



TPO Board Meeting

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

January 28, 2025

3:00 PM

AGENDA

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
2. **ROLL CALL**
3. **PROOF OF PUBLICATION**
4. **CONSENT AGENDA**
 - A. **Board Meeting Minutes October 22, 2024** (Page #3)
 - B. **Director Travel** (Page #14)
 - C. **Fiscal Years (FY) 2025 to 2026 Unified Planning Work Program (UPWP) Amendment #2** (Page #22)
 - D. **Active Transportation Plan Scope of Services Revision** (Page #136)
 - E. **Letter of Support, Safe Routes to School Application** (Page #152)
5. **ACTION ITEMS**
 - A. **Director Annual Performance Evaluation** (Page #154)
Recommended Action: Approval of Director Annual Performance Evaluation
 - B. **Revised 2025 TPO Board Meeting Schedule** (Page #167)
Recommended Action: Approval of the 2025 TPO Board meeting schedule
 - C. **2025 Performance Management Targets** (Page #169)
Recommended Action: Approval of 2025 Federally Required Performance Targets
6. **PRESENTATIONS**
 - A. **Florida Department of Transportation (FDOT) Fiscal Years (FY) 2026 to 2030 Tentative Work Program** (Page #225)
A presentation by FDOT on the Tentative Work Program for Marion County
 - B. **Navigating the Future 2050 Long Range Transportation Plan (LRTP) Vision, Goals, Objectives and Initial Revenue Projections** (Page #257)
A presentation by Kimley-Horn on 2050 LRTP project updates
 - C. **2025 TPO Major Activities** (Page #284)
A discussion by staff on major activities in calendar year 2025

D. Quarterly Budget Status Update (Page #289)

An update by staff on the current budget

7. COMMENTS BY FDOT

- A. **Update on SR 200 and US 441/SR 40 projects** (Page #291)
- B. **FDOT Construction Report** (Page #301)
- C. **FDOT District 5 Compass Points Newsletter** (Page #306)

8. COMMENTS BY TPO STAFF

- A. **Safety Matters Update** (Page #310)
- B. **2024 Annual Report** (Page #311)
- C. **2050 LRTP Community Workshop #2** (Page #328)
- D. **2025 List of Priority Projects (LOPP) Schedule** (Page #330)
- E. **MPOAC Updates** (Page #332)
- F. **TPO Staff Update**

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@marioncountyfl.org forty-eight (48) hours in advance, so proper accommodations can be made.

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

The next regular meeting of the Ocala Marion Transportation Planning Organization (TPO)
will be held on March 25, 2025



TPO Board Meeting

Marion County Commission Auditorium

601 SE 25th Avenue, Ocala, FL 34471

October 22, 2024

3:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea
Commissioner Kathy Bryant (*arrived at 3:04pm*)
Councilmember Kristen Dreyer
Commissioner Ray Dwyer
Councilmember James Hilty
Councilman Tim Inskeep
Councilmember Barry Mansfield
Mayor Ben Marciano
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Craig Curry
Commissioner Matt McClain

Others Present:

Rob Balmes, TPO
Sara Brown, TPO
Shakayla Irby, TPO
Kia Powell, FDOT
Mike McCammon, FDOT
Nathan Gallops, Ocala Police Department
Eric Smith, City of Ocala
Darren Park, City of Ocala
Sean Lanier, City of Ocala
Noel Cooper, City of Ocala
Christopher Zeigler, Marion County
Tracy Straub, Marion County
Barb Girtman
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairwoman Kristen Dreyer called the meeting to order at 3:00pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

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

Item 3. Proof of Publication

Shakayla Irby stated that the meeting was published online on the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County websites on October 15, 2024 and shared on the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

Mr. Hilty made a motion to approve the Consent Agenda. Mr. Marciano seconded, and the motion passed unanimously.

Item 5A. Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP) Amendment #2

Sara Brown, Transportation Planner presented a proposed amendment to the Fiscal Years (FY) 2025-2029 Transportation Improvement Program (TIP). The amendment included one project, with the following details:

FM# 452074-2: I-75 Improvements from South of SR 44 to SR 200

- Add auxiliary lanes on I-75
- PD&E, PE, ROW, RRU, and DSB Phases
- Funds to be added to FY 2025
- Total: \$232,191,543
 - DEM: \$250,000
 - DIH: \$615,621
 - DS: \$122,953
 - MFF: \$231,202,969

Mr. Zalak made a motion to approve FY 2025 to 2029 TIP Amendment #2.

Mr. Marciano seconded, a roll-call vote was called and the motion passed unanimously.

Item 5B. Election of 2025 Board Chair and Vice-Chair

Per Board Bylaws, at the last meeting of the calendar year, members must elect a Chair and Vice-Chair to serve one-year terms. In 2024, the current officers are:

- Chair, City of Ocala Councilmember Kristen Dreyer
- Vice-Chair, Marion County Commissioner Carl Zalak, III

Ms. Stone made a motion to appoint Mr. Carl Zalak as the Chair and Mr. James Hilty as the Vice-Chair. Ms. Bryant seconded, and the motion passed unanimously.

Item 5C. Proposed 2025 Board Meeting Schedule

Rob Balmes, TPO Director stated that TPO staff had proposed up to eight TPO Governing Board meetings for 2025, scheduled for 3:00 PM at the Marion County Board of County Commissioners Auditorium.

He highlighted a specific proposal to hold the public hearing and regular meeting for the adoption of the 2050 Long Range Transportation Plan (LRTP) on Thursday, November 20. The LRTP was required to be adopted by November 24, which fell during Thanksgiving week. To meet the deadline and avoid scheduling conflicts with local council and commission meetings, staff had recommended adopting the LRTP the prior week.

Ms. Stone noted that the proposed November 20 date coincided with the Florida Association of Counties Conference, scheduled from November 19 through November 21. She mentioned this might present a scheduling challenge for Marion County and proposed moving the meeting to November 18.

Mr. Balmes explained that the reason for scheduling the meeting during that week was the requirement to adopt the 2050 Long Range Transportation Plan (LRTP) no later than Monday, November 24, 2025. He noted that the TPO typically meets on Tuesdays, but since the deadline could not be missed, the meeting date was moved up slightly.

Mr. Zalak stated that, he preferred to have Mr. Balmes revisit the schedule considering everyone's calendars. He suggested adopting the rest of the proposed calendar while requesting him to identify a date for the November meeting that would work for all members.

Ms. Bryant also noted a conflict with the proposed June 24 meeting date for Marion County and requested that the date be revisited.

Mr. Zalak advised Mr. Balmes to consult with staff and ensure there were no conflicts when selecting new meeting dates.

Mr. Zalak made a motion to move the January, March, and May dates presented. Ms. Bryant seconded, and the motion passed unanimously.

Item 5D. Appointments to the Florida Metropolitan Planning Organization Advisory Council (MPOAC)

On an annual basis, the Board selects two representatives to serve on the Florida MPOAC, a statewide transportation planning and policy organization that serves the 27 MPOs/TPOs in Florida. The MPOAC consists of a Governing Board of elected officials, with one Member and one Alternate Member from each MPO/TPO.

The MPOAC also has a Staff Directors Advisory Committee, represented by the TPO Director. In 2025, the MPOAC Governing Board is scheduled to meet quarterly in Orlando. For 2024, the TPO’s Governing Board Member and Alternate Member for the MPOAC are as follows:

- Governing Board Member: City of Ocala Councilmember Jim Hilty
- Alternate Member: Marion County Commissioner Michelle Stone

Mr. Zalak made a motion to approve the current members of the MPOAC. Ms. Bryant seconded and the motion passed unanimously.

