719,763	\$7,956,174	\$7,363,745	\$8,377,901	\$7,799,876	\$7,677,370	\$7,827,878	\$7,457,595	\$7,593,963
SURPLUS (DEFICIT)	\$304,822	\$333,970	\$333,970	(\$1,871,418)	(\$2,906,740)	(\$4,007,257)	(\$7,259,706)	(\$5,843,431)	(\$13,112,446)	(\$8,676,314)
CARRYOVER SURPLUS/SHORTFALL	\$304,822	\$638,792	\$972,762	(\$898,655)	(\$3,805,395)	(\$7,812,652)	(\$15,072,358)	(\$20,915,789)	(\$34,028,235)	(\$42,704,549)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: 10-Year Cost Forecast (From 2023 SunTran TDP)

Alternatives	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Maintain Existing Service	\$4,753,195	\$5,381,253	\$3,803,356	\$4,562,382	\$4,263,174	\$5,170,476	\$6,328,840	\$5,060,417	\$11,008,009	\$5,673,970	\$56,005,072
Green (OB) (ST)	\$0	\$602,583	\$638,738	\$677,062	\$717,686	\$760,747					\$3,396,816
Blue (OB) (ST)	\$0	\$602,583	\$638,738	\$677,062	\$717,686	\$760,747					\$3,396,816
Purple (OB) (ST)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Orange (OB) (ST)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Green (ST) Bus	\$566,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$566,500
Blue (ST) Bus	\$566,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$566,500
Red (ST)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Silver A (ST)	\$0	\$0	\$332,442	\$352,389	\$373,532						\$1,058,363
Silver Route (ST) Bus Stop	\$0	\$7,638	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,638
Silver Route (ST) Bus Stop with Shelter	\$0	\$101,846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,846
Yellow A (ST)	\$0	\$169,146	\$179,295	\$190,052	\$201,456	\$213,543	\$226,356	\$239,937	\$254,333		\$1,674,118
Yellow (ST) Bus	\$566,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$566,500
Yellow Route A (ST) Bus Stop	\$4,532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,532
Yellow Route A (ST) Bus Stop with Shelter	\$65,920	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,920
Yellow B (Marion Oaks) (ST)	\$0	\$0	\$0	\$0	-\$159,486	-\$169,055	-\$179,198	-\$189,950			-\$697,689
Marion Oaks (ST) Bus Stop	\$0	\$0	\$0	\$16,207	\$0	\$0	\$0	\$0	\$0	\$0	\$16,207
Marion Oaks (ST) Bus Stop with Shelter	\$0	\$0	\$0	\$288,130	\$0	\$0	\$0	\$0	\$0	\$0	\$288,130
Bellevue (ST)	\$0	\$0	\$0	\$360,308	\$381,926	\$404,842	\$429,133	\$454,881	\$482,174	\$511,104	\$3,024,368
Bellevue (ST) Bus Stop	\$0	\$0	\$2,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,623
Bellevue (ST) Bus Stop with Shelter	\$0	\$0	\$34,967	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,967
Microtransit (NW) (ST)	\$0	\$0	\$52,481	\$55,630	\$58,968						\$167,079
Microtransit (NW) (ST) Bus	\$0	\$137,917	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,917
Microtransit (Sunday A) (ST)	\$0	\$0	\$70,746	\$74,991	\$79,491						\$225,228
Microtransit (Sunday A) (ST) Bus	\$0	\$275,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,834

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: 10-Year Cost Forecast (From 2023 SunTran TDP)

Alternatives	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Microtransit (Sunday B) (ST)	\$84,588	\$89,663	\$95,043	\$100,746	\$106,791						\$476,831
Microtransit (Sunday B) (ST) Bus	\$267,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267,800
Microtransit (Sunday C) (ST)	\$48,972	\$51,910	\$55,025	\$58,327	\$61,827						\$276,061
Microtransit (Sunday C) (ST) Bus	\$267,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267,800
Green (OB) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$806,392	\$854,775	\$906,062	\$960,425	\$3,527,654
Blue (OB) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$806,392	\$854,775	\$906,062	\$960,425	\$3,527,654
Purple (OB) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$806,392	\$854,775	\$906,062	\$960,425	\$3,527,654
Orange (OB) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$806,392	\$854,775	\$906,062	\$960,425	\$3,527,654
Orange (LT) Bus	\$0	\$0	\$0	\$0	\$0	\$656,729					\$656,729
Purple (LT) Bus	\$0	\$0	\$0	\$0	\$0	\$656,729					\$656,729
Silver (Alt)(LT)	\$0	\$0	\$0	\$0	\$0	\$529,409	\$561,173	\$594,844	\$630,534	\$668,366	\$2,984,326
Silver (LT) Bus	\$0	\$0	\$0	\$0	\$637,601	\$0	\$0	\$0	\$0	\$0	\$637,601
Yellow A (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$730,148	\$730,148
Yellow B (Marion Oaks) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,139	\$247,127	\$480,266
Red (Alt) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70	\$0	\$0	\$70
Red (LT) Bus	\$0	\$0	\$0	\$0	\$637,601	\$0	\$0	\$0	\$0	\$0	\$637,601
Teal (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$797,290	\$845,128	\$895,835	\$2,538,253
Teal (LT) Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$676,431	\$0	\$0	\$0	\$676,431
Microtransit (NW) (LT)	\$0	\$0	\$0	\$0	\$0	\$67,714	\$71,777	\$76,084	\$80,649	\$85,488	\$381,712
Microtransit (SE) (LT)	\$0	\$0	\$0	\$0	\$0	\$437,539	\$463,792	\$491,619	\$521,116	\$552,383	\$2,466,449
Microtransit (SE) (LT) Bus	\$0	\$0	\$0	\$0	\$1,275,201	\$0	\$0	\$0	\$0	\$0	\$1,275,201
Microtransit (BV) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,905	\$130,279	\$138,096	\$391,280
Microtransit (BV) (LT) Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$676,431	\$0	\$0	\$0	\$676,431
Microtransit (Sunday A) (LT)	\$0	\$0	\$0	\$0	\$0	\$86,813	\$92,022	\$97,544	\$103,396	\$109,600	\$489,375
Microtransit (Sunday B) (LT)	\$0	\$0	\$0	\$0	\$0	\$116,602	\$123,598	\$131,014	\$138,875	\$147,208	\$657,297
Microtransit (Sunday C) (LT)	\$0	\$0	\$0	\$0	\$0	\$67,238	\$71,272	\$75,548	\$80,081	\$84,886	\$379,025
Microtransit (SR200 1-South)	\$0	\$0	\$415,474	\$440,402	\$466,827	\$494,836	\$524,526	\$555,998	\$589,358	\$624,719	\$4,112,140

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: 10-Year Cost Forecast (From 2023 SunTran TDP)

Alternatives	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Microtransit (ST) (SR200 1-South) Bus	\$0	\$275,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,834
Microtransit (SR200 1-Central)	\$0	\$0	\$489,822	\$519,211	\$550,364	\$583,386	\$618,389	\$655,492	\$694,822	\$736,511	\$4,847,997
Microtransit (ST) (SR200 1-Central) Bus	\$0	\$275,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,834
Microtransit (SR200 1-North)	\$0	\$0	\$813,454	\$862,262	\$913,997	\$968,837	\$1,026,967	\$1,088,585	\$1,153,901	\$1,223,135	\$8,051,138
Microtransit (ST) (SR200 1-North) Bus	\$0	\$413,751	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,751
TOTAL EXPENSES	\$7,192,307	\$8,385,792	\$7,622,204	\$9,235,161	\$11,284,642	\$11,807,132	\$14,937,077	\$13,671,378	\$20,570,042	\$16,270,276	\$120,976,011

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 4: Transit Fiscal Constraint Summary Table

Revenue Sources	2031-2035	2036-2040	2041-2050	Total
Federal	\$19,586,661	\$27,784,850	\$57,085,822	\$104,457,333
State	\$11,994,021	\$14,274,733	\$32,460,550	\$58,729,304
Local	\$5,669,161	\$6,287,207	\$14,605,654	\$26,562,022
Revenue	\$37,249,843	\$48,346,790	\$104,152,026	\$189,748,659
Total Cost ¹	\$67,335,906	\$50,592,316	\$134,163,945	\$252,092,168
Surplus (Deficit) ²	(\$30,086,062)	(\$2,245,526)	(\$30,011,920)	(\$62,343,508)

1. Total cost assumes the projected costs of maintaining existing transit service.

2. Total surplus / deficit does not account for future discretionary grant opportunities.



Appendix J

Active Transportation Needs

Active Transportation Needs

The 2025 Active Transportation Plan (ATP) was adopted October 28, 2025. It identifies needs for bicycle, pedestrian, and equestrian facilities throughout Marion County. Tier 1 projects are considered the highest priorities for near-term investment. These include trail projects such as the SW 27th Avenue/SW 42nd Street corridor, connections between Ocala and Silver Springs, and the Pruitt Gap. Sidewalk and shared use path projects were also prioritized to close major gaps along corridors like SR 40, SR 464, and US 301/441. Bicycle improvements focused on buffered bike lanes and key north–south connectors within Ocala to enhance citywide mobility. Taken together, these priorities emphasize closing sidewalk gaps, addressing safety hotspots on major corridors, and expanding regional trail connections, especially in areas with higher population density, greater need, and a history of crashes involving people walking and biking.

Bicycle projects included in the ATP are shown in **Figure 1** and listed in **Table 1**.

Selected Sidewalk and Shared-Use Path (SUP) projects included in the ATP are shown in **Figure 2** and **Figure 3**, and the full list of projects is provided in **Table 2**.

Trail projects included in the ATP are shown in **Figure 4** and listed in **Table 3**.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

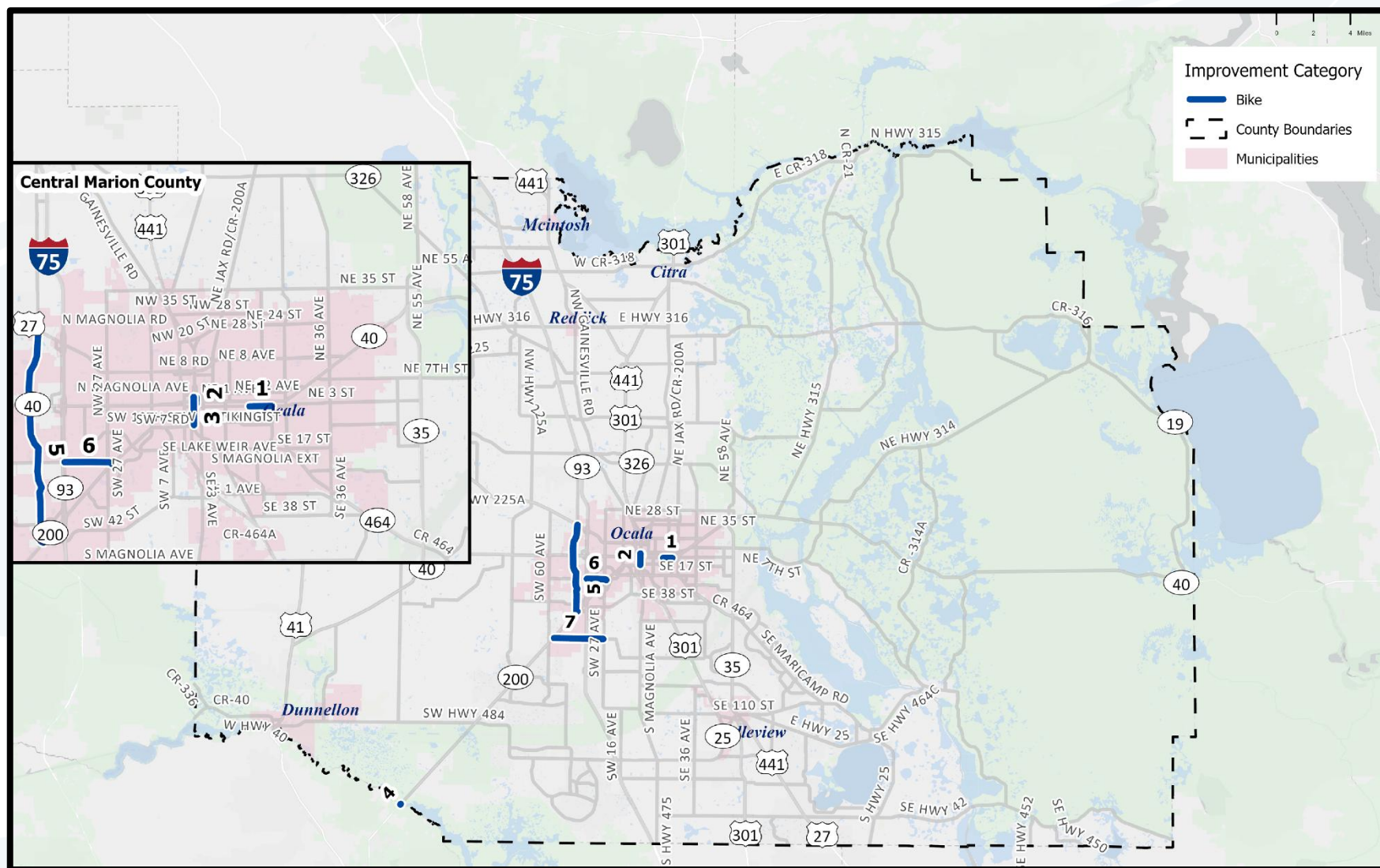


Figure 1: 2050 Bicycle Projects (2025 ATP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 1: 2050 Bicycle Projects (2025 ATP)

Type	ID	Facility Name	From	To	Improvement Type	Tier
Bicycle	1	E Fort King St	SE 16th Ave	SE 22nd Ave	Potential buffered bike lane	2
Bicycle	2	NE 1st Ave	SE Broadway St	NE 2nd St	Potential Bike Lane	2
Bicycle	3	S Magnolia Ave	SW 10th St	NE 2nd St	Potential Bike Lane	2
Bicycle	4	SR 200	Bridge over Withlacoochee River		Bicycle-Pedestrian Accommodations with future bridge replacement	3
Bicycle	5	SW 43rd Ct	NW Blitchton Rd	SR 200	Potential Bike Lane	3
Bicycle	6	SW 20th St	I-75	SR 200	Potential Bike Lane	3
Bicycle	7	SW 66th St	SR 200	SW 27th Ave	Potential Bike Lane	3

Improvement Category

- Sidewalk/Shared Use Path
- County Boundaries
- Municipalities

2050 LONG RANGE TRANSPORTATION PLAN

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

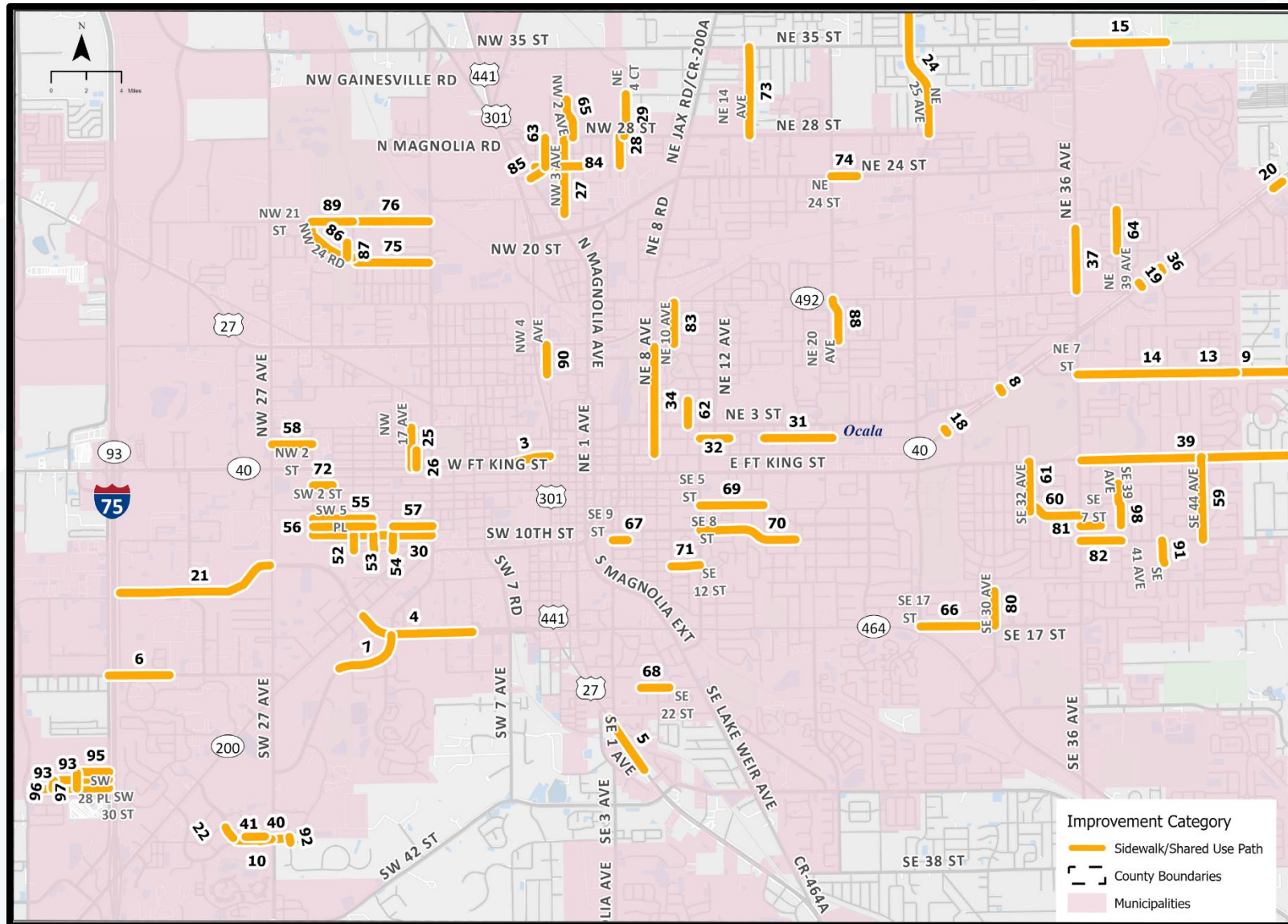


Figure 3: 2050 Sidewalk and Shared Use Path Projects, Ocala Area (2025 ATP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 2: 2050 Sidewalk and Shared Use Path Projects (2025 ATP)