Item 5E. Appointments to the Central Florida MPO Alliance (CFMPOA)

At the final meeting of each year, TPO Board members nominate and approve representatives to serve on the Central Florida MPO Alliance for the upcoming year. The Alliance is a coalition of six MPOs/TPOs within the Central Florida region, represented by a Policy Board of 18 members—three from each MPO/TPO, including three TPO Board members and the TPO Director.

In 2025, the Alliance is scheduled to meet three times at the Orlando MetroPlan offices on the following dates:

- February 14
- April 11
- October 10

The TPO’s current 2024 delegates for the Central Florida MPO Alliance are:

- City of Ocala Councilmember Ire Bethea, Sr.
- Marion County Commissioner Craig Curry
- Marion County Commissioner Michelle Stone

Mr. Marciano made a motion to approve the current appointments of the CFMPOA. Ms. Bryant seconded and the motion passed unanimously.

Item 6A. 2050 Long Range Transportation Plan (LRTP) Status Update

Rob Balmes, TPO Director, provided an update on the 2050 Long Range Transportation Plan (LRTP), highlighting activities completed to date and upcoming milestones.

He emphasized public engagement efforts, including the first open house held on September 18, 2024, where the public provided input and some citizen advisory committee members also attended.

Mr. Balmes noted that a second open house would occur in February 2025, where citizens would again be invited to provide feedback on topics such as roadwork, growth and development scenarios, and transportation needs across all modes. A public survey would also be launched around that time.

Key milestones include:

- March and May: The consultant will present the overall needs assessment, cost feasibility tied to the projected budget, and the draft plan leading to adoption.
- Ongoing: The consultant continues background work, data collection, and modeling of socioeconomic factors, population, housing, and traffic projections.

Public Participation Summary

- A public survey held from spring through July 2024 garnered 293 responses, with support from local media. Key findings:
 - 63% of participants were 55 and older.
 - Top challenges identified: congestion, traffic safety, signal timing, and road conditions.
 - 70% prioritized improving and maintaining local roadways.
- An online comment map collected nearly 300 comments, with congestion, safety, and pedestrian/bicycle issues as primary concerns. Heat maps highlighted congestion hotspots, such as US 41, Highway 326, State Road 200, and I-75 interchanges, while safety concerns were more widespread.
- The September community workshop had 25-30 attendees, where participants identified congestion, safety, and road improvements as top challenges and priorities.

Next Steps

- A virtual steering committee convened recently, with additional meetings planned to gather input from local planners, engineers, and stakeholders.
- In January 2025, staff will present draft goals, objectives, performance measures, and revenue projections, incorporating the newly passed penny sales tax.
- Additional public engagement and workshops will occur early next year, with ongoing opportunities for review, feedback, and collaboration.

Item 7. Comments by FDOT

Ms. Kia Powell, Liaison FDOT provided an update on storm recovery and ongoing projects.

Storm Recovery Updates:

- Hurricane Melton caused significant damage, though District 5 was less affected compared to Districts 1 and 7.

- Recovery efforts included addressing flooding, washouts, slope erosion, retention pond failures, and debris cleanup.
- Key recovery highlights:
 - Severe washouts occurred on State Road A1A in Flagler and Ormond-by-the-Sea, where buried seawalls are under construction, and on US 1792 in Orange City, which closed for five days during repairs.
 - Cleanup operations have been extensive, involving 61 crew members from District 2 and heavy equipment, including 50 dump trucks and 14 front-end loaders.
 - FDOT utilized emergency contracts to expedite recovery, with district staff assisting in debris removal and inspections.
- Specific to Ocala/Marion County:
 - Ocala operations responded 24/7 to reports of downed trees and cleared moderate amounts of debris, with most collected in the first pass.
 - Traffic signals were quickly restored through coordination between FDOT and local partners.

Project Updates:

1. State Road 200 (East of I-75 to US 301)

- Start Date: September 2024
- Estimated Completion: Fall 2025 (delayed due to weather)
- Scope:
 - Safety enhancements, including replacing the multi-directional center lane with a raised concrete median and adding segmented left-turn lanes to reduce crossover movements.
 - Traffic shifts will occur to facilitate phased construction, with temporary striping guiding traffic.
 - The Southwest 34th Avenue intersection will remain closed for six more weeks, potentially longer with weather delays.
- Expected Benefits: Reduced vehicle conflict points and driver speeds.

Mr. Marciano inquired whether the fall 2025 completion date for the State Road 200 project represented a worst-case scenario based on weather conditions or was simply an optimistic estimate. He asked for clarification on the expectations surrounding the timeline.

Mr. Mike McCammon, FDOT Operations Engineer, explained the factors influencing the timeline for the State Road 200 project:

- The project was initially scheduled for approximately 350 days. However, rain days, holidays, and unanticipated extra work typically extend the schedule.
- Without unforeseen issues, the project could finish by September 2025. However, additional challenges could push the completion date to December 2025, January 2026, or February 2026, depending on how events unfold.
- He noted that updates to the construction timeline are reflected in the construction report as new information arises.

Mr. McCammon acknowledged frustrations with past delays, specifically referencing the intersection project at US 441 and State Road 40, which experienced unexpected contractor-related challenges. He assured the board that the FDOT continues to work with the contractor to address unresolved time-related issues.

He emphasized the inherent challenges of road construction and stated that while providing exact dates early in the process is difficult, the timeline becomes more accurate as the project progresses.

Mr. Marciano inquired about how FDOT had worked with businesses along State Road 200 to ensure they understood the project, particularly those directly affected by the construction.

Mr. McCammon responded, explaining that FDOT had conducted a public meeting and outreach efforts with city and county officials during the design phase of the State Road 200 project.

- He acknowledged past resistance to medians along the corridor, which had shifted in recent years, with support growing for the safety improvements.
- He shared a personal example of safety concerns, such as avoiding left turns onto State Road 200, to emphasize the benefits expected from the medians.
- He noted that some businesses would lose direct left-turn access, which could lead to concerns from business owners.

Mr. McCammon also addressed anticipated challenges during construction:

- Lane closures would be necessary to build the center medians, reducing traffic capacity and causing inconvenience for several months.
- He suggested holding another public meeting to inform the public about the construction process and expected impacts.
- He indicated that the most significant disruptions were expected in April or May 2025, with plans for additional outreach to address public frustrations during that time.

Chairwoman Dreyer emphasized the importance of promptly notifying the TPO Board once the date for the next public meeting regarding the State Road 200 project is set.

- She highlighted that since the initial community outreach meetings with city council took place two to two-and-a-half years ago, there had been significant changes in the business landscape, including new businesses, business closures, and management turnover.
- She stressed the need for a fresh public meeting to ensure all current businesses are informed about the project and its impact.

Mr. McCammon noted his commitment to planning a public meeting in early 2025, prior to the implementation of the State Road 200 project. The meeting would provide businesses with an opportunity to learn about the project, its objectives, and the expected impacts during construction.

Mr. Zalak inquired whether there was a specific reason preventing the construction work on State Road 200 from being conducted at night, particularly given the road's significance.

Mr. McCammon explained that while FDOT typically conducts much of its work at night, such as asphalt milling and resurfacing, certain tasks, like removing asphalt and pouring concrete, cannot be completed overnight and will require daytime closures. He noted that in most resurfacing projects, the road is open by morning with minimal impact to the public. However, the State Road 200 project will involve more significant daytime closures, which is not typical for a resurfacing project.

Mr. Zalak asked whether it would be possible to work with FDOT, particularly the city, to manage the scope of work in a way that minimizes disruptions. He noted that FDOT gives contractors significant discretion regarding how much of the road is opened at a time and suggested adjusting the schedule to prioritize the most work at night and reduce daytime disruptions. He proposed fine-tuning the schedule to minimize the impact on the community, believing that it would reduce the overall burden for everyone involved.