ID	Facility Name	From	To	Improvement Type	Tier
1	SW 103rd Street Road	SR 200	SW 38th	Multi-Use E-W Path connection	1
2	NE 55th Ave	NE 31st St	E Silver Springs Blvd	Sidewalk (on west side)	1
3	SR 40/Silver Springs Blvd	US 301/441 Pine	SW 7th Avenue	Sidewalks both sides of street to fill gap.	1
4	SR 464	SRS 200	SW 12th Avenue	Sidewalk to fill in gap - SR 200 to SW 12th south side; SW 18th Avenue to SW 12th Avenue on north side	1
5	US 301/441/27	S/O Rail Line Bridge sidewalk ends	SE 3rd Avenue	Sidewalk both sides under Rail Bridge	1
6	SW 20th Street	SW 34th Avenue	SW 38th Avenue	Sidewalks both sides to fill in gap.	1
7	SW 19th Avenue Road	SR 464	Existing sidewalk	Sidewalk to fill in gap on north side of road	1
8	SR 40	north side of SR 40 to south side	NE 30th Avenue	Sidewalk connection across SR 40 to connect to NE 30th	1
9	NE 7th Street	SR 35-Baseline	SE 36th Avenue	Sidewalks both side of street to complete gap	1
10	SW 34th Street	SW 27th Avenue	SW 34th Circle	Sidewalk to fill in gaps both side	1

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
11	SW 95th St	SW 48th Ave	SW 40th Ter	Shared Use Path	1
12	NW 110th Ave	SR 40	NW 21st St	Shared Use Path	1
13	NE 7th St	NE 36th Ave	Baseline Rd	Shared Use Path	1
14	NE 7th Street	NE 36th Avenue	NE 46th Court	Sidewalk	1
15	NE 35th St	NE 36th Ave	NE 36th Ln	Sidewalk (on North side)	2
16	SE Maricamp Rd	East of SE 58th Ave	SE 110th Ave	Sidewalk	2
17	US 301 both sides of roadway	SE 115th Lane	N/O SE 62nd Avenue connect to existing sidewalk	Sidewalk both sides	2
18	SR 40	E Silver Springs Blvd		Sidewalk to fill in gap for access between north side of SR 40 to south side and Sun Tran Bus Stop at Marion County Veteran Services and Public Library	2
19	SR 40	Connection from north side to south side at NE 40th Avenue		Sidewalk to connect north and south side of SR 40	2
20	SR 40	West of NE 49th Ter	NE 49th Ter	Sidewalk to fill in gap end of existing to NE 49th at Wal-Mart	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
21	SW 13th Street	SW 37th Avenue	SW 27th Avenue	Sidewalk both sides to fill in gap and serve elementary school	2
22	SW 32nd Avenue	SW 34th St	SW 33rd Rd	Sidewalk to fill in gap	2
23	SW 80th Ave	SR 40	SW 38th St	Sidewalk	2
24	NE 25th Ave	NE 28th St	NE 49th St	Sidewalk	2
25	NW 17th Avenue	Silver Springs Boulevard	NW 4th Street	Sidewalk	2
26	NW 16th Terrace	Silver Springs Boulevard	NW 1st Street	Sidewalk	2
27	NW 3rd Avenue	NW 21st Street	NW 28th Street	Sidewalk	2
28	NE 4th Avenue	NE 25th Street	NE 28th Street	Sidewalk	2
29	NW 4th Avenue	NW 28th Street	NW 31st Street	Sidewalk	2
30	SW 7th St	SW 24th Ave	SW MLK Jr Ave	Sidewalk (on both sides)	2
31	NE 2nd St	NE 15th Ave	NE 19th Ave	Sidewalk (on both sides)	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
32	NE 2nd St	NE 11th Ave	NE 12th Ter	Sidewalk (on both sides)	2
33	NE 35th St	Lindale Mobile Home Park West Entrance	NE 55th Ave	Sidewalk (on North side)	2
34	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Sidewalk	2
35	US 301	SE 120th Place	SE 115th Lane	Sidewalk both sides	2
36	SR 40	north to south side of road connection		Sidewalk at NE 42nd to connect across SR 40	2
37	NE 36th Avenue	NE 14th St	NE 19th Place	Sidewalk to complete gap	2
38	SW 20th Street	SW 60th Avenue	SW 57th Avenue	Sidewalk both sides to fill in gap.	2
39	Fort King Street	SR 35-Baseline	SE 36th Avenue	Sidewalks both side of street to complete gaps	2
40	SW 34th Street	Sw 27th Avenue	SW 26th Avenue	Sidewalk to complete gap	2
41	SW 34th St	East of SW 34th Cir	East of SW 27th Ave	Sidewalk gap	2
42	SR 35/Baseline Road	SE 110th/Hames	SE of 92nd Loop	Sidewalk/Multi-Use Path	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
43	SW 27th Ave	SW 42nd St	SW 66th St	Sidewalk	2
44	SW 66th St	SR 200	SW 27th Ave	Sidewalk	2
45	US 441	Avenue I	Dollar General	Sidewalk	2
46	Town of Reddick			Sidewalk/Shared Use Path Study Area	2
47	Pine Road	Spring Rd	SE Maricamp Rd	Sidewalk	2
48	Almond Rd	SE 58th Ave	SE 58th Ave	Sidewalk	2
49	Oak Road	Emerald Road	Southern intersection of Olive rd. and Emerald rd.	Sidewalk	2
50	NE 95 Street	NE 16th Ter	West side of Railroad RW	Shared Use Path	2
51	Dogwood Road	SR 35	Pine Road	Shared Use Path	2
52	SW 21st Avenue	SW 7th Street	SW 8th Place	Sidewalk	2
53	SW 20th Avenue	SW 7th Street	SW 8th Place	Sidewalk	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
54	SW 19th Avenue	SW 7th Street	SW 8th Place	Sidewalk	2
55	SW 5th Place	SW 20th Avenue	SW 24th Avenue	Sidewalk	2
56	SW 6th Street	SW 20th Avenue	SW 24th Avenue	Sidewalk	2
57	SW 6th Street	SW MLK Avenue	SW 19th Avenue	Sidewalk	2
58	NW 2nd Street	NW 24th Avenue	NW 27th Avenue	Sidewalk	2
59	SE 44th Avenue	E Fort King Street	SE 8th Avenue	Sidewalk	2
60	SE 6th Street	SE 32nd Avenue	SE 36th Avenue	Sidewalk	2
61	SE 32nd Avenue	E Fort King Street	SE 6th Street	Sidewalk	2
62	NE 10th Avenue	NE 3rd Street	NE 5th Street	Sidewalk	2
63	NW 5th Avenue	NW 25th Street	NW 28th Street	Sidewalk	2
64	NE 39th Avenue	NE 17th Place	NE 21st Street	Sidewalk	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
65	NW 2nd Avenue	NW 28th Street	NW 31st Street	Sidewalk	2
66	SE 17th Street	SE 25th Avenue	SE 29th Terrace	Sidewalk	2
67	SE 9th Street	SE 3rd Avenue	SE Alvarez Avenue	Sidewalk	2
68	SE 22nd Street	SE 4th Terrace	SE 8th Avenue	Sidewalk	2
69	SE 5th Street	SE 11th Avenue	SE 15th Avenue	Sidewalk	2
70	SE 8th Street	SE 11th Avenue	SE 17th Avenue	Sidewalk	2
71	SE 12th Street	SE 9th Avenue	SE 11th Avenue	Sidewalk	2
72	SW 2nd Street	SW 24 Avenue	SW 23rd Avenue	Sidewalk	2
73	NE 14th Avenue	NE 35th Street	NE 28th Street	Sidewalk	2
74	NE 24th Street	NE 19th Avenue	NE 21st Terrace	Sidewalk	2
75	NW 17th Pl	NW 21st Ave	NW Martin Luther King Jr Ave	Sidewalk (on north side)	3

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
76	NW 21st Avenue	MLK Avenue	Ocala Recharge Park	Sidewalks both sides to connect MLK sidewalks to Park	3
77	SW 80th Ave	SW 90th St	SW 80th St	Shared Use Path	3
78	SE 55th Avenue Rd	US 441	CR 484	Sidewalk	3
79	Bahia Road	Midway Road	Northern existing sidewalk on the west side of Bahia Road	Shared Use Path	3
80	SE 30th Avenue	SE 14th Street	SE 17th Street	Sidewalk	3
81	SE 7th Street	SE 36th Avenue	SE 38th Avenue	Sidewalk	3
82	SE 8th Street	SE 36th Avenue	SE 39th Avenue	Sidewalk	3
83	NE 10th Avenue	NE 10th Street	NE 14th Street	Sidewalk	3
84	NW 25th Street	NW 1st Avenue	NW 6th Avenue	Sidewalk	3
85	NW 24th Place	NW Magnolia Avenue	NW 25th Street	Sidewalk	3
86	NW 24th Road	NW 21st Avenue	NW 21st Street	Sidewalk	3

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
87	NW 21st Court	NW 24th Road	NW 23rd Road	Sidewalk	3
88	NE 20th Avenue	NE 10th Street	NE 14th Street	Sidewalk	3
89	NW 21st Street	NW 24th Road	NW 21st Avenue	Sidewalk	3
90	NW 4th Avenue	NW 8th Street	NW 10th Street	Sidewalk	3
91	SE 41st Avenue	SE 8th Street	SE 11th Place	Sidewalk	3
92	SW 26th Avenue	SW 34th Avenue	SW 35th Avenue	Sidewalk	3
93	SW 30th Street	SW 38 Avenue	2470 ft West	Sidewalk	3
93	SW 29th Avenue	SW 38 Avenue	1777 ft West	Sidewalk	3
95	SW 28th Place	SW 38 Avenue	986 ft West	Sidewalk	3
96	SW 41st Court	SW 29 Place	SW 30th Street	Sidewalk	3
97	SW 39th Court	SW 28 Place	SW 30th Street	Sidewalk	3

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
98	SE 39th Avenue	SE 7th Street	SE 3rd Street	Sidewalk	3
99	SW 49th Ave	Marion Oaks Trl	SW 135th St	SUP	3

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

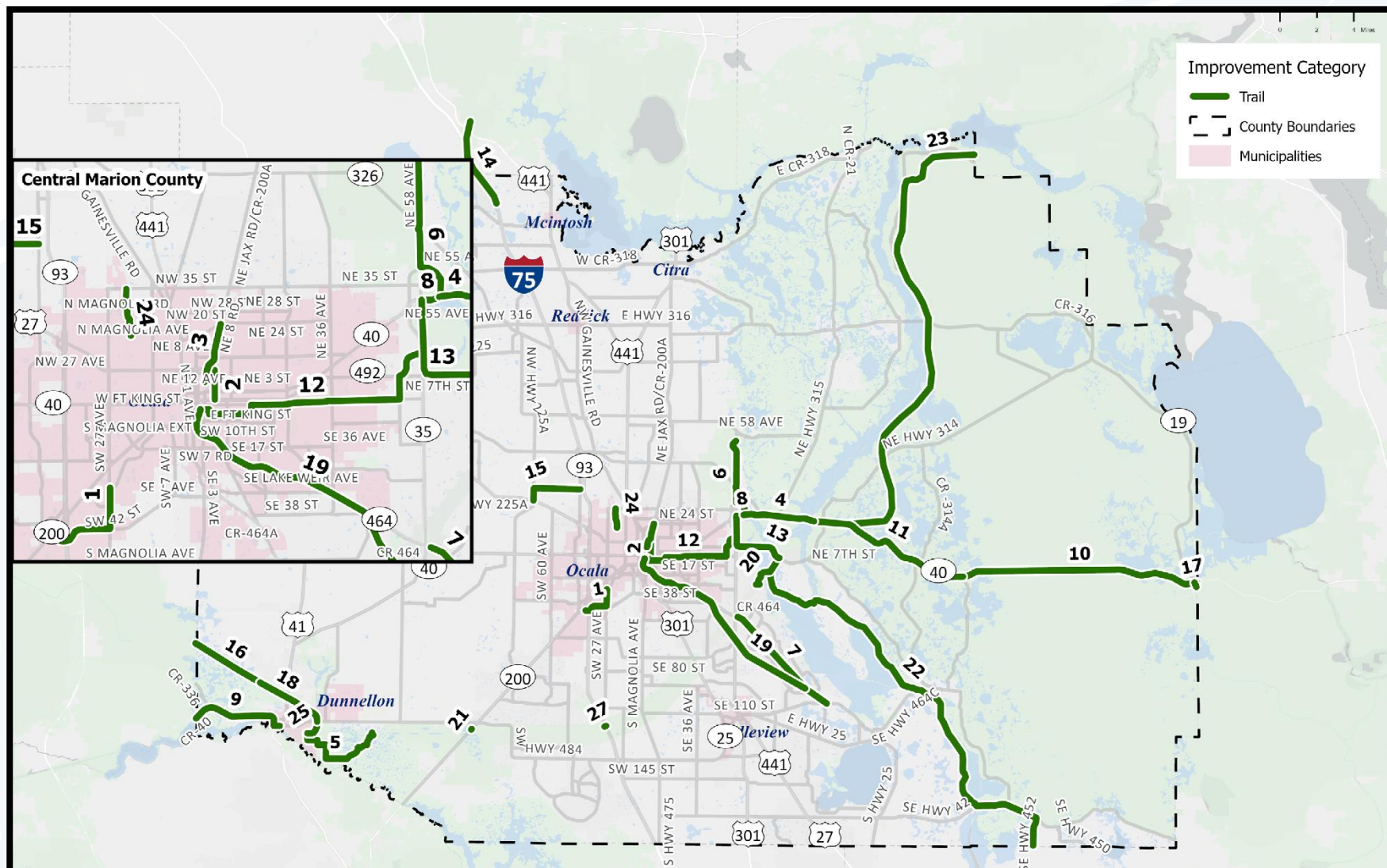


Figure 4: 2050 Trail Needs (2025 ATP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: 2050 Trail Projects (2025 ATP)

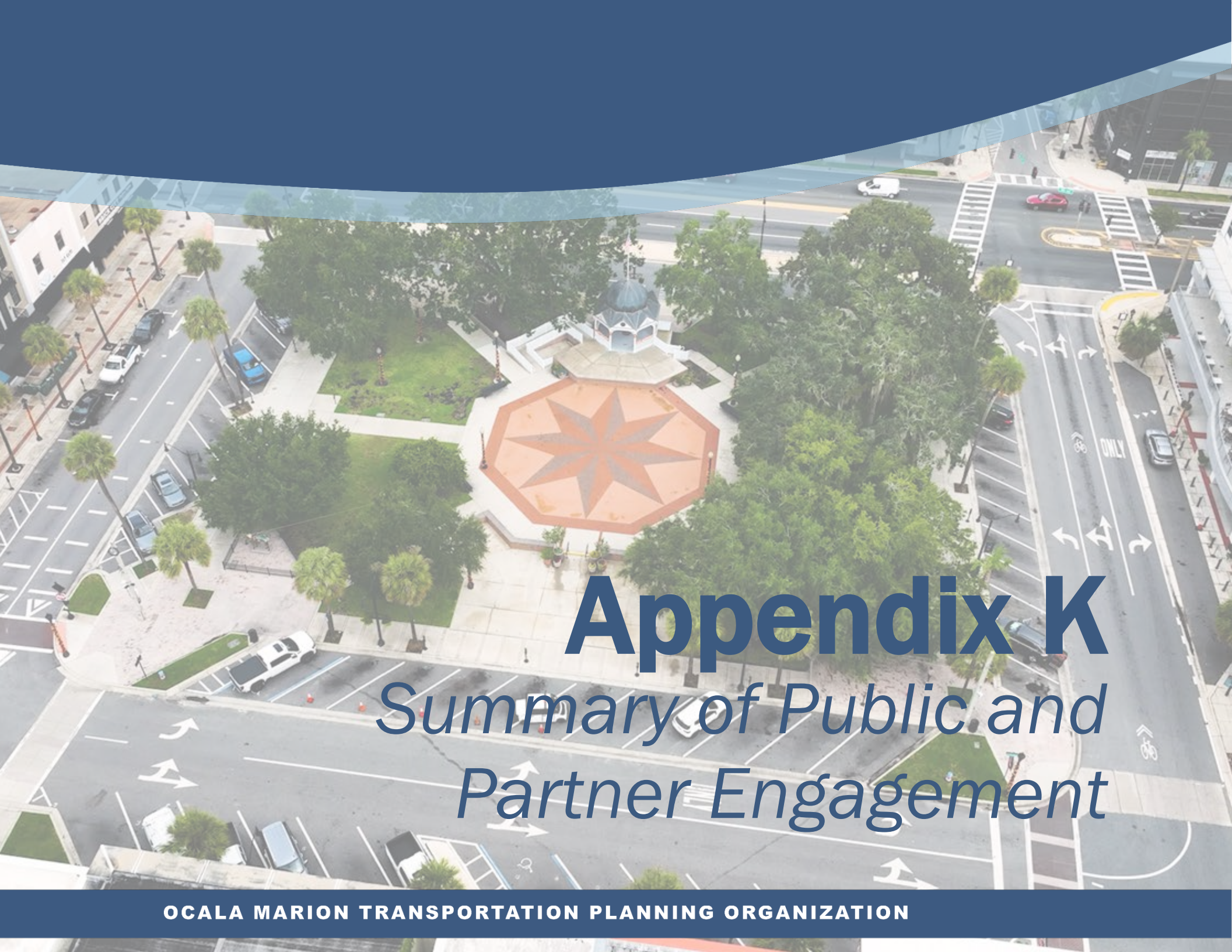
ID	Facility Name	From	To	Improvement Type	Tier
1	SW 27th Ave / SW 42nd St / SW 43rd Street Rd	SW 19th Ave	SW 40th Ave	Trail	1
2	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Trail	1
3	Wataula and NE 8th Avenue Trail	Tuscawilla Park	CR 200A/SE Jacksonville Road	New Trail	1
4	E Highway 40 / Black Bear Trail	Silver Springs State Park	West of NW 102nd Avenue Rd	Trail	1
5	Pruitt Gap	Pruitt Trailhead	Dunnellon Trail	Trail	1
6	Indian Lake Trail	SR 40/Silver Springs State Park	Indian Lake Trail Park	Trail	2
7	SE Maricamp Rd	East of SW 58th Ave	SE 110th Ave	Trail	2
8	SR 40	NE 60th Ct	East of NE 58th Ave	Trail	2
9	Withlacoochee Bay Trail	Dunnellon	Levy County	Trail	2
10	E Highway 40 / Black Bear Trail	SE 183rd Avenue Rd	SR 19	Trail	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
11	E Highway 40 / Black Bear Trail	West of NW 102nd Avenue Rd	SE 183rd Avenue Rd	Trail	2
12	Ocala to Silver Springs Trail	SE Osceola Ave	NE 58th Ave	Trail	2
13	Silver Springs Bikeway	East Silver Springs Blvd	Marjorie Harris Carr Cross Florida Greenway Park	Trail	2
14	Lake Wauburg to Price's Scrub State Park Trail	Lake Wauburg	Price's Scrub State Park	Trail	2
15	49th Ave	NW Blichton Rd	NW 44th Ave	Trail	2
16	Nature Coast Trail (Chiefland to Dunnellon) II	Dunnellon	Levy County Line	Trail	2
17	E Highway 40 / Black Bear Trail	SR 19	Volusia County Line	Trail	2
18	Chiefland to Dunnellon	SW 215th Court Rd	SW Highway 484	Trail	2
19	Ocala Rail Trail	SE 3rd St	Oak Rd	Trail	2
20	Cross Florida Greenway Connection	SE Highway 314	Marshall Greenway	Trail	2
21	SR 200	Cross Florida Greenway		Grade separated crossing	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
22	Silver Springs Trail	Lake County	Silver Springs State Park	Trail	3
23	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County	Trail	3
24	NW 21st Ave	NW 35th St	NW 21st St	Trail	3
25	Nature Coast Trail (Chiefland to Dunnellon) I	SW Highway 484	S Bridges Rd	Trail	3
26	North Lake Trail	SR 40	Lake County Line	Trail	3
27	Cross Florida Greenway Land Bridge Expansion	Over I-75		Trail	3



Appendix K

Summary of Public and Partner Engagement

Date	Activity	Participation
March 22, 2024	LRTP Steering Committee Meeting #1	15 Attendees
April 23, 2024	2050 LRTP Kick Off Meeting	36 Attendees
May 21, 2024	City of Belleview Commission Meeting	15 Attendees
May 30, 2024	Ocala-Silver Springs Rotary Club Presentation	24 Attendees
April 23, 2024 – June 30, 2024	Public Survey #1	250 Responses
April 23, 2024 – September 2, 2024	Public Comment Map	300 Responses
August 23, 2024	Florida Wildlife Corridor Workshop LRTP Presentation	52 Attendees
August 26, 2024	Meeting with Marion County Schools Staff	2 Attendees
August 29, 2024	Meeting with SunTran/City of Ocala Staff	4 Attendees
September 11, 2024	Meeting with Chamber and Economic Partnership (CEP) Staff	3 Attendees
September 12, 2024	Discussion of LRTP Workshop and project at Transportation Disadvantaged Local Coordinating Board	20 Attendees
September 18, 2024	2050 LRTP Community Workshop #1	30 Attendees
November 5, 2024	2050 LRTP Workshop with Florida Center for the Blind and Marion Transit	15 Attendees
January 15, 2025	LRTP Steering Committee Meeting #2	21 Attendees
February 18, 2025 to March 31, 2025	Public Survey #2	129 Responses
February 22, 2025	Run for the Springs Community Event – Booth/Table	125 Attendees
February 25, 2025	2050 LRTP Community Workshop #2	40 Attendees
March 3, 2025	Rotary Club of Ocala Presentation	25 Attendees
March 4, 2025	Marion County Alumni Academy Workshop	9 Attendees

Date	Activity	Participation
March 11, 2025	Marion Oaks Civic Association Presentation	70 Attendees
March 13, 2025	Meeting with Lake-Sumter MPO for LRTP Coordination	1 Attendee
March 29, 2025	Marion County Day	12,500 Attendees
May 5, 2025	On Top of The World Community (OTOW) Meeting	12 Attendees
May 8, 2025	LRTP Steering Committee Meeting #3	8 Attendees
June 4, 2025	Ocala Business Leaders Meeting	32 Attendees
July 28, 2025	Local Government Coordination Meeting with Marion County and City of Ocala	7 Attendees
August 20, 2025	LRTP Steering Committee Meeting #4	8 Attendees
August 28, 2025	Ocala Lions Club Meeting	35 Attendees
September 25, 2025	LRTP/ATP Presentation to Ocala/Marion Tourism Development Council (TDC)	18 Attendees
September 30, 2025	LRTP, ATP Open House/Office Hours Public Event	20 Attendees
October 22, 2025	Attendance at Lake-Sumter MPO Board Meeting for Cost Feasible Presentation	20 Attendees

*Public Engagement Summary to be completed
after adoption of the plan*



TO: Board Members

FROM: Rob Balmes, Director

RE: Election of 2026 Board Chair and Vice Chair

Per TPO Board bylaws, board members elect a Chair and Vice Chair at the last regularly scheduled meeting of the calendar year. In 2025, the current officers are:

- Chair: Marion County Commissioner Carl Zalak, III
- Vice Chair: City of Ocala Councilmember Jim Hilty, Sr.

Recommended Action

Elect a Board Chair and Vice Chair for 2026. The officers will begin serving their terms on January 1, 2026.

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



TO: Board Members

FROM: Rob Balmes, Director

RE: Proposed 2026 Meeting Schedule

Per TPO Board bylaws, regular board meetings shall be held at least quarterly. TPO staff are proposing a total of up to eight board meetings in calendar year 2026. The meeting schedule is included with the memo for the Board and committees. Proposed meeting dates are as follows:

- January 27
- March 24
- April 28
- May 26
- June 23
- August 25
- September 22
- October 27

Attachment(s)

- 2026 TPO Meetings Schedule

Recommended Action

Approval of the proposed 2026 TPO Board meeting schedule.

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



Ocala Marion Transportation Planning Organization Proposed 2026 Meeting Schedule

Agendas are available one week before the meeting at www.ocalamariontpo.org.

Transportation Planning Organization (TPO) Board – 3:00 p.m.

TPO Board meetings are held on the 4th Tuesday of the month (when scheduled) at the Marion County Board of County Commissioners Auditorium, 601 SE 25th Ave., Ocala, FL 34471

January 27, 2026	June 23, 2026
March 24, 2026	August 25, 2026
April 28, 2026	September 22, 2026
May 26, 2026	October 27, 2026

Transportation Disadvantaged Local Coordinating Board (TDLCB) – 10:00 a.m.

TDLCB meetings are held quarterly on the 2nd Thursday of the month (when scheduled) at the Marion County Growth Services Training Room, 2710 E. Silver Springs Blvd. Ocala, FL 34471

March 12, 2026
June 11, 2026
September 10, 2026
December 10, 2026

Citizens Advisory Committee (CAC) – 1:00 p.m.

CAC meetings are held on the 2nd Tuesday of the month (when scheduled) at the Marion County Growth Services Training Room, 2710 E. Silver Springs Blvd. Ocala, FL 34471

January 13, 2025	June 9, 2026 (Joint CAC-TAC at 1:00pm)
March 10, 2025	August 11, 2026
April 14, 2025	September 8, 2026
May 12, 2025	October 13, 2026

Technical Advisory Committee (TAC) – 2:30 p.m.

TAC meetings are held on the 2nd Tuesday of the month (when scheduled) at the Marion County Growth Services Training Room, 2710 E. Silver Springs Blvd. Ocala, FL 34471

January 13, 2025	June 9, 2026 (Joint CAC-TAC at 1:00pm)
March 10, 2025	August 11, 2026
April 14, 2025	September 8, 2026
May 12, 2025	October 13, 2026

Public Notices & Agendas: Distributed **7 days prior to meetings** in accordance with the Florida Sunshine Law, Board and Committee Bylaws, and the TPO's Public Participation Plan (PPP).

Agenda Item Deadlines

- **TPO Board, CAC & TAC:** Submit by **Friday at 5:00 p.m., 12 days before the meeting.**
 - **Contacts for Agenda Items:** Rob Balmes – Rob.Balmes@marionfl.org
Shakayla Irby – Shakayla.Irby@marionfl.org
- **TDLCB:** Submit by **Monday at 5:00 p.m., 11 days before the meeting.**
 - **Contacts for Agenda Items:** Liz Mitchell – Liz.Mitchell@marionfl.org
Shakayla Irby – Shakayla.Irby@marionfl.org



TO: Board Members

FROM: Rob Balmes, Director

RE: Appointments to the Central Florida MPO Alliance

Annually, the TPO Board appoints three representatives to serve the Central Florida MPO Alliance. In 2026, Alliance meetings are planned to be held quarterly in Orlando as follows:

- February 13 (Friday)
- *April 10 (Friday)
- *#June 12 (Friday)
- *October 9 (Friday)

*Subject to change and pending review and approval by the Alliance at the February 13, 2026 meeting

#Joint meeting with the Sun Coast Regional TPA partners. Location to be determined

The TPO's 2025 Alliance Members are Commissioner Michelle Stone, Councilman Ire Bethea, Sr., and Commissioner Craig Curry.

Recommended Action

Appoint three Central Florida MPO Alliance Members for 2026.

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



TO: Board Members

FROM: Rob Balmes, Director

**RE: Appointments to the Florida Metropolitan Planning Organization
Advisory Council (MPOAC)**

Annually, the TPO Board appoints two representatives to serve the Florida MPOAC as a Governing Board Member and Alternate Member. In 2026, the MPOAC Governing Board meetings are planned to be held quarterly in Orlando as follows:

- January 28 (Wednesday)
- April 30 (Thursday)
- July 30 (Thursday)
- October 29 (Thursday)

The TPO's 2025 Governing Board Member is Councilman Jim Hilty, Sr. The TPO's Alternate Member is Commissioner Michelle Stone.

Recommended Action

Appoint one MPOAC Governing Board Member and one Alternate Member for 2026.

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



TO: Board Members

FROM: Rob Balmes, Director

**RE: Florida Department of Transportation Fiscal Years 2027 to 2031
Five-Year Tentative Work Program**

The Florida Department of Transportation (FDOT) District 5 will provide a presentation covering the Tentative Five-Year Work Program for fiscal years (FY) 2027 through 2031 in Marion County. The FDOT District 5 Tentative Work Program Public Hearing took place from October 20 to October 24, 2025, including a Public Hearing Open House meeting held both virtually and at the District Headquarters in DeLand on October 21. The public comment period ends on November 7.

The Five-Year Tentative Work Program may be accessed at the following link. The Marion County portion of the Work Program is also included with this memo.

<https://www.fdot.gov/topics/fdot-work-program/district-5-wp-public-hearings>

Attachment(s)

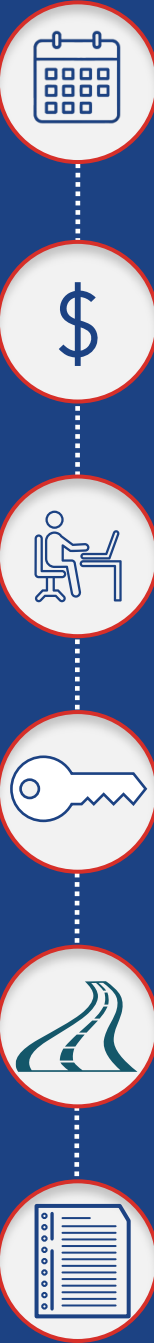
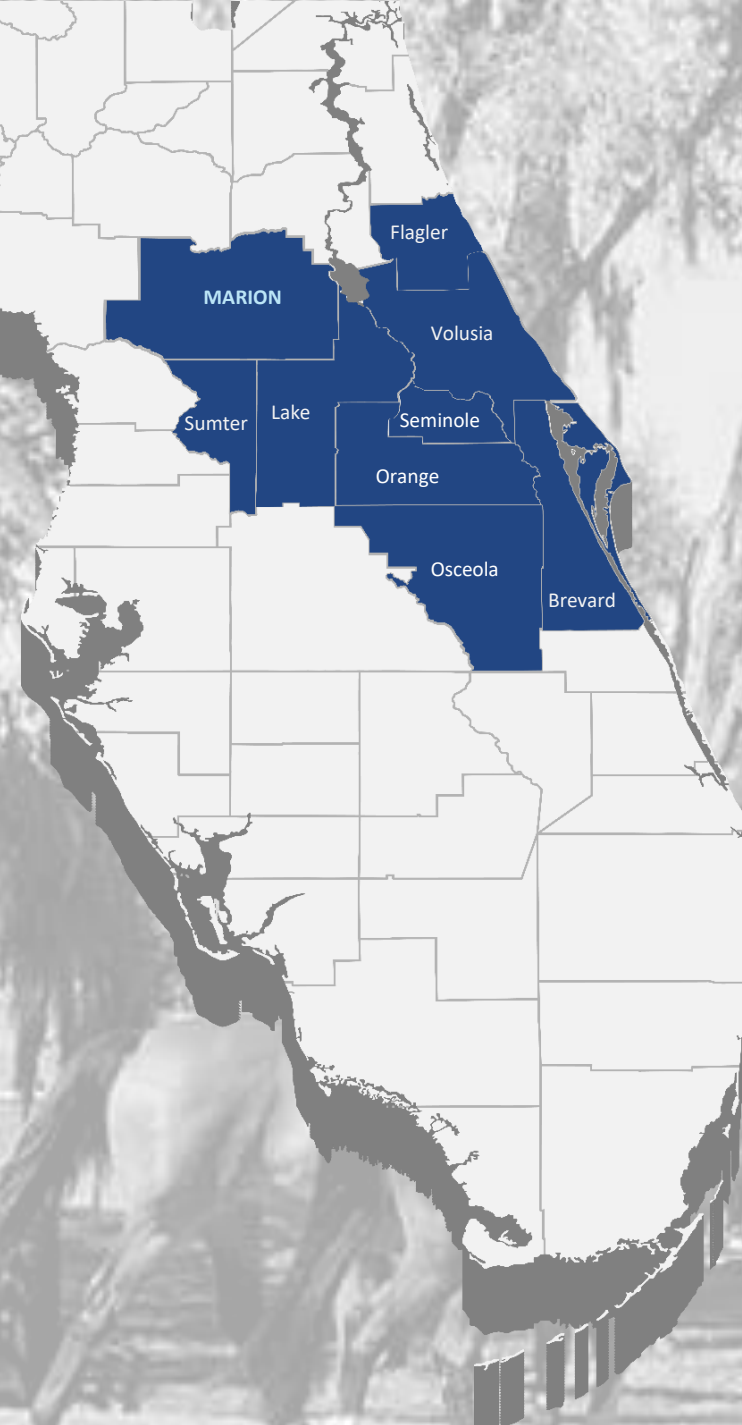
- FDOT Work Program Presentation
- FY 2027 to 2031 FDOT Tentative Five-Year Work Program, Marion County

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

FDOT District Five Tentative Five-Year Work Program Public Hearing

Fiscal Years 2026/2027 – 2030/2031

November 2025 | Ocala-Marion TPO





FDOT D5 Tentative Work Program (TWP) (FYs 27 – 31)

IMPORTANT DATES – Accelerated Development Cycle



**D5's Tentative Five-Year
Work Public Hearing:**
Virtual/Online (Oct. 20th-24th)



Executive and FTC Reviews

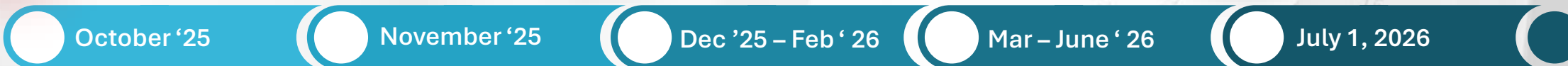
Dec./Jan.