Mr. McCammon discussed the potential to split the project into segments to minimize disruption. He explained that while the contract had already been finalized with a 350-day timeframe, the team had explored whether it was feasible to divide the work into sections, which would take longer but might reduce congestion in certain areas. He highlighted specific areas with pedestrian signals that would take longer to construct. Mr. McCammon emphasized the need for input on whether to complete the work in a shorter timeframe with more disruption or extend the timeline for a less disruptive approach.

Mr. Zalak acknowledged that the duration of construction significantly impacts the community, especially based on previous projects. He emphasized that contractors' approaches to managing construction timelines matter, as a rushed approach, such as tearing up the entire section at once, could cause major disruption. He advised caution to avoid such a scenario.

Mr. Marciano asked if the meeting with businesses would be scheduled for April, as indicated earlier by Mr. McCammon.

Mr. McCammon clarified that the public meeting would be held a month or two before the shift to median work and the closure of inside lanes. He proposed bringing a plan to the board ahead of the meeting for review.

Chairwoman Dreyer confirmed that she received information on the project from Kia and would pass it on to the mayor for further communication during the weekly updates from the mayor.

Ms. Powell provided an update on a project not included in the current construction report but listed in the TIP: the US 441 at State Road 464 intersection. The project was scheduled to begin in May 2026. The work focused on traffic operation improvements to relieve congestion at the intersection. Proposed improvements included a dual left turn lane for northbound traffic on US 441 to State Road 464, an extended left turn lane from southbound 441 to State Road 464, and a new right turn lane for westbound State Road 464 traffic turning north onto US 441. Additional work involved minor drainage, pedestrian, sidewalk, signalization, and lighting improvements. Median work was expected due to the dual turn lane configuration.

Chairwoman Dreyer addressed concerns regarding the median work and dual lanes, referencing complaints she had received about the traffic backups at the intersection of 441 and Westbound 40.

Approved –

She expressed frustration with the traffic situation and questioned the intent behind the improvements made at that location, specifically asking whether the goal was to slow down traffic, as it appeared to have achieved that outcome.

Mr. McCammon explained that the goal of the improvements made 20 years ago at the intersection of 441 and Westbound 40 was to alleviate traffic backups caused by a high volume of left-turning vehicles. The project aimed to enhance traffic flow by adding dual left-turn lanes and improving the capacity of the left-turn movement.

Additionally, a right-turn lane was added, and adjustments were made to the through lanes. He acknowledged that if the current setup isn't working as intended, the signal timing could be revisited to improve traffic flow, and suggested working with the city traffic department to optimize the signal timings.

Chairwoman Dreyer expressed concerns that the depth of the median and the two lanes intended for left-turn movement at the intersection weren't long enough, causing traffic to back up for northbound drivers on 441.

She requested that the 17th Street project be revisited to ensure the lanes are long enough, as the current setup was not working. While she acknowledged that signal retiming could be tried, she felt that it wouldn't resolve the issue.

Mr. McCammon noted that pedestrian movement might complicate the situation at the intersection due to the crosswalk and median. He suggested that, in the long term, they could consider moving the pedestrian crosswalk further down the road. He clarified that there were not similar pedestrian complications at the 464 intersection, and they would work with the design team to ensure that the issues at the 441 intersection weren't repeated in the 464 improvement project.

Ms. Bryant expressed agreement that the improvements at 40 and 441 were not effective. She suggested that the expanded concrete barrier had worsened the situation, making it harder for vehicles to pass through. She shared her experience of frequenting the area and not noticing any difference after the work was completed due to the continued traffic backup, which extends past the police station. She then asked if a similar improvement would be made at 17th and 441.

Mr. McCammon responded that he would need to review the plans and get back to Ms. Bryant with an answer.

Mr. McCammon mentioned that he would need to review the plans regarding the concrete median for the dual left-turn lane and get back with more details. He acknowledged that the traffic flow at 40 and 441 is not working effectively, where the left-turn lanes block through traffic, and suggested potential pedestrian movement changes.

A discussion followed about the possibility of converting 17th and 441 into a roundabout. While there is sufficient right-of-way, it would require a significant amount of space and might involve acquiring additional land. The board emphasized the importance of considering long-term solutions due to the rapid growth of the community.

Further discussion addressed the concerns of congestion and operational issues, with some suggesting that current designs do not meet the needs of local traffic. Mr. McCammon noted that improvements, like signal timing, could help temporarily, but ultimately, more substantial changes might be necessary for better traffic management.

Regarding the 102nd Place bike trail project (Bellevue to Greenway Trail), Mr. Balmes confirmed it was a priority, and the team was waiting for updates on the development of the work program. He promised to provide a status update once more information became available.

Ms. Powell provided an update on Mobility Week, which ran from October 25th to November 2nd. She encouraged all community members to participate and mentioned that she had sent out flyers at the last meeting. She offered to resend the flyers virtually for anyone who needed them.

Item 8. Comments by TPO Staff

Mr. Balmes provided several updates:

- The Central Florida MPO Alliance meeting was canceled due to the storm and rescheduled for November 8th. One of the key agenda items for that meeting was the adoption of the Regional Priorities Lists, which the TPO Board had approved for Marion County in June. A draft of the list had been included in the packet.
- Mr. Balmes highlighted the Citizens Advisory Committee (CAC), noting that the group had two new members that year but might lose one or two members. The committee was composed of eight members, and the bylaws allowed for up to 15. The group had been seeking more members who were residents of Marion County and willing to serve for one or two years.
- The Technical Advisory Committee (TAC) had seen fluctuating membership, but there was hope to stabilize it in 2025. The Greenways and Trails membership faced a loss with Mickey Thomason stepping down, and the search for a replacement with a background in greenways and trails was ongoing. The Department of Environmental Protection (DEP) had also been contacted to confirm their continued involvement in the committee.
- Regarding Safety Matters, Mr. Balmes mentioned that he and Shakayla Irby had continued to coordinate with Bobbi Perez's team from the Public Information Office. A couple of videos had been scheduled, including one with the mayor and Chief Balken on bicycle and pedestrian safety, and another on school and bus safety. More videos were in the works, and efforts had been made to keep them short and impactful, with some aiming for just one-minute informational messages.
- Finally, Sara Brown provided an update on the Active Transportation Plan. A survey and a comment map were available on the website, and efforts had been made to encourage public participation. Due to the hurricane's disruption, social media posts to spread the word had been rescheduled, and committee members were encouraged to share the information to garner more responses.

Item 9. Comments by TPO Board Members

Mr. Bethea thanked everyone for their help during the storms, acknowledging that the team worked well together and came together in a gracious manner.

Item 10. Public Comment

David Tillman from Tillman Associates Engineering, located at 1720 SE 16th Ave, Building 100, Ocala, FL 34471, addressed the board, emphasizing the issues with the intersection improvements on State Road 40 and US 441.

He described the new design, particularly the concrete median, as problematic, blocking access to the left and right turn lanes and exacerbating traffic congestion. He stated that the changes created more problems than they solved, with stacking occurring in the lanes and significant restrictions on traffic flow.

Mr. Tillman criticized the design as inadequate and urged the board to press FDOT to review and modify the design. He offered his assistance in providing suggestions for improvement, highlighting the urgency of addressing the issue to alleviate daily traffic struggles.

Item 11. Adjournment

Chairwoman Dreyer adjourned the meeting at 4:04 p.m.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



TO: Board Members

RE: Director Travel Reimbursement Approval

Director Rob Balmes travel reimbursement approval requests, per TPO Travel Policy and 2024 U.S. General Services Administration (GSA) travel and Internal Revenue Service (IRS) mileage rates.