TWP to Governor and Legislature

Jan. 27th, 2026



**Work Program
Adopted**



**Districts submit to
Central Office**
Nov. 5th

Public Hearing Comments due
Nov. 7th

MPO Objections due
Nov. 21st



Budget Approved
May/June 2026



FDOT D5 Tentative Work Program (FYs 27 – 31)

Influencing Factors of D5's TWP

Allocations & Revenues



Reductions in projected revenues and rental car surcharge forecasts (**-\$328.7M projected revenues FYs 26-31**)

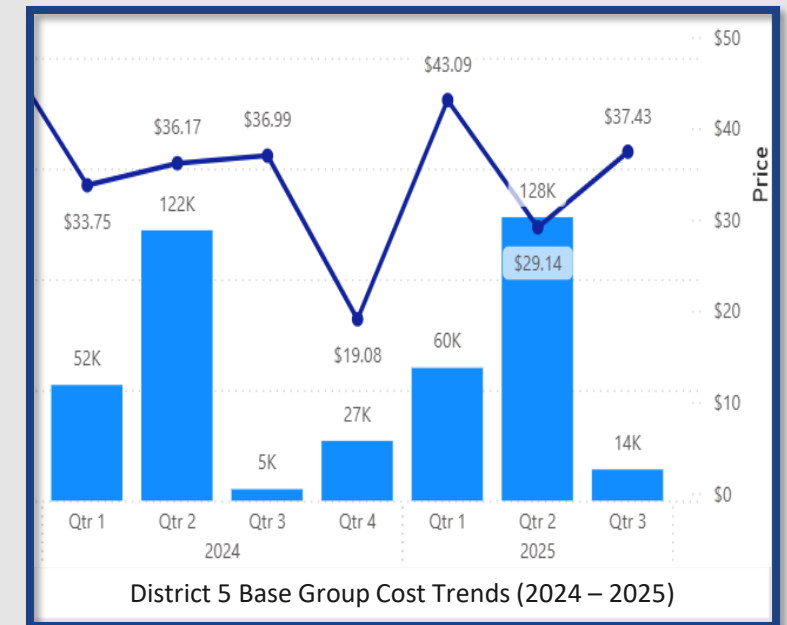
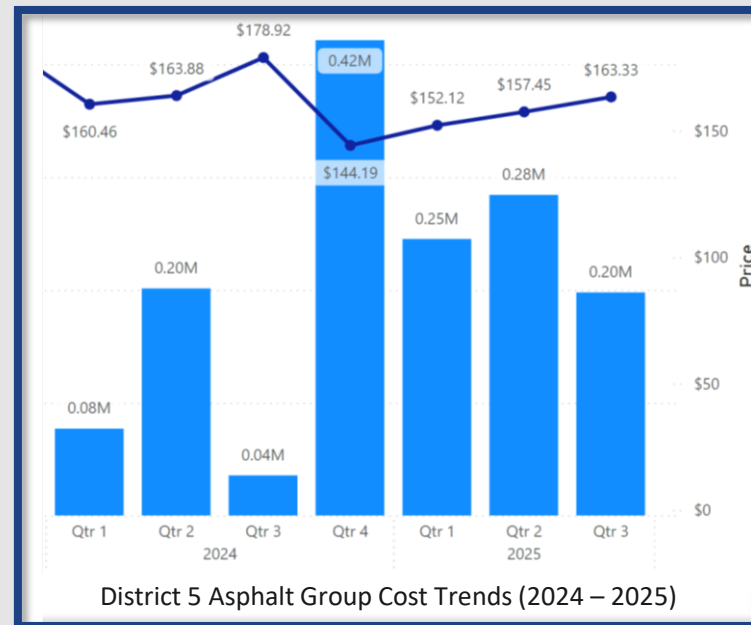
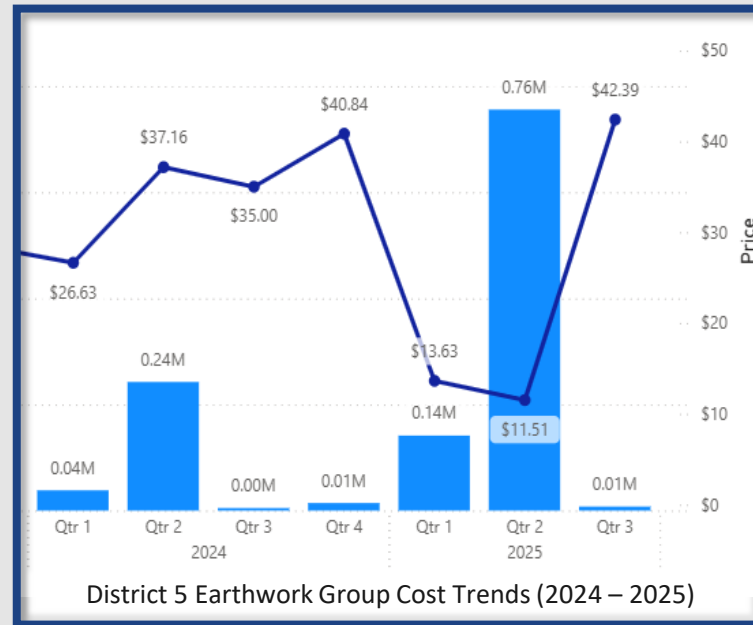


Statutory formula (population and motor fuel tax projections)

Decisions, Policies, & Statutes

- 2025 Legislative budget reductions (HB7031)
- Highways Maintenance programs
- Bridge Replacement
- Ancillary Structures Repair & Replacement

Economic Variables





FDOT D5 Tentative Work Program (FYs 27 – 31)

The Five-Year Outlook

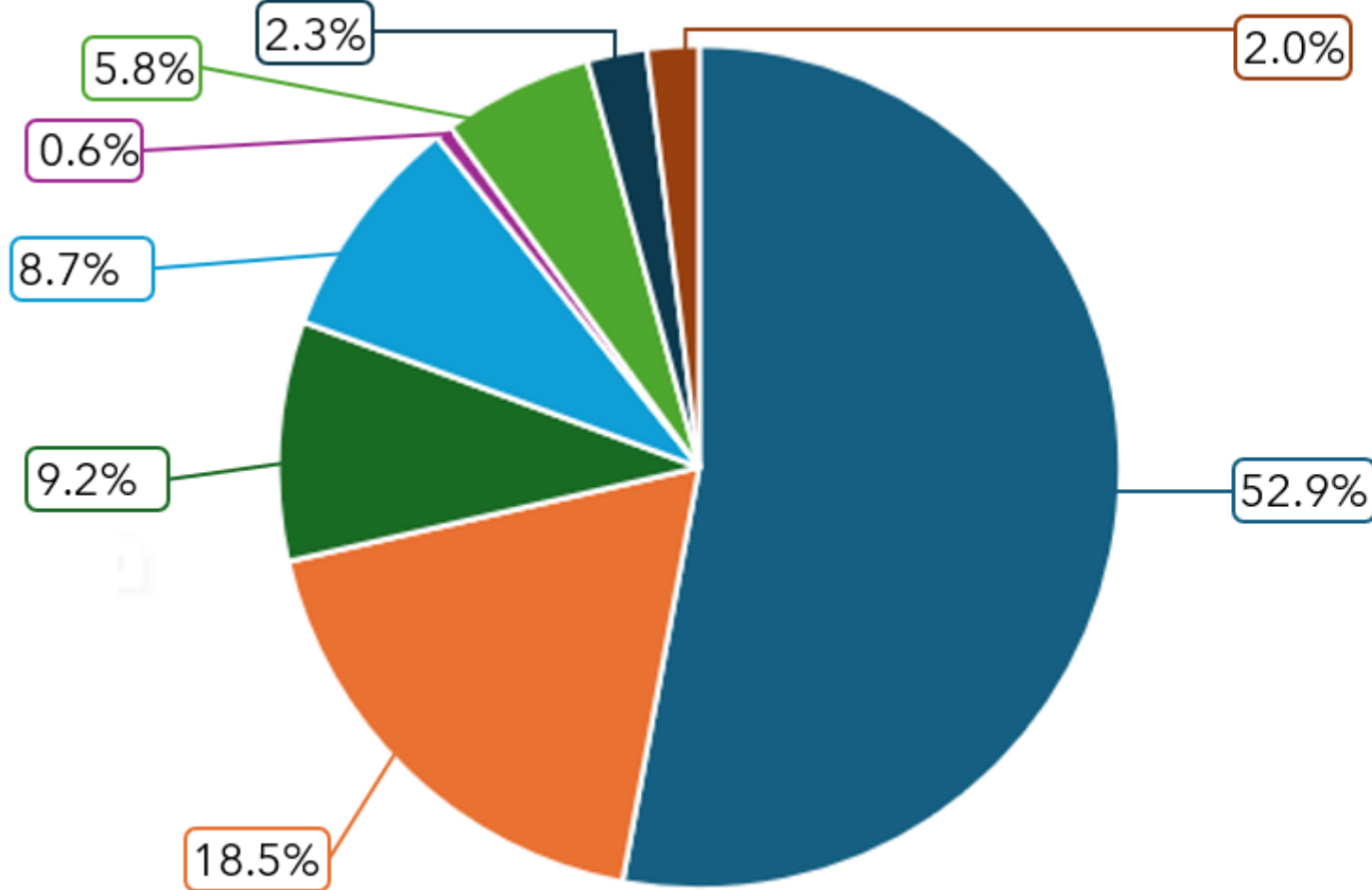
County	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	TOTAL
Marion	\$133,754,861	\$73,902,723	\$67,875,002	\$207,042,913	\$16,138,977	\$498,714,476



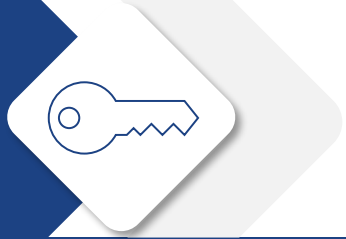
FDOT D5 Tentative Work Program (FYs 27 – 31)

Funding Breakdown

Funding Total Allocation per Category



Capacity	\$263,875,147
Preservation	\$92,287,560
Multi-modal	\$45,802,332
Road/Intersection	\$43,449,847
Operations	\$3,177,264
Bike/Ped	\$28,807,414
Maintenance	\$11,409,615
Misc.	\$9,905,297



Key Projects:

- Projects of interest
- Newly funded project phases
- Deferred and moved out projects



CAPACITY

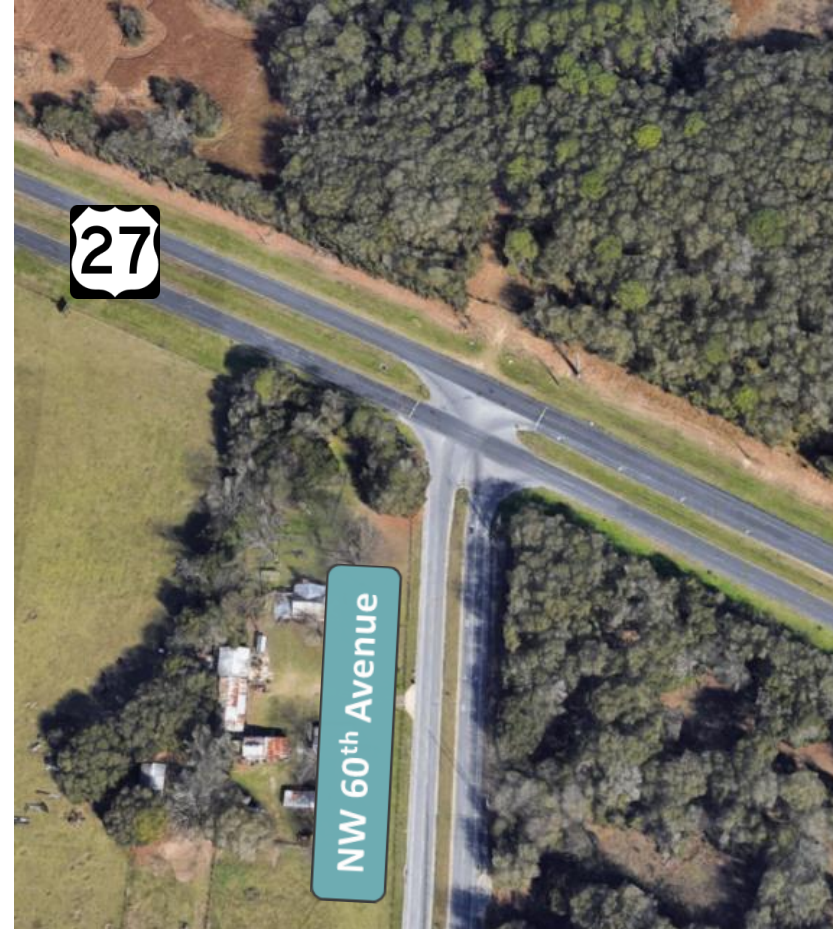


- **FM# 238648-1**
U.S. 41 (S.R. 45), from SW
110th Street to north
of S.R. 40
 - Add lanes
 - Construction in FY 29/30
 - \$64,927,530



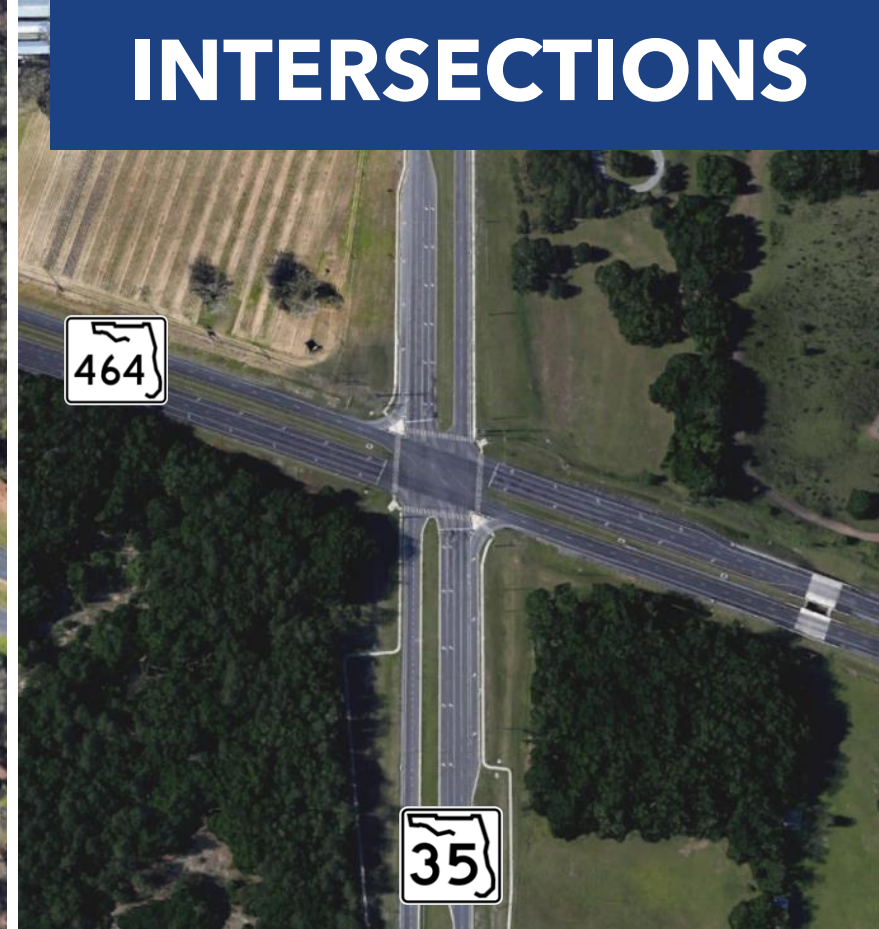
FM# 456474-1
U.S. 441 at NW 35th Street

- Intersection Improvement
- Design in FY 26/27 and Construction FY 28/29
- \$2,438,438



FM# 456852-1
U.S. 27 at NW 60th Avenue

- Intersection Improvement
- Design in FY 27/28 and Construction FY 29/30
- \$3,484,074



INTERSECTIONS

FM# 457555-5
S.R. 35 at S.R. 464

- Intersection Improvement
- Design in FY 26/27
- \$3,000,000

TRUCK PARKING



...of drivers spend one hour or more searching for a place to park.

FM# 456530-2 I-75 Truck Parking

- Parking Facility
- Design added in FY 28/29 and Construction added in FY 30/31
- \$26,284,000

\$221.2M

Construction Costs

- Beginning Mid-2026
- INFRA Grant Execution July 2025

VOLUSIA WESTBOUND



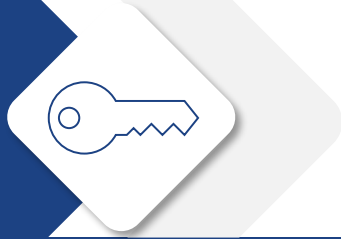
VOLUSIA EASTBOUND



Osceola

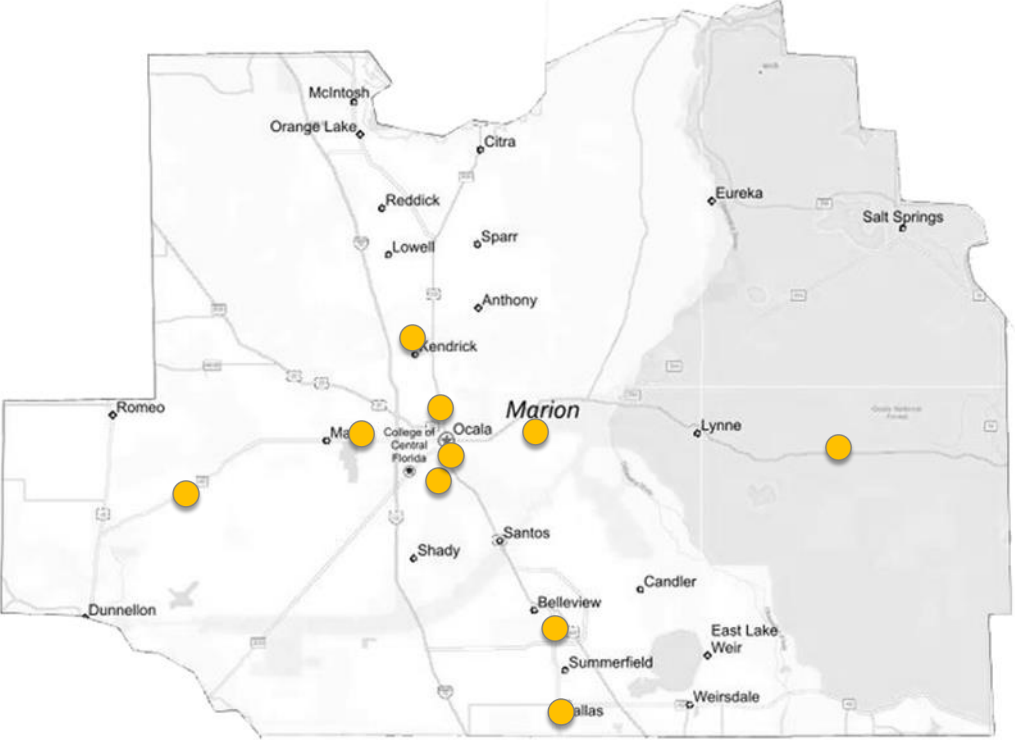


Seminole



**FDOT D5 Tentative
Work Program
Key Projects**

MARION



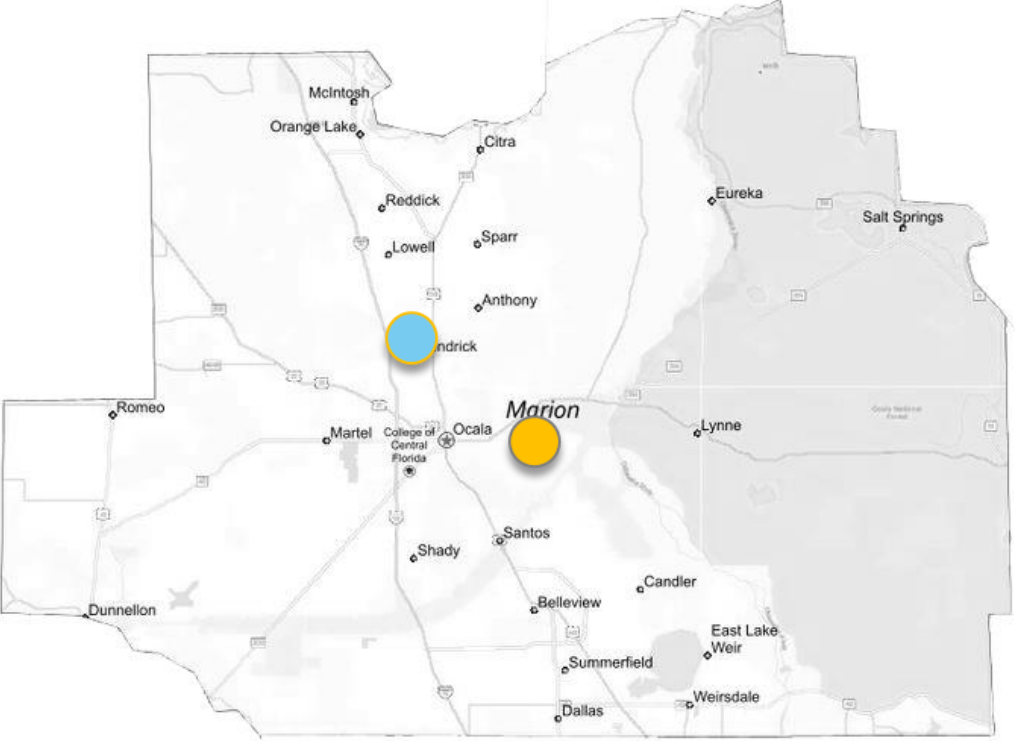
10 Resurfacing Projects

\$92,287,560



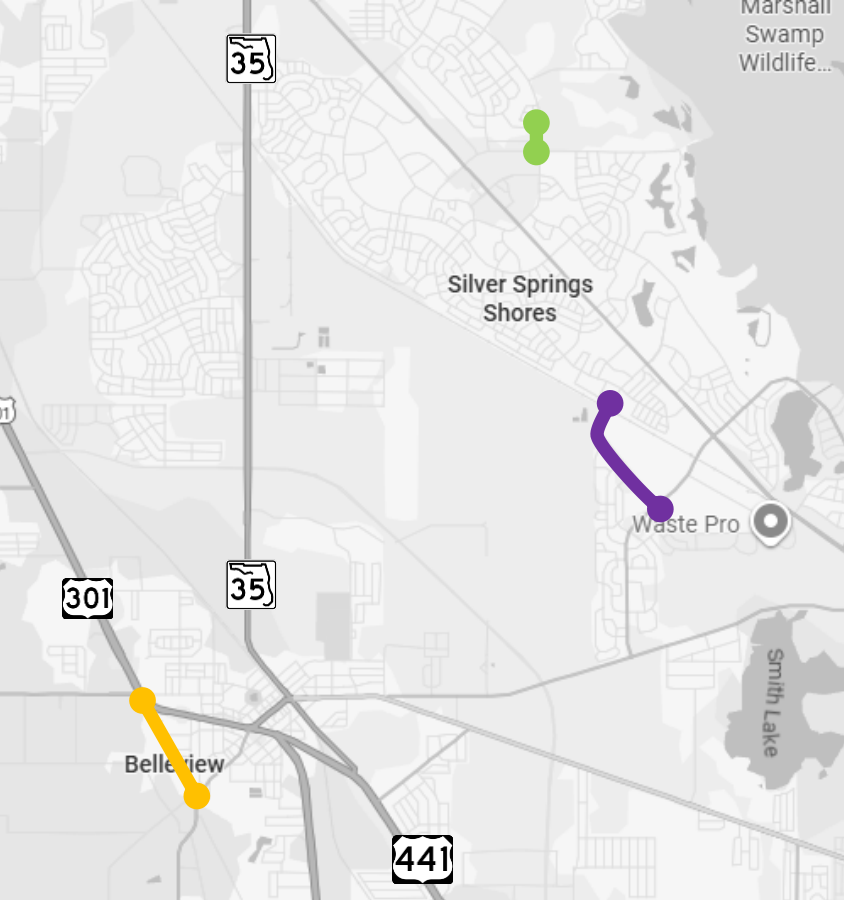
FDOT D5 Tentative Work Program Key Projects

MARION



- FM# 454211-1**
S.R. 35, from S.R. 464 to S.R. 40
 - Resurfacing
 - Design added in FY 26/27 and Construction added in FY 28/29
 - \$19,143,691
- FM# 454216-1**
S.R. 326, from begin state maintenance to U.S. 301 / U.S. 441
 - Resurfacing
 - Design added in FY 26/27 and Construction added in FY 28/29
 - \$9,142,757

SIDEWALKS



FM# 457378-1 NE 95th Street Sidewalk

- Construction added in FY 28/29
- \$386,200

FM# 456433-1 Bellevue Middle School Safe Routes to School

- Design added in FY 28/29 and Construction added in FY 30/31
- \$1,947,225

FM# 457502-1 NE 7th Street sidewalk, from NE 36th Avenue to S.R. 35

- Construction added in FY 28/29
- \$760,000

FM# 457391-1 East Marion Sidewalks

- Construction added in FY 27/28
- \$890,000





FDOT D5 Tentative Work Program (FYs 27 – 31)

Deferred and Moved Out Projects

Deferred

FM# 454939-1:

C.R. 475-A Lane Departure Improvements

- Pave shoulders
- Construction and Construction Support deferred from FY 27/28 to FY 28/29 based on local agency coordination.

FM# 454940-1:

SE 100th Avenue Improvements

- Pave shoulders
- Construction and Construction Support deferred from FY 27/28 to FY 28/29 based on local agency coordination.

FM# 455943-1:

Marion I-75 Southbound Parking Lot Resurfacing

- Rest Area
- Construction and Construction Support deferred from FY 27/28 to FY 29/30 due to reprioritization of projects.

Moved out

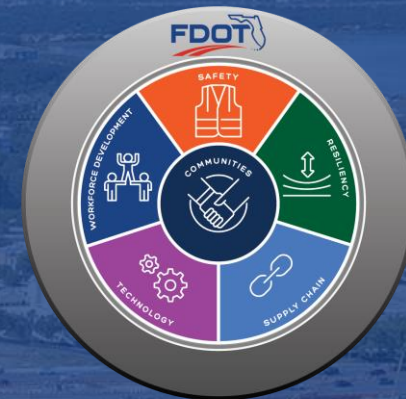
FM# 443624-3:

I-75 at S.R. 326

- Interchange Justification/Modification
- Design moved out from FY 27/28 to FY 31/32 based on Work Program Balancing.



Katherine Alexander-Corbin
Program Management Administrator



Contact:



(386) 943-5168



Katherine.Alexander@dot.state.fl.us

Alternate Email:

D5-WPPH@dot.state.fl.us

Websites:

- www.fdot.gov/wpph/district5
- www.cflroads.com

DISTRICT 5



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2027 TO FISCAL YEAR 2031



MARION COUNTY SUMMARY REPORT

AS OF **10/15/2025 4:09 PM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5
PROJECTS FUNDED JULY 1, 2026 TO JUNE 30, 2031
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT5

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Fixed Capital Outlay****450125-2 - OCALA OPERATIONS CENTER CONSTRUCTION RENOVATION**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$500,000				
Total for Project 450125-2		\$500,000				

453921-1 - OCALA OPERATIONS - BUILDING CONSTRUCTION - EQUIPMENT STORAGE BUILDING

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,351,453				
Total for Project 453921-1		\$2,351,453				

455891-3 - OCALA OPS - SECURITY - INTEGRATED ELECTRONIC SYSTEM ON GATE

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$194,830				
Total for Project 455891-3		\$194,830				

457837-1 - OCALA OPS - SECURITY - ACCESS CONTROL

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$44,921		\$20,407		\$15,869
Total for Project 457837-1		\$44,921		\$20,407		\$15,869

457838-1 - OCALA OPS - SECURITY - CAMERA UPGRADE

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$90,774		\$21,716		\$24,863
Total for Project 457838-1		\$90,774		\$21,716		\$24,863

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****238648-1 - SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40**

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$5,146,397	
	State				\$59,781,133	
Total for Project 238648-1					\$64,927,530	

238651-1 - SR 200 FROM CITRUS CO LINE TO CR 484

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	State	\$5,000,000				
Total for Project 238651-1		\$5,000,000				

410674-2 - SR 40 FROM END OF 4 LANES TO EAST OF CR 314

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$37,590,382	
	State				\$89,259,485	
Total for Project 410674-2					\$126,849,867	

410674-3 - SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Right of Way	State	\$22,450,000	\$5,950,000	\$5,717,151	\$2,479,007	
Total for Project 410674-3		\$22,450,000	\$5,950,000	\$5,717,151	\$2,479,007	

433660-1 - US 441 @ SR 464

Type of Work: TRAFFIC OPS IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$20,580				
Total for Project 433660-1		\$20,580				

435209-1 - I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST

Type of Work: INTERCHANGE (NEW)

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	\$205,800				
Right of Way	Federal	\$876,309	\$4,000,000			
	State	\$9,913,345	\$3,176,252	\$200,000		
Total for Project 435209-1		\$10,995,454	\$7,176,252	\$200,000		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****437826-1 - I-75 MARION COUNTY REST AREAS LANDSCAPING**

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$538,178				
Total for Project 437826-1		\$538,178				

439238-2 - SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET

Type of Work: BIKE LANE/SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$8,600,006				
	State	\$5,545,549	\$95,400			
Total for Project 439238-2		\$14,145,555	\$95,400			

449443-1 - NE 8TH AVE FROM SR 40 TO SR 492

Type of Work: ROUNDABOUT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$4,452,800				
	Local	\$2,334,762				
Total for Project 449443-1		\$6,787,562				

450665-1 - SR 40 FROM SW 80TH AVE TO SW 52ND AVE

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$10,064,979			
Total for Project 450665-1			\$10,064,979			

450948-2 - SR 40 FROM SE 196 TER DR TO LAKE COUNTY LINE

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$9,668,336			
Total for Project 450948-2			\$9,668,336			

451060-1 - CR 42 AT CR 25 INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$304,800				
	Local	\$478,110				
Total for Project 451060-1		\$782,910				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****451060-2 - CR 42 AT CR 25 INTERSECTION IMPROVEMENTS**

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$81,050				
	Local	\$44,135				
Total for Project 451060-2		\$125,185				

451251-1 - SR 40 (WEST SILVER SPRINGS BLVD) AT SW 27TH AVE

Type of Work: SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$1,638,275				
	State	\$421,106				
Railroad & Utilities	Federal	\$2,630,514				
Total for Project 451251-1		\$4,689,895				

451440-1 - SR 93 / I 75 FROM SR 40 INTERCHANGE TO SR 318 INTERCHANGE

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$532,728		
Total for Project 451440-1				\$532,728		

451440-2 - SR 93 / I 75 FROM I-75 AT SR 200 TO I-75 SOUTH OF FLYOVER

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$646,783		
Total for Project 451440-2				\$646,783		

451440-3 - SR 93/I-75 @ SR 484 INTERCHANGE LANDSCAPING

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$538,566		
Total for Project 451440-3				\$538,566		

452072-1 - I-75 AT SR 326 INTERCHANGE IMPROVEMENTS

Type of Work: INTERCHANGE IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	\$415,067	\$122,388			
Total for Project 452072-1		\$415,067	\$122,388			

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July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****452074-1 - I-75 IMPROVEMENTS FROM SR 200 TO SR 326**

Type of Work: ADD AUXILIARY LANE(S)

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	\$3,802,547	\$1,121,232			
Preliminary Engineering	State	\$400,881	\$206,857			
Right of Way	State	\$8,800,000	\$4,270,075			
Total for Project 452074-1		\$13,003,428	\$5,598,164			

452634-1 - SR 464 FROM SR 200 TO SR25/500

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$3,639,806		
Preliminary Engineering	State		\$120,000	\$25,000		
Total for Project 452634-1			\$120,000	\$3,664,806		

452635-1 - SR 25/SR 200 (US 27/US 301/US 441) FROM SW 10TH ST TO SW 4TH ST

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,040,425				
Total for Project 452635-1		\$2,040,425				

452636-1 - SR 40 FROM US 41 TO SOUTH OF SW 119 AVE

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$12,521,333				
	State	\$130,549				
Total for Project 452636-1		\$12,651,882				

452694-1 - SR 35 (US 301) FROM SUMTER COUNTY LINE TO CR 42

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$4,847,546		
Preliminary Engineering	State	\$701,250				
Total for Project 452694-1		\$701,250		\$4,847,546		

453543-1 - BELLEVIEW TO GREENWAY TRAIL

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$836,999			
	Local		\$106,701			
Total for Project 453543-1			\$943,700			

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MARION COUNTY**Highways****454211-1 - SR 35 FROM SR 464/CR464 TO SR 40**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$16,677,842		
	State			\$448,569		
Preliminary Engineering	Federal	\$272,000				
	State	\$1,745,280				
Total for Project 454211-1		\$2,017,280		\$17,126,411		