1. December 4, 2024
FDOT Tentative Work Program Public Hearing Open house
DeLand, FL
Travel Reimbursement Requested: \$79.06

Approval of pending travel (to be submitted to Marion County Procurement upon completion):

2. January 23, 2025
MPOAC Meetings
Orlando, FL



Marion County Commission Authorization to Incur Travel Request Pre-Travel Estimate

Some fields may not be applicable and may be left blank. Use your cursor to hover over a field for help.

Traveler: Robert Balmes Date: 11/27/2024
Employee Number: 11612 Department: TPO
Travel Destination: DeLand, FL
Purpose/Conference: FDOT Tentative Work Program Public Hearing Open House
Departure Date: 12/04/2024 Time: 2:00 PM Return Date: 12/04/2024 Time: 6:00 PM

REGISTRATION INFORMATION

(Attach Registration Form)

GL Account #: _____

Registration Name: _____ Amount: _____

Registration Address: _____

City: _____ State: Florida Zip Code: _____

Check One: P-Card Purchase Mail Registration Check

HOTEL INFORMATION

GL Account #: _____

Hotel Name: _____

Hotel Address: _____

City: _____ State: Florida Zip Code: _____

Confirmation Number: _____ Hotel Amount: _____

Check One: P-Card Purchase Mail Hotel Check

FLIGHT INFORMATION

GL Account #: _____

Airline Name: _____ Flight Number: _____

Confirmation Number: _____ Flight Amount: _____

Departure Date: _____ Time: _____ Return Date: _____ Time: _____

RENTAL CAR INFORMATION

GL Account #: _____

Rental Car Company: _____

Confirmation Number: _____ Rental Amount: _____

Pick up Date: _____ Return Date: _____

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 Commission Authorization to Incur Travel Request Pre-Travel Estimate

Some fields may not be applicable and may be left blank. Use your cursor to hover over a field for help.

Traveler: Robert Balmes Date: 01/17/2025
Employee Number: 11612 Department: TPO
Travel Destination: Orlando, FL
Purpose/Conference: MPOAC Meetings
Departure Date: 01/23/2025 Time: 10:00 AM Return Date: 01/23/2025 Time: 7:00 PM

REGISTRATION INFORMATION

(Attach Registration Form)

GL Account #: _____

Registration Name: _____ Amount: _____

Registration Address: _____

City: _____ State: Florida Zip Code: _____

Check One: P-Card Purchase Mail Registration Check

HOTEL INFORMATION

GL Account #: _____

Hotel Name: _____

Hotel Address: _____

City: _____ State: Florida Zip Code: _____

Confirmation Number: _____ Hotel Amount: _____

Check One: P-Card Purchase Mail Hotel Check

FLIGHT INFORMATION

GL Account #: _____

Airline Name: _____ Flight Number: _____

Confirmation Number: _____ Flight Amount: _____

Departure Date: _____ Time: _____ Return Date: _____ Time: _____

RENTAL CAR INFORMATION

GL Account #: _____

Rental Car Company: _____

Confirmation Number: _____ Rental Amount: _____

Pick up Date: _____ Return Date: _____

TRAVELER'S ESTIMATED EXPENSES

GL Account #: BR407549-540101

Meals: B _____ Per Day x \$6.00
L _____ Per Day x \$11.00
D _____ Per Day x \$19.00
Total Meals: \$0.00

County Vehicle Requested? YES NO (Gas Card Available)

Mileage Private Vehicle: 170 Miles @ \$ 0.67 \$113.90

Traveler's Total Estimated Expenses \$113.90

Travel Advance Check Requested? YES NO

Requested Amount of Travel Advance \$0.00
(80% of total estimated expenses)

ESTIMATED COST OF TRAVEL

Registration: _____

Hotel: _____

Flight: _____

Rental Car: _____

Other: _____

Traveler's Estimated Expenses: \$113.90

Total Estimated Cost of Travel \$113.90

Other (please explain):

Travelers Signature: 

Date Signed: 1/12/25

Upon return from travel, employees must file Form TR2 including all receipts within 5 work days.

Director Signature: _____

Date Signed: _____

ACA Approval: _____
Assistant County Administrator (Travel over \$1,000, Director Travels & Out of State Travel)

Date Signed: _____

CA Approval: _____
County Administrator (ACA Travels & Out of Country Travel)

Date Signed: _____

Review: _____
Procurement Services BSS

Date Signed: _____



TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2025 to 2026 Unified Planning Work Program (UPWP) Amendment #2

Summary

The FY 2025 to 2026 UPWP is proposed to be amended to include an additional direct expense in Task 1 and funding and responsibility changes to activities in Task 7. The following summarizes the proposed changes and can be viewed in the memo attachments.

Task 1 Administration

- Cell phones added as new direct expense (2 staff members)
- Move \$2,500 from Task 1A. Salaries and Benefits to Task 1D. Direct Expenses

Task 7 Special Projects

- Active Transportation Plan Consultant services increased to support completion of project due to staff vacancy
- Move \$36,690 within Task 7B from Consultants to Active Transportation Plan

Attachment(s)

- Summary of FY 2025 to FY 2026 UPWP proposed changes
- Amended FY 2025 to FY 2026 UPWP

Action Requested

Staff requests approval of UPWP amendment #2.

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

*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.

CURRENT: 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	\$ 255,898	\$ -	\$ 255,898
Total:	\$ 255,898	\$ -	\$ 255,898
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 and Subscriptions	\$ 15,500	\$ -	\$ 15,500
Total:	\$ 39,310	\$ 1,325	\$ 40,635
E. Indirect Expenses			
Marion County Cost Allocation	\$ 56,945	\$ 1,761	\$ 58,706
Task Total:	\$ 369,503	\$ 4,471	\$ 374,974

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

*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.

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

Task 1 Administration, FY 2024/2025			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
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

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.

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

Task 7 Special Projects, FY 2024/2025			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 53,868	\$ -	\$ 53,868
Total:	\$ 53,868	\$ -	\$ 53,868
B. Consultant			
Active Transportation Plan	\$ 85,000	\$ -	\$ 85,000
Consultants	\$ 61,000	\$ -	\$ 61,000
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 \$132,868 of \$1,120,850 PL. 2.5% of the total PL allocation for FY 24/25 is \$28,021.

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

Task 7 Special Projects, FY 2025/2026			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 20,451	\$ -	\$ 20,451
Total:	\$ 20,451	\$ -	\$ 20,451
B. Consultant			
Active Transportation Plan	\$ 5,000	\$ -	\$ 5,000
Consultants	\$ -	\$ -	\$ -
Total:	\$ 5,000	\$ -	\$ 5,000
Task Total:	\$ 25,451	\$ -	\$ 25,451

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%.

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.

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

Task 7 Special Projects, FY 2024/2025			
Funding Source	FHWA PL G2W15	CTD	Total
Contract			
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 G2W15	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 20,451	\$ -	\$ 20,451
Total:	\$ 20,451	\$ -	\$ 20,451
B. Consultant			
Active Transportation Plan	\$ 5,000	\$ -	\$ 5,000
Consultants	\$ -	\$ -	\$ -
Total:	\$ 5,000	\$ -	\$ 5,000
Task Total:	\$ 25,451	\$ -	\$ 25,451

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%.

FINANCIAL SUMMARY TABLES (no changes)

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 xxxxx	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.



Website: 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

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

Councilmember Kristen Dreyer, City of Ocala District 4, Chair
Commissioner Carl Zalak, III, Marion County District 4, 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
Commissioner Ray Dwyer, City of Belleview Seat 2
Councilmember James Hilty, City of Ocala District 5
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. 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, 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 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

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Kristen Dreyer, City of Ocala District 4, Chair
Commissioner Carl Zalak, III, Marion County District 4, 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
Commissioner Ray Dwyer, City of Belleview Seat 2
Councilmember James Hilty, City of Ocala District 5
Vice-Mayor Tim Inskeep, City of Dunnellon Seat 3
Councilmember Barry Mansfield, City of Ocala District 1
Mayor Ben Marciano, City of Ocala
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Commissioner Michelle Stone, Marion County District 5
John E. Tyler, P.E., FDOT District Five Secretary, Non-Voting



Ocalamariontpo.org

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352-438-2630

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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

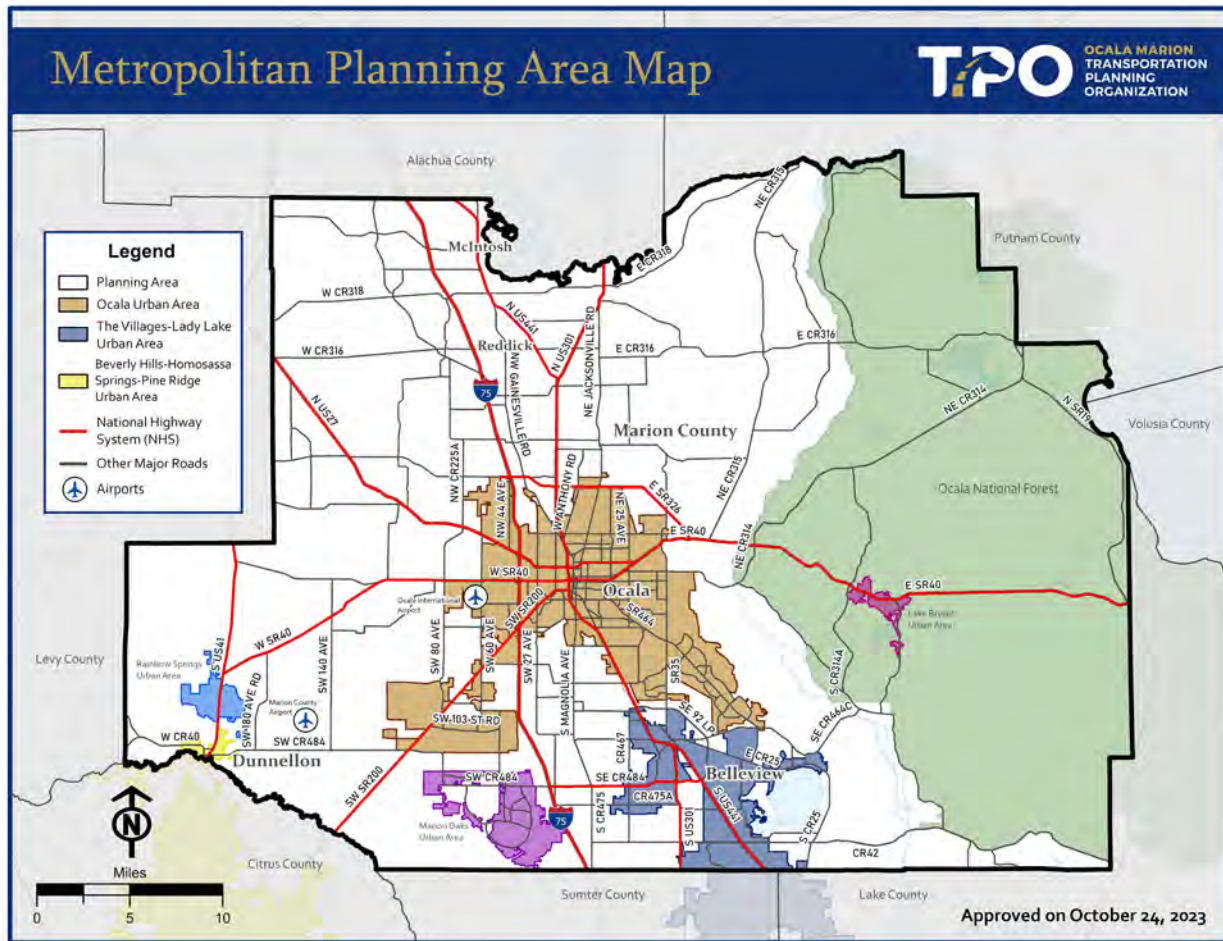
The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and unincorporated Marion County. 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



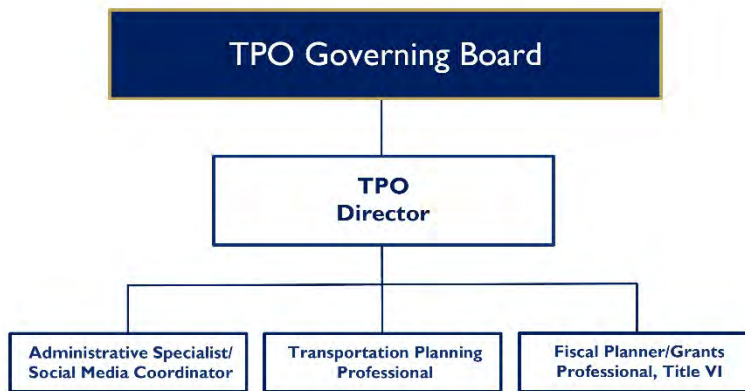
Transportation Disadvantaged Local Coordinating Board (TDLCB): Coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

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. The total for FY 2024/2025 includes de-obligated CPG funding from the prior UPWP (\$445,000). This funding is available after October 1, 2024.

Funding Source	Fiscal Year 2024/2025	Fiscal Year 2025/2026
Consolidated Planning Grant (CPG)	\$1,128,631	\$682,743
CTD (Transportation Disadvantaged)	\$30,735	\$30,735
Local Funding	\$1,800	\$1,800
Total:	\$1,161,166	\$715,278

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, 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	FHWA PL G2W15	CTD	Total
Contract			
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 PL G2W15	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 271,013	\$ -	\$ 271,013
Total:	\$ 271,013	\$ -	\$ 271,013
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	\$ 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
Software Licenses and Subscriptions	\$ 16,500	\$ -	\$ 16,500
Total:	\$ 41,000	\$ 1,325	\$ 42,325
E. Indirect Expenses			
Marion County Cost Allocation	\$ 58,395	\$ 1,805	\$ 60,200
Task Total:	\$ 389,408	\$ 4,515	\$ 393,923

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				
Budget Category	Funding Source Contract	FHWA PL G2W15	CTD	Total
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				
Budget Category	Funding Source Contract	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				
Budget Category	Funding Source Contract	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				
Budget Category	Funding Source Contract	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
CMP State of System Update		\$ 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 G2W15	CTD	Total
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 35,697	\$ -	\$ 35,697
Total:	\$ 35,697	\$ -	\$ 35,697
B. Consultant			
Consultants	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -
Task Total:	\$ 35,697	\$ -	\$ 35,697

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 G2W15	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 4,808	\$ 26,220	\$ 31,028
Total:	\$ 4,808	\$ 26,220	\$ 31,028
B. Consultant			
Consultants	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -
Task Total:	\$ 4,808	\$ 26,220	\$ 31,028

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 G2W15	CTD	Total
Contract			
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 G2W15	CTD	Total
Contract			
Budget Category			
A. Personnel			
Salaries and Benefits	\$ 31,390	\$ -	\$ 31,390
Total:	\$ 31,390	\$ -	\$ 31,390
B. Consultant			
New Website	\$ 40,000	\$ -	\$ 40,000
Website Maintenance and Hosting	\$ 4,040	\$ -	\$ 4,040
Total:	\$ 44,040	\$ -	\$ 44,040
Task Total:	\$ 75,430	\$ -	\$ 75,430