454214-1 - SR 200/25/500 (US 441/301/27) FROM NW 2ND ST TO CR 200A/NW 20TH ST

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$6,392,523			
	State		\$23,966			
Total for Project 454214-1			\$6,416,489			

454215-1 - SR 35/US 301 FROM SE 142 PL TO SR 500 (US 27/441)

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$13,749,853		
	State			\$75,546		
Total for Project 454215-1				\$13,825,399		

454216-1 - SR 326 FROM BEGIN STATE MAINTENANCE TO US 301/ US 441

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$7,753,937		
	State			\$176,820		
Preliminary Engineering	State	\$1,212,000				
Total for Project 454216-1		\$1,212,000		\$7,930,757		

454939-1 - CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$1,563,000		
	Local			\$62,622		
Total for Project 454939-1				\$1,625,622		

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MARION COUNTY**Highways****454939-2 - CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS**

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal	\$350,000				
Total for Project 454939-2		\$350,000				

454940-1 - SE 100TH AVENUE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$997,000		
Total for Project 454940-1				\$997,000		

454940-2 - SE 100TH AVENUE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal	\$260,000				
Total for Project 454940-2		\$260,000				

455943-1 - MARION SB PARKING LOT RESURFACING

Type of Work: REST AREA

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State				\$2,843,655	
Total for Project 455943-1					\$2,843,655	

456433-1 - BELLEVIEW MIDDLE SCHOOL SAFE ROUTES TO SCHOOL

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					\$1,660,225
Preliminary Engineering	Federal			\$287,000		
Total for Project 456433-1				\$287,000		\$1,660,225

456474-1 - US 441 AT NW 35TH ST

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$1,962,043		
	State			\$16,395		
Preliminary Engineering	Federal	\$450,000				
	State	\$10,000				
Total for Project 456474-1		\$460,000		\$1,978,438		

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MARION COUNTY**Highways****456852-1 - US 27 (BONNIE HEATH BLVD) AT NW 60TH AVE**

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$2,976,514	
	State				\$22,560	
Preliminary Engineering	Federal		\$475,000			
	State		\$10,000			
Total for Project 456852-1			\$485,000		\$2,999,074	

457378-1 - NE 95TH STREET SIDEWALK

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$327,840		
	Local			\$58,360		
Total for Project 457378-1				\$386,200		

457391-1 - EAST MARION SIDEWALKS

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$785,000			
	Local		\$105,000			
Total for Project 457391-1			\$890,000			

457502-1 - NE 7TH STREET SIDEWALK FROM NE 36TH AVE TO SR 35

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$760,000		
Total for Project 457502-1				\$760,000		

457555-2 - NW 80TH AVE SEGMENT 2

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Right of Way	Local	\$4,300,000				
Total for Project 457555-2		\$4,300,000				

457555-3 - NW 80TH AVE SEGMENT 3

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,500,000				
Total for Project 457555-3		\$2,500,000				

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MARION COUNTY

Highways

457555-4 - NW 49TH STREET FROM NW 70/80TH AVE TO NW 44TH AVE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,500,000				
Total for Project 457555-4		\$2,500,000				

457555-5 - SR 35 AT SR 464 INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Local	\$3,000,000				
Total for Project 457555-5		\$3,000,000				

457555-6 - MARION COUNTY 80TH CORRIDOR CEI SERVICES

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,600,000				
Total for Project 457555-6		\$2,600,000				

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MARION COUNTY**Maintenance****413615-3 - LIGHTING AGREEMENTS**

Type of Work: LIGHTING

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$487,617				
Total for Project 413615-3		\$487,617				

418107-1 - MARION PRIMARY IN-HOUSE

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	
Total for Project 418107-1		\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	

442738-1 - CITY OF OCALA MOA

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$60,975				
Total for Project 442738-1		\$60,975				

446910-1 - ASSET MAINTENANCE MARION COUNTY

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$2,371,820	\$971,820			
Total for Project 446910-1		\$2,371,820	\$971,820			

455106-1 - MARION COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State		\$494,000	\$509,000		
Total for Project 455106-1			\$494,000	\$509,000		

455106-2 - CITY OF OCALA TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State		\$504,000	\$519,000		
Total for Project 455106-2			\$504,000	\$519,000		

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MARION COUNTY **Miscellaneous**

413019-4 - MARION TRAFFIC ENGINEERING CONTRACTS

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$1,130,684				
Total for Project 413019-4		\$1,130,684				

422772-2 - CROSS FLORIDA GREENWAY BASELINE RD. TO SANTOS PAVED TRAIL

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State					\$9,639,334
Total for Project 422772-2						\$9,639,334

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MARION COUNTY**Modal Development: Aviation****438417-2 - MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS 5-23**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal		\$3,600,000			
	Local		\$80,000			
	State		\$320,000			
Total for Project 438417-2			\$4,000,000			

438477-1 - MARION-OCALA INTL TAXIWAY IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$720,000	\$9,000,000			
	Local	\$16,000	\$200,000			
	State	\$64,000	\$800,000			
Total for Project 438477-1		\$800,000	\$10,000,000			

448575-1 - MARION-OCALA INTL ARFF BUILDING

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local				\$200,000	\$160,000
	State				\$800,000	\$640,000
Total for Project 448575-1					\$1,000,000	\$800,000

453812-2 - MARION-OCALA INT TAXIWAY C

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	\$125,000				
	State	\$500,000				
Total for Project 453812-2		\$625,000				

454045-1 - MARION COUNTY AIRPORT EQUIPMENT

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local		\$80,000			
	State		\$320,000			
Total for Project 454045-1			\$400,000			

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MARION COUNTY**Modal Development: Aviation****455963-1 - MARION-OCALA INTL FUEL FARM**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	\$125,000				
	State	\$500,000				
Total for Project 455963-1		\$625,000				

455964-1 - MARION-OCALA INTL RUNWAY

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local		\$160,000	\$160,000		
	State		\$640,000	\$640,000		
Total for Project 455964-1			\$800,000	\$800,000		

457744-1 - MARION-MARION COUNTY AIRPORT RUNWAY 10-28

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local			\$60,000	\$250,000	\$250,000
	State			\$240,000	\$1,000,000	\$1,000,000
Total for Project 457744-1				\$300,000	\$1,250,000	\$1,250,000

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MARION COUNTY**Modal Development: Transit****427188-2 - SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$3,515,030	\$3,690,782			
	Local	\$878,758	\$922,695			
Total for Project 427188-2		\$4,393,788	\$4,613,477			

442455-1 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	\$837,458				
	State	\$837,458				
Total for Project 442455-1		\$1,674,916				

442455-2 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local		\$862,582	\$888,459	\$915,113	\$942,566
	State		\$862,582	\$888,459	\$915,113	\$942,566
Total for Project 442455-2			\$1,725,164	\$1,776,918	\$1,830,226	\$1,885,132

442460-1 - MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	\$993,939				
	Local	\$993,939				
Total for Project 442460-1		\$1,987,878				

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MARION COUNTY **Transportation Planning**

439331-6 - OCALA/MARION URBAN AREA FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal	\$863,554	\$863,554			
Total for Project 439331-6		\$863,554	\$863,554			

439331-7 - OCALA/MARION URBAN AREA FY 2028/2029-2029/2030 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal			\$863,554	\$863,554	
Total for Project 439331-7				\$863,554	\$863,554	

439331-8 - OCALA/MARION URBAN AREA FY 2030/2031-2031/2032 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal					\$863,554
Total for Project 439331-8						\$863,554



TO: Board Members

FROM: Rob Balmes, Director

**RE: Transportation Systems Management and Operations
Presentation, Florida Department of Transportation (FDOT)**

Jim Stroz, Director of Transportation Development of the Florida Department of Transportation (FDOT) District Five, will provide a presentation on Transportation System Management and Operations (TSM&O).

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Marion County Project Status Update as of October 31, 2025

The following is a brief status update on major FDOT road construction projects in Marion County as of the Oct. 31 cutoff date. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

MARION COUNTY

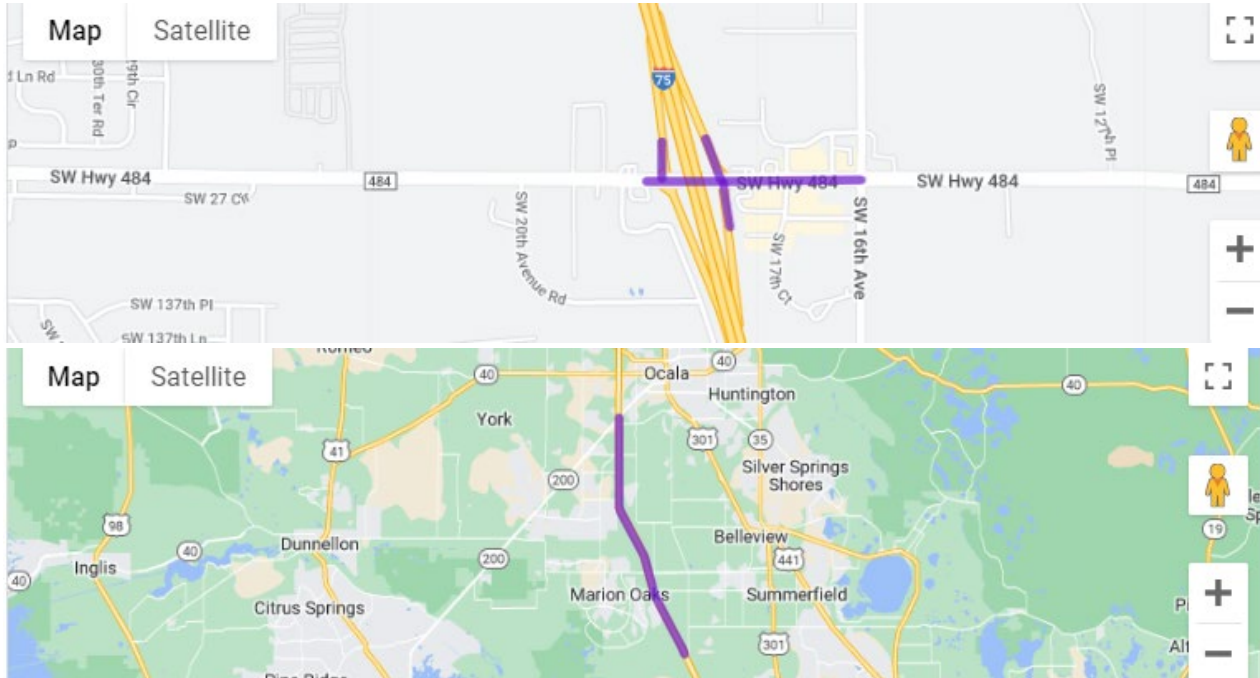
NEW PROJECTS:

None to report.

CURRENT PROJECTS:

[433651-1](#) | C.R. 484 and I-75 Interchange Roadway Improvements

[443170-1](#) | I-75 Resurfacing from Sumter County line to S.R. 200



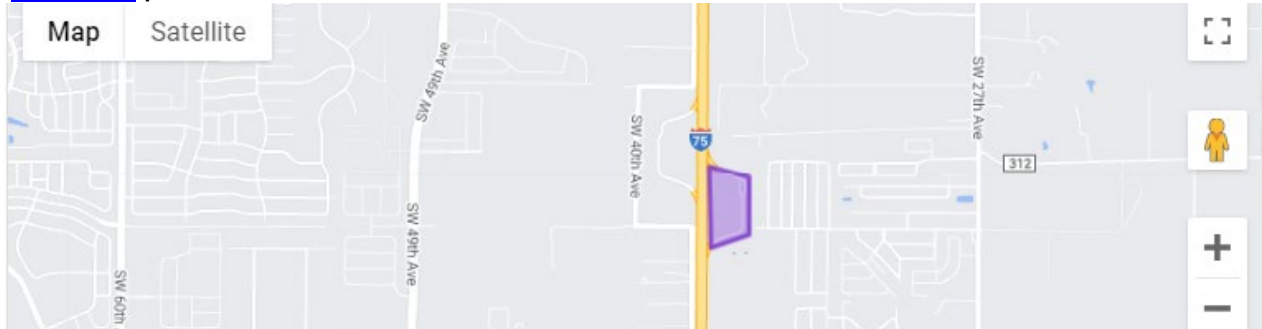
- Contract: T5597
- Contractor: Anderson Columbia Co. Inc.
- Start Date: Jan. 4, 2023
- Estimated Completion Date: Early 2026

Improve Safety, Enhance Mobility, Inspire Innovation
www.fdot.gov

- Construction Cost: \$40 million
- **Description:** The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484, from west of S.W. 20th Avenue to east of CR 475A, and will be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.

Update: (433651-1) This project has encountered constraints that require redesign work. Restriping work to alleviate some traffic concerns on C.R. 484 began Oct. 28, and work on the bridge wall will begin after Thanksgiving. (443170-1) The contractor is working on punch-list items.

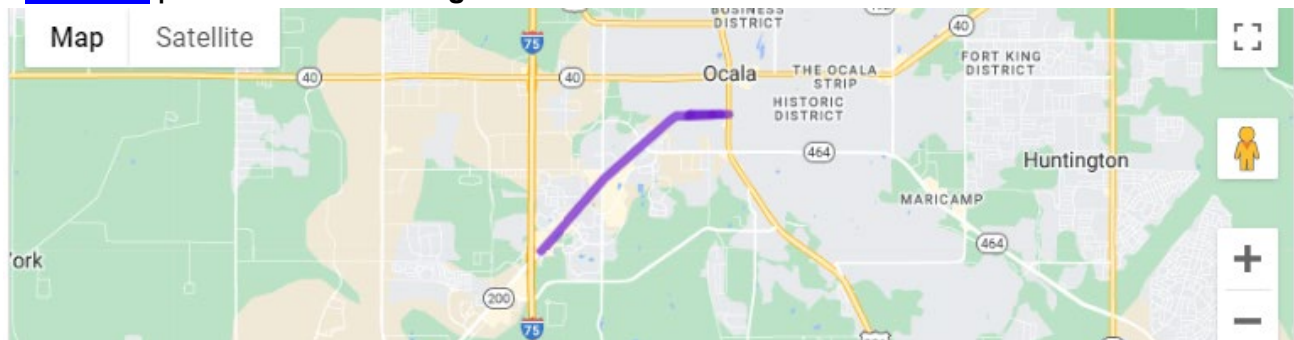
[438562-1](#) | I-75/S.R. 93 Northbound Rest Area north of C.R. 484 to south of S.R. 200



- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: Aug. 26, 2023
- Estimated Completion Date: Summer 2026
- Construction Cost: \$31 million
- **Description:** This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to meet current standards. Parking will be expanded for passenger vehicles, RVs and trucks. Work will include resurfacing the truck parking lot to become the car parking lot and constructing a new truck parking lot and ramps. The rest area will be closed to the public until the project is complete.

Update: Additional improvements are required before the facility can reopen, which has extended the project timeline.

[439234-1](#) | S.R. 200 Resurfacing from east of I-75 to U.S. 301



- Contract: E51F6
- Contractor: Anderson Columbia Co. Inc.
- Start Date: Sept. 3, 2024
- Estimated Completion Date: Late 2025
- Construction Cost: \$16.6 million
- **Description:** The purpose of this project is to provide safety and operational enhancements on State Road (S.R.) 200 (Southwest College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. Raised concrete medians will be constructed throughout the corridor to reduce vehicle conflict points while encouraging safer driving speeds. Also, three Pedestrian Hybrid Beacons (PHBs) will be constructed at the following locations: between SW 35th Terrace and SW 34th Avenue, between SW

32nd Avenue and SW 26th Street, and between SW 12th Avenue and SW 10th Avenue. A PHB provides increased visibility and safer crossings for vulnerable road users at midblock locations. The corridor will be milled and resurfaced to extend the life of the existing roadway. Sidewalk and pedestrian features will be installed at intersections for added safety and to comply with ADA (Americans with Disabilities Act) standards. Other improvements include traffic-signal and lighting upgrades, drainage enhancements, and new signs, striping, pavement markings and landscaping.

Update: The three PHBs were activated in October. The contractor is currently working on punch-list items, and final acceptance is likely to be achieved in November.