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

*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				
Budget Category	Funding Source Contract	FHWA PL G2W15	CTD	Total
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				
Budget Category	Funding Source Contract	FHWA PL G2W15	CTD	Total
A. Personnel				
Salaries and Benefits		\$ 20,451	\$ -	\$ 20,451
	Total:	\$ 20,451	\$ -	\$ 20,451
B. Consultant				
Active Transportation Plan		\$ 5,000	\$ -	\$ 5,000
Consultants		\$ -	\$ -	\$ -
	Total:	\$ 5,000	\$ -	\$ 5,000
	Task Total:	\$ 25,451	\$ -	\$ 25,451

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 xxxxx	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	Federal FHWA PL G2W15	^State Soft Match (18.07%)	State CTD	Local	Total (minus soft match)
UPWP Task					
1. Administration	\$ 389,408	\$ 70,366	\$ 4,515	\$ -	\$ 393,923
2. Data Collection	\$ 21,018	\$ 3,798	\$ -	\$ -	\$ 21,018
3. Long-Range Planning	\$ 125,931	\$ 22,756	\$ -	\$ -	\$ 125,931
4. Short-Range Planning	\$ 35,697	\$ 6,450	\$ -	\$ -	\$ 35,697
5. Public Transportation	\$ 4,808	\$ 869	\$ 26,220	\$ -	\$ 31,028
6. Public Involvement	\$ 75,430	\$ 13,630	\$ -	\$ -	\$ 75,430
7. Special Projects	\$ 25,451	\$ 4,599	\$ -	\$ -	\$ 25,451
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800
TOTAL:	\$ 682,743	\$ 123,372	\$ 30,735	\$ 1,800	\$ 715,278

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	\$ 389,408	\$ 70,366	\$ 4,515	\$ -	\$ 393,923	\$ -	\$ 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	\$ 35,697	\$ 6,450	\$ -	\$ -	\$ 35,697	\$ -	\$ -
5. Public Transportation	\$ 4,808	\$ 869	\$ 26,220	\$ -	\$ 31,028	\$ -	\$ -
6. Public Involvement	\$ 75,430	\$ 13,630	\$ -	\$ -	\$ 75,430	\$ -	\$ 44,040
7. Special Projects	\$ 25,451	\$ 4,599	\$ -	\$ -	\$ 25,451	\$ -	\$ 5,000
*8. Regional Planning	\$ 5,000	\$ 904	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -
9. Local Fund	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ -	\$ -
TOTAL:	\$ 682,743	\$ 123,372	\$ 30,735	\$ 1,800	\$ 715,278	\$ 5,000	\$ 131,040

*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	\$ 429,808	\$ 26,220	\$ -	\$ 456,028
Total:	\$ 429,808	\$ 26,220	\$ -	\$ 456,028
B. Consultant Services				
Consultants	\$ 81,040	\$ -	\$ -	\$ 81,040
2050 Long Range Transportation Plan	\$ 50,000	\$ -	\$ -	\$ 50,000
MetroPlan Orlando (CFMPO Alliance)	\$ 5,000	\$ -	\$ -	\$ 5,000
Total:	\$ 136,040	\$ -	\$ -	\$ 136,040
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 Phone	\$ 16,500	\$ -	\$ -	\$ 16,500
Total:	\$ 41,000	\$ 1,325	\$ 1,800	\$ 44,125
E. Indirect Expenses				
Marion County Cost Allocation	\$ 58,395	\$ 1,805	\$ -	\$ 60,200
Total:	\$ 58,395	\$ 1,805	\$ -	\$ 60,200
Grand Total:				
	\$ 682,743	\$ 30,735	\$ 1,800	\$ 715,278

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

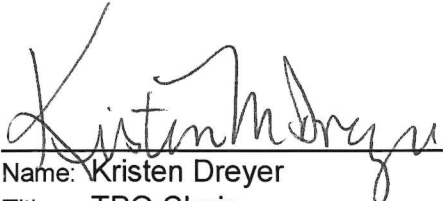
FLORIDA DEPARTMENT OF TRANSPORTATION
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LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

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

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


Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

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

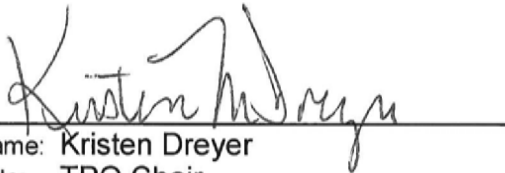
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DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

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

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

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



Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

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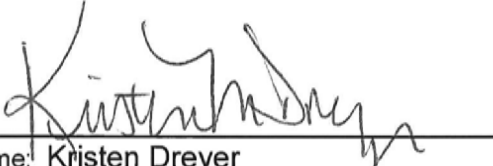
TITLE VI/ NONDISCRIMINATION ASSURANCE

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.

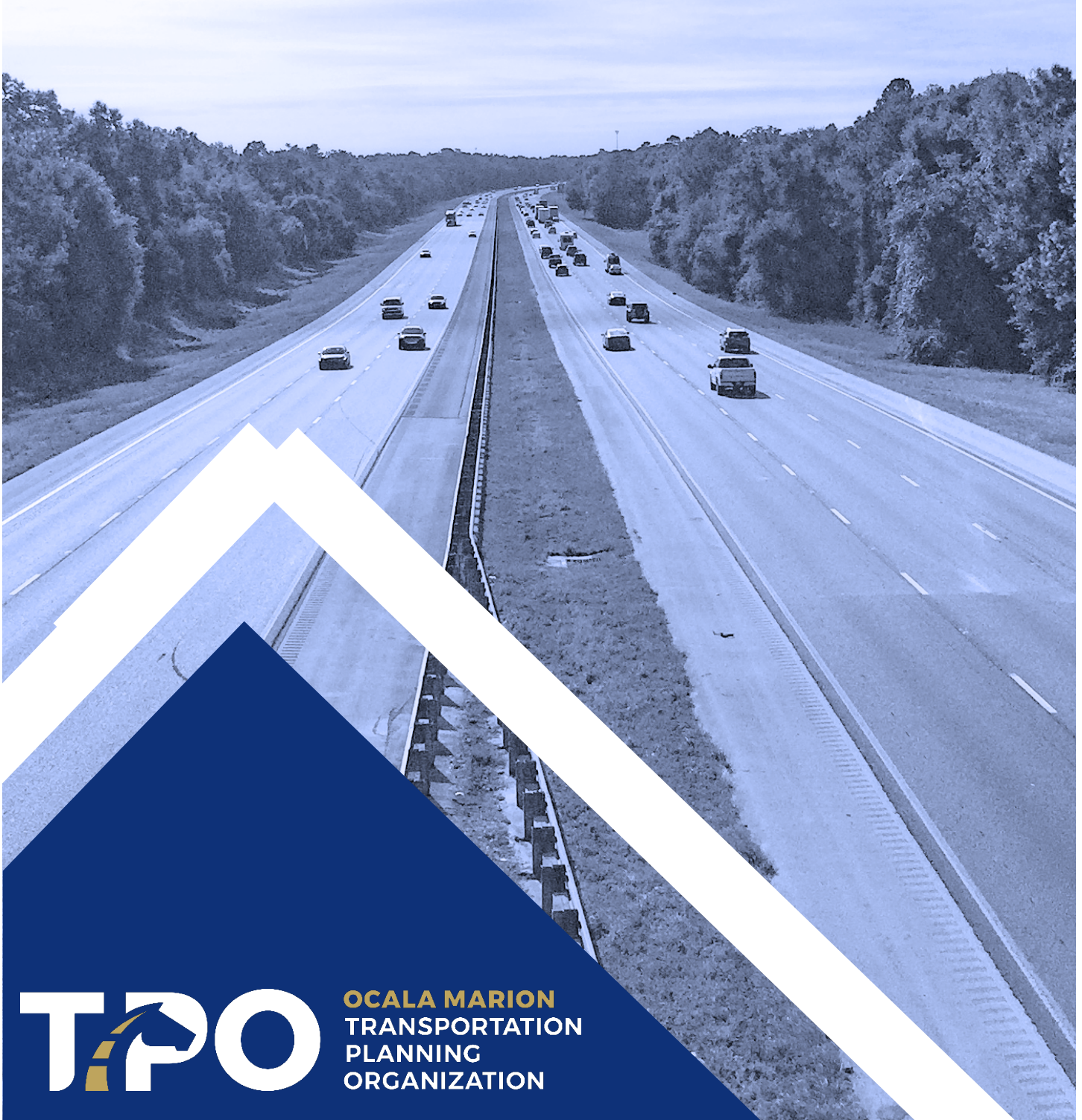
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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued 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 updated 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.
LRTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/ .

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

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

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and other state and local professionals.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
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 FLMAs 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, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

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

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

Florida Planning Emphasis Areas 2021

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

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

Safety

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

Equity

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

Resilience

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



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

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

Emerging Mobility

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

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

Contact Information:

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Florida Department of Transportation
District Five

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



PRESS RELEASE

**FOR IMMEDIATE RELEASE
MARCH 14, 2024**

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



Website: 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.

Pending Board Adoption on April 23, 2024

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: 0314-060-M; FDOT Financial Project Number (FPN): 439331-5

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

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/>

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



TO: Kia Powell, FDOT Liaison

FROM: Rob Balmes, Director *R.B.*

RE: Draft FY 2024/2025 to 2025/2026 UPWP for Review

DATE: March 14, 2024

The draft Ocala/Marion TPO Unified Planning Work Program (UPWP) for Fiscal Years 2025 and 2026 has been completed. The document was placed in the GAP Portal for review and comment.

The TPO's draft UPWP development process for this cycle is as follows:

- March 14 – Submission of draft UPWP to FDOT GAP Portal
- March 14 – Begin 30-day public review period of draft UPWP
- March 14 – Public advertisement notice on TPO website, social media post, and emails to partner agencies, including local government public information officers
- March 26 – Staff presentation of draft UPWP to TPO Board
- April 9 – Staff presentation of draft UPWP to TAC and CAC
- **April 12 – Deadline requested for comments from FDOT and local partners**
- April 16 – Final UPWP in TPO Board packet for April 23rd meeting
- April 23 – TPO Board final comments, public comments, and adoption
- May 1 – TPO submits adopted UPWP to FDOT GAP portal

The TPO looks forward to your review and comments. If you have any questions, please contact me at: 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 do-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

Unified Planning Work Program (UPWP)

Review Checklist

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	<p>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.</p>
7	General Comment	<p>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).</p> <p>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.</p>
8	General Comment	<p>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</p>
9	Critical	<p>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.</p> <p>Also please ensure that the Final UPWP funding amounts reflect de-obligated funds from previous UPWP.</p>
10		

APPENDIX E: COST ALLOCATION AND STAFF SERVICES AGREEMENT

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 form the COUNTY; and

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

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

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

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

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

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

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

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

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

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

9. **Financial Administration**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARION COUNTY BOARD OF
COUNTY COMMISSIONERS

By: Kathy Bryant
Kathy Bryant, Chairman

OCALA / MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION

By: Jeff Gold
Jeff Gold, TPO Chair

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

ATTEST: Mr. Bob
TPO Director

Approved as to form and legality

Mathew G. Minter
Mathew G. Minter, County Attorney

APPENDIX F: TPO TRAVEL POLICY

Ocala Marion County Transportation Planning Organization



Travel Policy

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

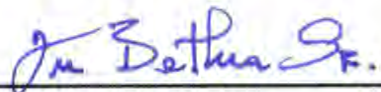
WHEREAS, Florida Statutes Section 112.061(14) allows TPO/MPOs to establish rates that vary from the standard state per diem rates by enactment of a resolution, provided that the rates apply uniformly to all travel by the entity; and

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-fttr/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

FROM: Rob Balmes, Director

RE: Active Transportation Plan Scope of Services Revision

Summary

Since July 2024, the TPO has been developing an Active Transportation Plan. The project has been a joint effort between TPO staff and general planning consultant Kittelson and Associates. A Scope of Services for consultant professional support for this project was approved by the TPO Board on June 25, 2024.

Due to a recent staff departure at the TPO, additional professional support is necessary to complete the Active Transportation Plan. The addition of \$36,690 in consultant funding to complete the project has been identified in a revised Scope of Services and is included with this memo. The additional professional services will enable the consultant to support the TPO in the development of the Active Transportation Plan documents, additional analysis, project evaluation and series of maps. Proposed updates to the Scope of Services are included with this memo. The proposed changes are also included in Agenda Item 4C.

Attachment(s)

- Revised Active Transportation Plan Scope of Services

Recommended Action

Approval of revised Active Transportation Plan Scope of Services.

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



Ocala Marion County TPO

Active Transportation Plan for Marion County

Scope of Services

Introduction

Active Transportation is human-powered mobility, such as biking, walking, or rolling.¹ Marion County is recognized as one of the premier areas in Florida for bicycling, hiking and walking, and equestrian activities. The county has an abundance of trails, open space, parks, and facilities that support non-motorized forms of transportation for both traveling and recreational purposes.

Marion County is known as the “Horse Capital of the World” with more than 1,200 horse farms in the county² and this plan will include equestrian riders as a form of active transportation. An Active Transportation Plan (ATP) can also support the regional transit system because many transit riders walk or bike to transit stops.

Purpose

The purpose of this plan is to create a resource and comprehensive recommendations for improving the existing active transportation system in Marion County, including all unincorporated areas and the cities of Belleview, Dunnellon, and Ocala. In order to create this plan, an evaluation will be taken of the current non-motorized transportation network and a survey conducted of community needs. This plan will also include an analysis of the estimated economic and community benefits of non-motorized transportation in Marion County.

The Active Transportation Plan will be developed alongside the other TPO core plans (LRTP, TIP, and LOPP) by creating a specific plan that will identify project needs to support active transportation. Specifically, this plan will be developed concurrently with the 2050 Long Range Transportation Plan (LRTP), including the prioritized project list. The project will be completed by October 2025.

The major outcomes expected from undertaking the development of this plan include:

- A formalized documentation of the active transportation network in Marion County;
- A prioritized list of projects and actions to expand the active transportation network; and
- A resource to TPO partners, stakeholders, and the citizens of Marion County.

¹ U.S. Department of Energy

² <https://www.ocalamarion.com/blog/3-facts-about-ocalas-horses-we-bet-you-didnt-know/#:~:text=Ocala%2FMarion%20County%20is%20known,trained%20and%20transformed%20into%20champions!>

Scope

Task 1: Project Management

Task 1.1: Project Management*

The project team will have monthly meetings to discuss the progress of the plan. Project coordination between stakeholders, committees, and the TPO board (discussed more in Task 2). Throughout the project, there will be ongoing communication between TPO staff and the Consultant to ensure progress and timely completion of deliverables. This task will also include management of invoices and budget.