448526-1 | U.S. 41 from north of Citrus County line to SW 110th Street

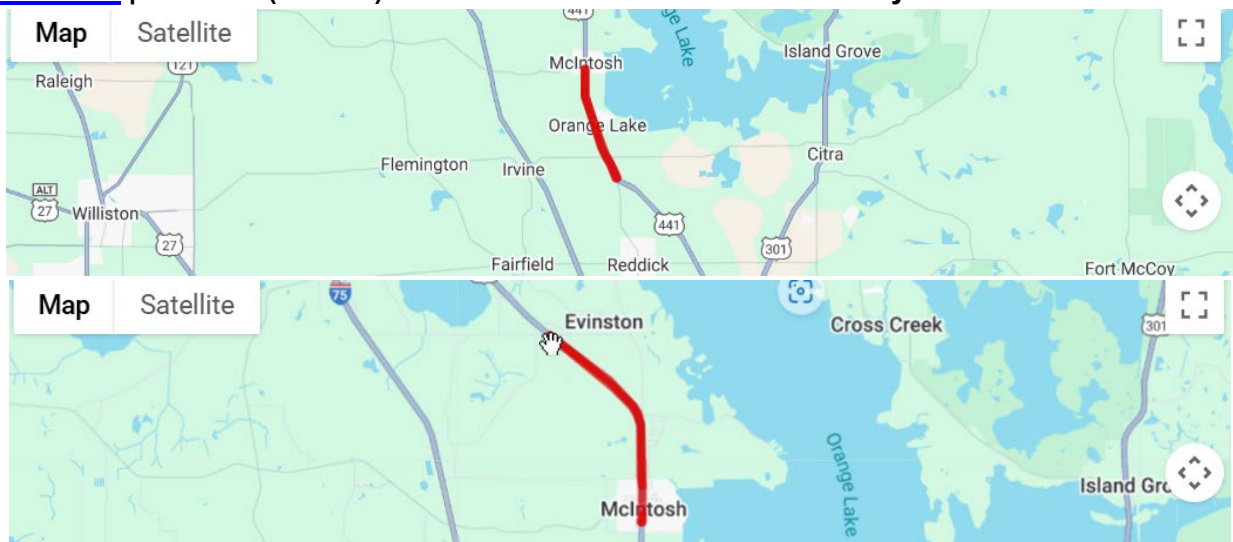


- Contract: T5831
- Contractor: Superior Asphalt Inc.
- Start Date: May 28, 2025
- Estimated Completion Date: Early 2026
- Construction Cost: \$3.9 million
- **Description:** The Florida Department of Transportation (FDOT) is making improvements to U.S. 41 (Williams Street) from north of the Citrus County line to Southwest 110th Street in Dunnellon. The 1.41-mile project includes resurfacing the roadway to extend its life and reconstructing the intersection of U.S. 41 and Pennsylvania Avenue (County Road 484) to allow for a free-flowing right turn. A designated right-turn lane will be added, bringing all turning movements under signal control for improved safety. Other improvements include traffic-signal upgrades on U.S. 41 at Pennsylvania Avenue, Powell Road, Brooks Street and Southwest 110th Street. Pedestrian crosswalks and curb ramps will be installed to enhance pedestrian safety and meet current Americans with Disabilities Act (ADA) standards.

Update: The contractor is working on drainage, concrete flatwork, lighting and signalization.

448635-1 | U.S. 441 (S.R. 25) from north of C.R. 25A to Avenue I

445218-1 | U.S. 441 (S.R. 25) from Avenue I to the Alachua County Line

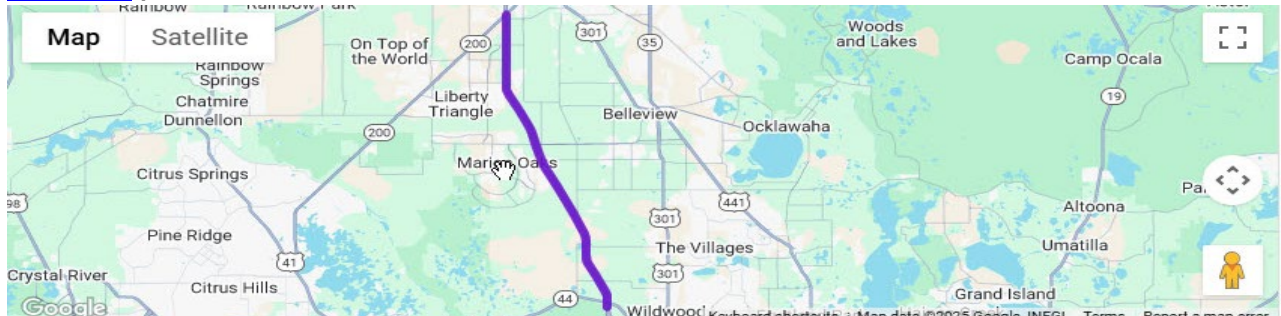


- Contract: T5847
- Contractor: Anderson Columbia Co. Inc.
- Start Date: Aug. 11, 2025

- Estimated Completion Date: Summer 2026
- Construction Cost: \$16.2 million
- **Description:** The Florida Department of Transportation (FDOT) is resurfacing a 3.1-mile segment of U.S. 441 (State Road (S.R.) 25) from north of County Road (C.R.) 25A to Avenue I and from Avenue I to the Alachua County line. This project is designed to enhance safety by adding paved shoulders and providing paved turnouts and aprons along the corridor.

Update: Progress continues on drainage work, grading, signal work, shoulder reconstruction, milling and paving during the day.

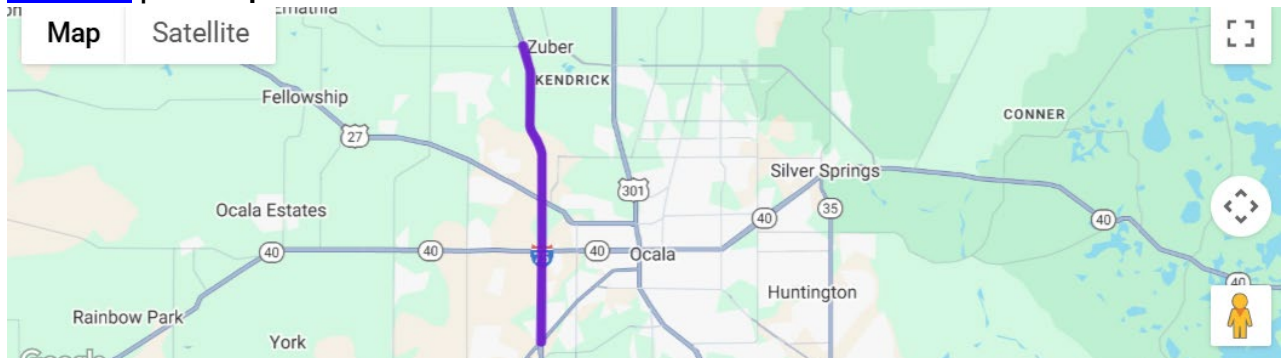
[452074-2](#) | I-75 improvements from south of S.R. 44 to S.R. 200



- Contract: E54F4
- Contractor: Anderson Columbia Co. Inc.
- Start Date: Feb. 19, 2025
- Estimated Completion Date: Fall 2028
- Construction Cost: \$230 million
- **Description:** The Florida Department of Transportation (FDOT) is making improvements along Interstate 75 (I-75) from south of State Road (S.R.) 44 to S.R. 326 in Sumter and Marion counties. This first phase will focus on I-75 from S.R. 44 to S.R. 200. A second project will focus on S.R. 200 to S.R. 326 (FPID No. 452074-1). Both projects include the addition of auxiliary lanes between interchanges. Improvements to several interchanges are also proposed, including S.R. 326 and S.R. 40. The project is part of the **Moving Florida Forward Infrastructure Initiative**.

Update: Design work is underway for the new Southwest 66th Street bridge. One-lane traffic with automated signals continues across I-75. The bridge will be replaced as part of the I-75 Moving Florida Forward project, with work beginning in January or February and expected to take about 10 months. Early Works Package #2 (ITS and preliminary sitework) and Early Works Package #3 (deep milling of the existing C.R. 475 shoulder) activities are continuing, with daytime northbound shoulder closures between C.R. 484 and S.R. 200 and nighttime double-lane closures on northbound I-75 between C.R. 462 and C.R. 484.

[452074-1](#) | I-75 Improvements from S.R. 200 to S.R. 326

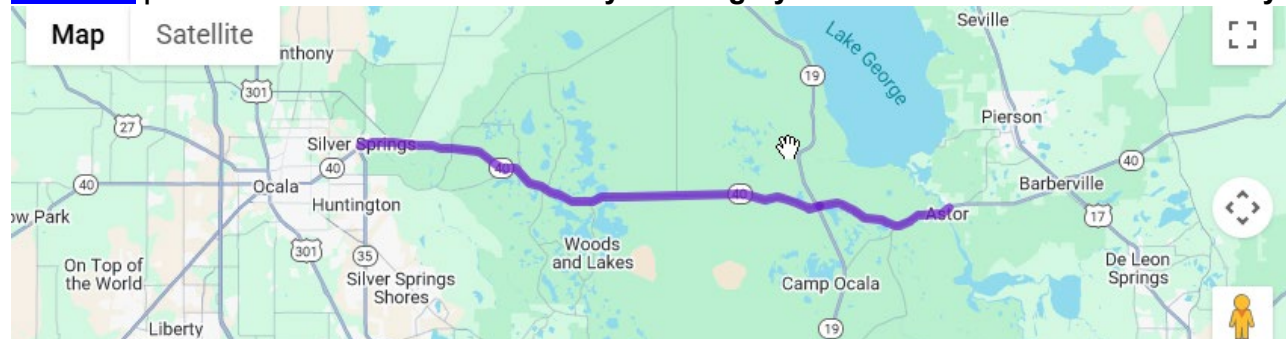


- Contract: E54F5
- Design /Build Team: RK&K / Lane Construction
- Start Date: November 2025
- Estimated Completion Date: Fall 2028

- Construction Cost: \$238 million
- **Description:** The planned improvements to I-75 in Marion County involve the addition of auxiliary lanes in both northbound and southbound directions between S.R. 200 and S.R. 326 to enhance traffic capacity and operational efficiency. The project includes comprehensive interchange modifications, notably the construction of a diverging diamond interchange (DDI) at NW 49th Street, and the implementation of a displaced left turn (DLT) at the S.R. 326 interchange to optimize left-turn movements and reduce conflict points. Milling and resurfacing activities will be conducted along the corridor to improve pavement conditions. Upgrades to NW 44th Avenue will support the integration of the new DDI and a new jughandle intersection at NW 44th Street, located north of NW 49th Street, facilitating improved traffic distribution and access management. Collectively, these improvements aim to mitigate congestion, enhance traffic flow and improve safety on I-75 and its adjacent interchanges.

Update: Construction is expected to begin the week of Nov. 3. Additional soil samples are being taken for geotechnical evaluation, and transitional lane striping will begin at night. Later in November, the contractor will begin northbound shoulder reconstruction, along with land clearing to begin pond excavation adjacent to I-75 northbound.

[451415-3](#) | S.R. 40 Animal and Low-Visibility Warning System from SR 35 to Volusia County line



- Contract: E54F0
- Contractor: SICE Inc.
- Start Date: June 13, 2025
- Estimated Completion Date: Fall 2025
- Construction Cost: \$3.7 million
- **Description:** The Florida Department of Transportation (FDOT) is installing equipment to detect wildlife within a 34-mile segment of State Road (S.R.) 40 from S.R. 35 to the Volusia County line in Lake County. Eighty solar-powered safety signs are being installed to warn the traveling public when wildlife has been detected near the road. When activated, these signs will flash yellow lights to alert motorists to the presence of wildlife in the area. Additionally, nine cameras installed on newly erected concrete poles will enable FDOT to monitor traffic in real time from the agency's District 5 Regional Transportation Management Center in Sanford. Three sensors capable of detecting smoke and fog are being installed in this forested area to enable FDOT to alert the traveling public to the hazard of poor visibility. Four digital traffic signs will also be installed on S.R. 40, allowing FDOT to display messages about current road and traffic conditions. These signs will not be activated until a subsequent project installs wildlife-detection units, which are currently undergoing testing. Once fully operational, these units will remotely signal nearby signs to flash their lights when wildlife has been detected.

Update: Workers are performing tasks, such as installing cabinets and system components, and testing the system.

COMPLETED PROJECTS:

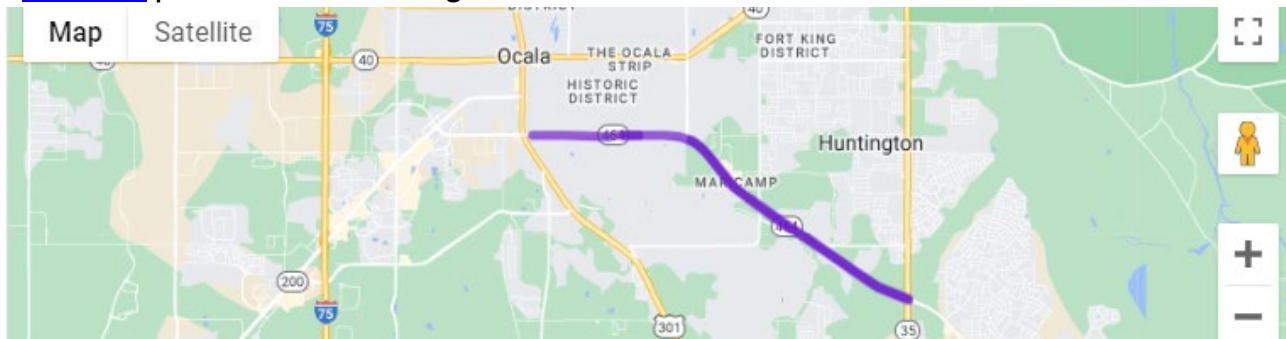
[445302-1](#) | U.S. 301 (S.R. 35) resurfacing from north of C.R. 42 to north of SE 144th Place Road



- Contract: E51F7
- Contractor: C.W. Roberts Contracting Inc.
- Start Date: Aug. 28, 2024
- Completion Date: Oct. 10, 2025
- Construction Cost: \$5.6 million
- **Description:** This Florida Department of Transportation (FDOT) project milled and resurfaced U.S. 301 (also known as State Road (S.R.) 35) from north of County Road (C.R.) 42 to north of Southeast 144th Place Road to extend the life of the existing roadway. Safety and operational improvements included constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional improvements included widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as keyholes) next to right-turn lanes, guardrail reconstruction and new lighting at the curve from north of Southeast 147th Street to Southeast 144th Place Road. Audible and vibratory pavement markings were added along the shoulders in specific areas to enhance safety. New signs and pavement markings were placed throughout the corridor.

Update: The project received final acceptance Oct. 10.

[441141-1](#) | S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35



- Contract: T5782
- Contractor: Anderson Columbia Co. Inc.
- Start Date: Aug. 23, 2023
- Completion Date: Oct. 14, 2025
- Construction Cost: \$26.1 million
- **Description:** The Florida Department of Transportation (FDOT) made improvements along State Road (S.R.) 464 from east of U.S. 301/U.S. 27 to Baseline Road (S.R. 35). The purpose of the project was to extend the life of the existing roadway by repaving this segment of S.R. 464. Operational and safety enhancements included restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps and constructing new sidewalks to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic-signal adjustments and drainage upgrades also were included.

Update: The project received final acceptance Oct. 14.



TO: Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: TPO Quarterly Budget Status Update

On a quarterly basis the TPO updates the Board Members to ensure they remain informed of funding status and the financial outlook throughout the year.

Attachment(s)

- TPO Budget Snapshot thru September 30, 2025

If you have any questions, please contact me at: 352-438-2634.



FINANCIAL SNAPSHOT

FISCAL YEAR 2025/2026

This Budget is in accordance with our UPWP

Grants(s)	Total Funds	Funds Expended July 1, 2024 - Sept. 30, 2025	Next Quarter Carryover Funds
*Fed. Hwy Admin. - PL-CPG	\$ 1,811,374.00	\$ 969,712.08	\$ 841,661.92
**CTD-Transp. Disadvantaged	\$ 31,757.00	\$ 14,191.33	\$ 17,565.67
***Non-Eligible Funds	\$ 1,800.00	\$ 860.00	\$ 940.00
TOTALS	\$ 1,844,931.00	\$ 984,763.41	\$ 860,167.59

* Federal Funds encompass a 1-year budget in accordance with our UPWP

** This Grant is for One-Year only (July 1, 2025 to June 30, 2026)

*** Expense not eligible to be paid with Federal Funds (membership dues)

BUDGETED AND EXPENDED FUNDS BREAKDOWN

	Budgeted	Expenditures	Carryover Funds
Salaries & Benefits	\$ 922,794.00	\$ 463,870.32	\$ 458,923.68
Insurance Premiums	\$ 7,450.00	\$ 3,138.59	\$ 4,311.41
Travel	\$ 22,550.00	\$ 4,063.64	\$ 18,486.36
Training & Education	\$ 13,800.00	\$ 2,213.19	\$ 11,586.81
Copier Rental	\$ 7,400.00	\$ 3,170.78	\$ 4,229.22
Advertising	\$ 4,300.00	\$ 1,403.96	\$ 2,896.04
Printing & Binding	\$ 1,500.00		\$ 1,500.00
Office Supplies	\$ 10,510.00	\$ 1,533.65	\$ 8,976.35
Postage	\$ 400.00		\$ 400.00
Website	\$ 8,080.00	\$ 5,025.00	\$ 3,055.00
Computer Software	\$ 34,500.00	\$ 13,852.97	\$ 20,647.03
Computer Equipment	\$ 15,000.00	\$ 7,819.02	\$ 7,180.98
County Cost Allocation	\$ 117,347.00	\$ 72,035.79	\$ 45,311.21
Meeting Room Rental	\$ 4,000.00	\$ 822.00	\$ 3,178.00
*Other Services/Security	\$ 2,500.00		\$ 2,500.00
Professional Services	\$ 154,310.00		\$ 154,310.00
2050 Long Range Transp. Plan	\$ 380,000.00	\$ 294,570.00	\$ 85,430.00
Active Transp. Plan	\$ 126,690.00	\$ 100,384.50	\$ 26,305.50
Central Florida Alliance	\$ 10,000.00	\$ 10,000.00	\$ -
Non Eligible Funds	\$ 1,800.00	\$ 860.00	\$ 940.00
**Total	\$ 1,844,931.00	\$ 984,763.41	\$ 860,167.59

* Other Services for the Sheriff's Security at Board Meetings

**This total encompasses all expenses utilizing above mentioned funds thru Sept. 30, 2025

BUDGET SUMMARY

TOTAL REVENUE	\$ 1,844,931.00
FUNDS EXPENDED THRU SEPTEMBER 30, 2025	\$ 984,763.41
TOTAL CARRYOVER REVENUE	\$ 860,167.59



TO: Board Members

FROM: Rob Balmes, Director

RE: CAC and TAC 2026 Elections

On November 4, 2025, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) elected a 2026 Chair and Vice Chair to serve one-year terms.

Citizens Advisory Committee (CAC)

Jim Belonger, Chair

Richard McGinley, Vice Chair

Technical Advisory Committee (TAC)

Noel Cooper, Chair

Chuck Varadin, Vice Chair

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



TO: Board Members

FROM: Rob Balmes, Director

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

The Florida MPOAC held quarterly Governing Board and Staff Director meetings on October 23, 2025 in Orlando. Amanda Carpenter, Executive Director, recently developed a set of MPO/TPO overview and guidance documents. The documents are included with this memo. The next MPOAC meetings are scheduled for January 28, 2026.

Attachment(s)

- MPOAC Resources

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

Metropolitan Planning Organization Advisory Council (MPOAC)?

Established by the Florida Legislature under Section 339.175(11), Florida Statutes, the MPOAC serves as a **statewide transportation planning and policy organization**.

It was created to **enhance the role of individual Metropolitan Planning Organizations (MPOs)** by supporting their participation in a cooperative and coordinated statewide transportation planning process.

The MPOAC acts as the **principal forum for statewide policy coordination and discussion** among Florida's MPOs, strengthening the urban transportation planning process.

MISSION

To improve transportation planning and education by engaging and equipping its membership to deliver results through:

Shared innovations

Best practices

Enhanced coordination, communication and advocacy

ROLES AND RESPONSIBILITIES

The MPOAC meets quarterly to conduct business and address statewide transportation issues relevant to Florida's MPOs. Its key responsibilities include:

Aligning Plans: Collaborating with MPOs and the Florida Department of Transportation (FDOT) to ensure consistency between local Long Range Transportation Plans (LRTPs) and the Florida Transportation Plan (FTP).

Statewide Coordination: Serving as a platform for communication and coordination among Florida's 27 MPOs.

Policy Support: Providing guidance and recommendations on transportation planning, policy development, and implementation strategies.

Technical Assistance: Offering training, tools, and resources to strengthen MPO planning capacity and performance.

Knowledge Sharing: Facilitating the exchange of information, data, and planning innovations across MPOs.

Legislative Monitoring: Tracking and analyzing legislation that may impact MPOs and advocating for policies that support effective transportation planning at local and state levels.

Metropolitan Planning Organization (MPO)?

An **MPO** is a federally mandated entity required for all urban areas in the United States with a population of 50,000 or more. These organizations are composed of representatives from local governments and transportation agencies within the urban area, ensuring that transportation planning is locally informed and regionally coordinated. MPOs serve as collaborative forums where local officials come together to make decisions about transportation investments, priorities, and strategies. By fostering cooperation among jurisdictions, MPOs play a vital role in shaping regional transportation systems that are connected, efficient, and responsive to the needs of the communities they serve.

KEY PLANNING DOCUMENTS

Long Range Transportation Plan (LRTP): A 20+ year vision that identifies future transportation needs and investment strategies for the region.

Transportation Improvement Program (TIP): A short-term, five-year list of funded transportation projects.

Unified Planning Work Program (UPWP): A two-year plan outlining the MPO's planning activities and studies.

Public Participation Plan (PPP): A framework for engaging the public and ensuring meaningful input throughout the planning process.

ROLES AND RESPONSIBILITIES

MPOs lead a regional transportation planning process that is:

Continuing, Cooperative, and Comprehensive (3-C): MPOs guide regional transportation decisions by ensuring the planning process reflects local priorities and supports long-term goals.

Legally Compliant: MPOs develop and maintain transportation plans in accordance with federal and state laws and regulations.

Project-Focused: MPOs identify and prioritize transportation investments through the development of required plans and programs.

Community-Responsive: MPOs work to integrate the needs and concerns of residents, businesses, and local governments into the regional transportation planning process.

MPO COMMITTEES

MPO Board:

Comprised of representatives from local governments and transportation agencies who approve the MPO's plans, policies, and projects.

Technical Advisory Committee (TAC):

Comprised of professional staff from local governments and transportation agencies who provide technical guidance.

Citizens Advisory Committee (CAC):

Offers input from a public perspective to ensure the planning process reflects community values.

Additional Committees as Needed:

May include freight, bicycle/pedestrian, or regional coordination committees, depending on local needs.

WHAT IS A

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What Does the MPOAC Do?

The MPOAC meets quarterly to conduct business and address statewide transportation issues relevant to Florida's MPOs. Its key responsibilities include:



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Statewide Coordination: Serving as a platform for communication and coordination on key transportation issues among Florida's 27 MPOs.



Policy Support: Providing guidance and recommendations on transportation planning, policy development, and implementation strategies.



Technical Assistance: Offering training, tools, and resources to strengthen MPO planning capacity and performance.



Shares Knowledge: Facilitating the exchange of data, best practices, and planning innovations across MPOs.



Monitors Legislation: Tracking and analyzing legislation that may impact MPOs and advocating for policies that support effective transportation planning at local and state levels.

Value of the MPOAC

STATEWIDE LEADERSHIP IN TRANSPORTATION PLANNING

The MPOAC helps provide a cohesive statewide transportation vision by bringing together all 27 Florida MPOs, giving local perspectives a voice in statewide transportation planning. This collaboration helps establish a unified approach to connecting local, regional, and statewide projects and initiatives.

STRATEGIC PARTNERSHIPS WITH STATE AND FEDERAL AGENCIES

The MPOAC works closely with FDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to guide Florida's MPOs in meeting state and federal transportation planning requirements. By supporting regulatory compliance, the MPOAC helps ensure that MPOs remain eligible to receive funding for critical infrastructure projects that advance Florida's transportation goals.

A PLATFORM FOR COLLABORATION AMONG FLORIDA'S MPOS

Through the MPOAC, Florida's MPOs collaborate to exchange ideas, discuss common challenges, share data, and develop innovative tools. This collaboration facilitates effective planning, ensures that regional efforts support statewide transportation priorities, and supports efficient transportation project delivery.

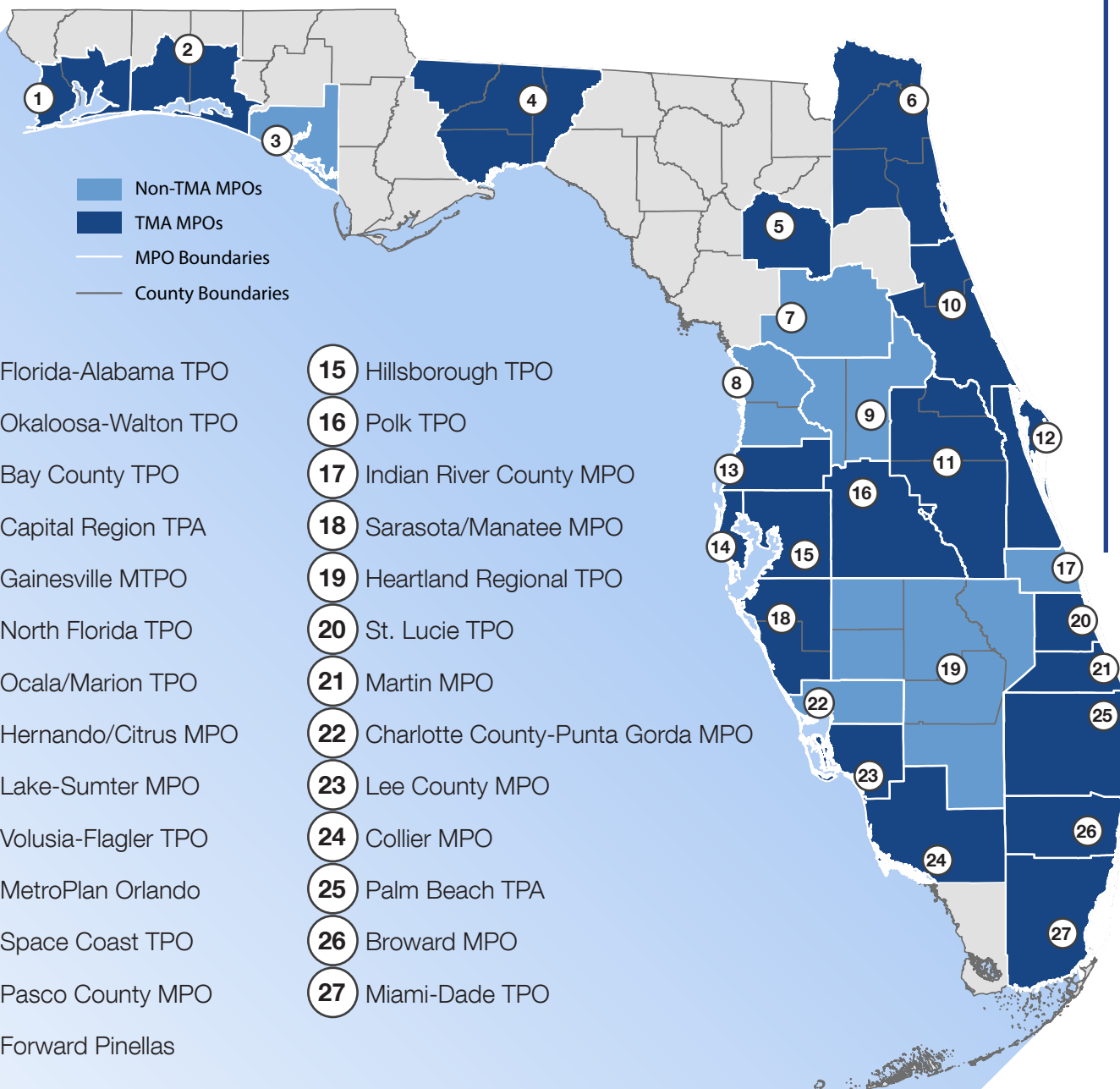
EDUCATION, PROFESSIONAL DEVELOPMENT, AND CAPACITY BUILDING

Beyond collaboration, the MPOAC provides educational opportunities and resources that enhance technical skills, policy understanding, and leadership capacity. Training programs like the MPOAC Institute equip MPO staff and board members with the knowledge and tools to make informed transportation planning decisions. These efforts empower MPOs to improve their performance, adapt to changing requirements, and implement innovative strategies that benefit communities statewide.



Florida MPOs

There are 27 total MPOs in Florida, 20 of which serve Transportation Management Areas (TMAs). A TMA is a Census-designated urban area with a population of 200,000 or more. According to federal regulations, MPOs that cover TMAs are subject to enhanced planning and reporting requirements due to the size and complexity of these urban areas.



FOR MORE INFORMATION, PLEASE VISIT mpoac.org

MPOAC

Amanda Carpenter, MPOAC Executive Director

605 Suwannee St., Tallahassee, FL 32399 | 850-414-4821 | Amanda.Carpenter@dot.state.fl.us

Key Items

Requiring MPO Board Approval

Florida's Metropolitan Planning Organizations (MPOs) serve as the lead agencies for regional transportation planning. They are responsible for identifying transportation priorities and facilitating project implementation through collaborative, data-driven planning processes.

Each MPO Board plays a critical role in this process by reviewing and approving key planning documents and policy actions. These approvals ensure alignment with both federal and state regulations while reflecting the consensus of local stakeholders. Some approvals are required on an annual basis, while others follow a multi-year schedule. Please note, the suggested voting dates shown below are estimated and subject to change.

KEY ITEMS REQUIRING MPO BOARD APPROVAL

FDOT/MPO Agreement

A contract establishing the cooperative relationship between an MPO and FDOT for meeting federal and state requirements to receive funding for planning activities found in the UPWP.

APPROVAL FREQUENCY:

- Every two years (by May 15)
- Amendments as needed

SUGGESTED MPO BOARD VOTING WINDOW:

- April 15 – May 15

Unified Planning Work Program (UPWP)

A two-year funding program that outlines the planning activities and studies to be carried out by the MPO.

APPROVAL FREQUENCY:

- Every two years (by May 15)
- Modifications/amendments as needed

SUGGESTED MPO BOARD VOTING WINDOW:

- April 15 – May 15

FDOT/MPO Joint Certification

A confirmation of the transportation planning process.

APPROVAL FREQUENCY:

- Annually (by June 1)

SUGGESTED MPO BOARD VOTING WINDOW:

- May – June 1

Transportation Improvement Program (TIP)

A short-term list of funded transportation projects covering five years.

APPROVAL FREQUENCY:

- Annually (by July 1)
- Modifications/amendments as needed

SUGGESTED MPO BOARD VOTING WINDOW:

- June – July 1

List of Priority Projects (LOPP)

An annual list of project priorities to guide regional transportation investments.

APPROVAL FREQUENCY:

- Annually (by August 1)

SUGGESTED MPO BOARD VOTING WINDOW:

- June – August 1

KEY ITEMS REQUIRING MPO BOARD APPROVAL (CONTINUED)

Long Range Transportation Plan (LRTP)

A 20+ year vision that identifies future transportation needs and investment strategies for the MPO region.

APPROVAL FREQUENCY:

- Every five years
- Modifications/amendments as needed

SUGGESTED MPO BOARD VOTING WINDOW:

- One to two months prior to five-year LRTP anniversary

Congestion Management Process (CMP)

An approach to address congestion in the region.

APPROVAL FREQUENCY:

- Every five years (usually concurrent with LRTP)
- Modifications/amendments as needed

SUGGESTED MPO BOARD VOTING WINDOW:

- Concurrent with LRTP adoption

Highway Safety Performance Measures (PM1)

Measures the number and rate of fatalities and serious injuries on all public roads.

APPROVAL FREQUENCY:

- Annually by February 27

SUGGESTED MPO BOARD VOTING WINDOW:

- Within 180 days after FDOT sets statewide targets on August 31

Pavement and Bridge Condition Performance Measures (PM2)

Measures the percentage of pavement and bridges on the National Highway System (NHS) that are in good or poor condition.

APPROVAL FREQUENCY:

- Every four years, with optional target adjustment at two years

SUGGESTED MPO BOARD VOTING WINDOW:

- Within 180 days after FDOT sets statewide targets

Highway System Performance Measures (PM3)

Measures the reliability of passenger and truck freight travel on National Highway System (NHS) roads.

APPROVAL FREQUENCY:

- Every four years, with optional target adjustment at two years

SUGGESTED MPO BOARD VOTING WINDOW:

- Within 180 days after FDOT sets statewide targets

Transit Asset Management (TAM) Performance Measures

Measures the condition and performance of transit assets, including vehicles, infrastructure, and facilities.

APPROVAL FREQUENCY:

- Concurrent with LRTP and TIP updates

SUGGESTED MPO BOARD VOTING WINDOW:

- Concurrent with LRTP and TIP adoption

Public Transportation Safety Performance Measures

Measures the number and rate of fatalities, serious injuries, and other safety events on public transportation systems.

APPROVAL FREQUENCY:

- Concurrent with LRTP and TIP updates

SUGGESTED MPO BOARD VOTING WINDOW:

- Concurrent with LRTP and TIP adoption

Transportation Management Areas

Transportation Management Areas (TMAs) are **urban areas with populations of 200,000 or more**, as determined by the U.S. Census and designated by the U.S. Department of Transportation (USDOT). Metropolitan planning organizations (MPOs) that cover a TMA are subject to **enhanced planning and reporting requirements** under federal regulations due to the size and complexity of these urban areas.

KEY DIFFERENCES BETWEEN TMA AND NON-TMA MPOS

	TMA MPO	Non-TMA MPO
Urban Area Population	200,000 or more	50,000–199,999
MPO Board Membership Requirements	TMA MPO boards must include: • Local elected officials • Representatives of major transportation modes, including public transit providers • Appropriate state officials	No specific federal requirements.
Federal Oversight	Formal Federal Certification Review required every 4 years; conducted by FHWA and FTA.	Not required. FHWA and FTA may conduct informal reviews.
Congestion Management Process (CMP)	Required	Not required
Transit Funds (such as FTA Sections 5307 & 5310 funds)	Must identify a designated recipient* for federal transit formula funds.	No designated recipient* required.
Federal Funding Programs	Certain funds are suballocated directly to the MPO. TMA MPOs are eligible to additional funding opportunities.	State manages suballocated funds. Funding eligibility based on population; fewer programs directly tied to MPO.

*A “designated recipient” is an entity, such as an MPO, local government, or transit agency, authorized to receive and apportion FTA formula funds to eligible projects and recipients.