Consultant Responsibilities/Deliverables

- Attendance at project management kick-off meeting in-person.
- Attendance at monthly project coordination meetings
- Submit monthly invoices and progress reports

TPO Responsibilities/Deliverables

- Development of a project schedule
- Host monthly project coordination meetings
- Host project management kick-off meeting
- Progress meeting summaries

Task 2: Community Outreach

Task 2.1: Stakeholder Engagement*

During the process a stakeholder group will be created to provide review and feedback. Stakeholders may include staff members from FDOT, Suntran, City of Ocala (public works, growth management, recreation and parks, and community development), Marion County (office of county engineer, growth services, tourism, and parks and recreation), Marion County Public Schools, City of Belleview, City of Dunnellon, Florida State Parks, Marion Senior Services, and representatives from local bicycle groups, equestrian trail rider groups, and hiking groups. As part of the 2050 LRTP process, TPO staff may also conduct interviews, public pop-up events, and small group meetings with stakeholders.

The stakeholders will meet at key points during the planning process. Meetings will include:

1. A stakeholder kickoff meeting
2. Existing conditions analysis review*
3. Development and review of project lists*
4. Draft and Final plan reviews*

During the stakeholder kickoff meeting an initial draft of the vision for active transportation in Marion County will be developed. The vision statement will be the overall focus of the plan. The Consultant will be involved in the stakeholder kickoff meeting and the draft plan review meeting.

Consultant Responsibilities/Deliverables

- Attendance at the stakeholder existing conditions review meeting in-person.
- Attendance at the stakeholder existing conditions, level of traffic stress, accessibility and community benefit analysis review meeting in-person.
- Prepare presentation for and attendance at the stakeholder draft plan review meeting in-person.

TPO Responsibilities/Deliverables

- Create stakeholder group
- Schedule and host four stakeholder meetings
- Provide stakeholder meeting summaries
- Initial vision statement for the Active Transportation Plan

Task 2.2: Public Outreach

The Active Transportation Plan will involve coordinated outreach efforts with the 2050 Long Range Transportation Plan (LRTP) for public events and meetings. The plan will also include other forms of outreach such as social media posts, TPO website updates, a public survey, comment cards, and email communications. The TPO will use its existing distribution lists for conducting public outreach, and also rely upon local government partners.

Consultant Responsibilities/Deliverables

- N/A

TPO Responsibilities/Deliverables

- Creation of project website or Storymap page on the TPO website
- Hosting public events (joined with the LRTP public events) and provide event summaries
- Post to social media throughout the plan
- Create public survey
- Survey response summary
- Manage project email list
- Public Comment Map

Task 2.3: Presentations to the Board & Committees*

Throughout the planning process, TPO staff will keep the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and the TPO Board aware of the progress of the plan. Staff will attend meetings to give brief updates on the process and ask for feedback at key points during the plan development. The Consultant will attend the Existing Conditions and Needs Assessment Presentation to the committees and board.

TPO staff and the Consultant* will present at the committees and board meetings at key points during the planning process. Presentations will include:

1. A kickoff presentation at the beginning of the plan
2. Existing conditions analysis review and review of project lists*
3. Draft and Final plan reviews

Consultant Responsibilities/Deliverables

- Attendance at the CAC, TAC and TPO Board meetings for the existing conditions analysis review and review of projects list presentation for question and answer and support.

TPO Responsibilities/Deliverables

- Present to the CAC, TAC, and TPO Board three times: kick-off presentation, existing conditions analysis review and review of projects list, and draft final plan reviews

Task 3: Existing Conditions Analysis

Task 3.1: Document Review

This task will be to review planning documents. Documents that should be included are any historical, current, or future development planning documents. Examples of documents that should be included but not limited to:

- Local Government Comprehensive Plans
- TPO Regional Trails Facilities Plan
- TPO 2035 Bicycle/Pedestrian Master Plan
- TPO 2045 Long Range Transportation Plan
- SunTran Transit Development Plan
- Complete Streets

Consultant Responsibilities/Deliverables

- N/A

TPO Responsibilities/Deliverables

- Review and provide a short summary of existing documents and plans relating to active transportation

Task 3.2: Data Review, Collection and Analysis*

The data review will be to identify data sources that are readily available to use such as U.S. Census Bureau data for demographic data. The data collection portion will also include fieldwork (such as sidewalk locations, crosswalk types, bike lanes, etc.) and windshield or online surveys that may need to be conducted or updated. All this data will be used to create the existing conditions report and inform the needs assessment.

Data should include:

- Area Profile – will integrate 2050 LRTP background work

- Population Density
 - Youth Population (under 18 years old)
 - Senior Population (over 65 years old)
- Income
- Race/Ethnicity
- Poverty/Disadvantaged – 2050 equity/disadvantaged areas
 - Limited English Proficiency
- Car Ownership
- Commuter Mode
 - By bicycle
 - By walking
 - By transit
- Active Transportation Facilities
 - Roadway Characteristics
 - Roadway Network – functional class
 - Posted Speed Limits
 - Average Annual Daily Traffic
 - Number of lanes
 - Existing Walk and Bike Networks
 - Sidewalk Facilities (presence and width)
 - Bicycle Facilities (presence, type, and width)
 - Separation Presence, Type and Width
 - Shared Use Facilities
 - Existing and Planned Trails
 - Existing Transit System
 - Transit Ridership
 - Level of Stress Bike and Ped
 - Bike and Ped Accessibility Score
 - Planned Bike and Ped Improvements
 - Equestrian Users
 - Equestrian trails and facilities
 - Connectivity and Accessibility
 - Connectivity of the active transportation network (parks, trails, etc.)
 - Connectivity to major activity centers and transit (schools, shopping centers, government offices, libraries, hospitals, etc.)
 - Accessibility with the TD/Disadvantaged Community
 - Safety
 - Five-year summary of non-motorized crashes and trends
 - Land Use
 - Current and Future
 - Services

Background information from the 2050 LRTP will also be incorporated in the data review and collection.

Consultant Responsibilities/Deliverables

- N/A

TPO Responsibilities/Deliverables

- Compile all data needed listed in the data section

Task 3.3: Bicycle and Pedestrian Level of Traffic Stress Analysis*

The consultant will evaluate Level of Traffic Stress for Bicycles and Pedestrians on the Federal Aid Network and new roadways built or under construction in Marion County according to the FDOT 2023 Multimodal Quality/Level of Service Handbook.

Level of traffic stress (LTS) quantifies the amount of discomfort that people feel when they bicycle close to traffic or walk along a road.

Consultant Responsibilities/Deliverables

- Level of Traffic Stress summary and methodology memorandum as a Word and PDF file and electronic files, including GIS files and spreadsheets.

TPO Responsibilities/Deliverables

- N/A

Task 3.4: Bicycle and Pedestrian Accessibility Analysis*

The consultant will analyze low stress walk and bike connections around major activity centers including parks, schools, trailheads, major transit stops/hubs, shopping centers, employment centers, downtowns, and destinations as determined in project and by stakeholders.

The level of accessibility will be determined using the number of people and jobs accessible around each destination using a low stress route compared to using any routes including high stress routes.

Accessibility to the destinations within the walk and bike sheds will be assessed to determine where infrastructure improvements are needed to provide safe, direct, and convenient access to them. The consultant will categorize destinations based on their level of walk and bike connectivity, identifying areas in most need of low stress facilities based on quantitative assessments of the number of people and jobs that have access to the destinations.

Consultant Responsibilities/Deliverables

- Bicycle and Pedestrian Accessibility summary and methodology memorandum as a Word and PDF file and electronic files, including GIS files and spreadsheets.

TPO Responsibilities

- N/A

Task 3.5: Economic and Community Benefits*

This task is to create a comprehensive qualitative and quantitative assessment of the economic and community benefits of non-motorized transportation.

Using existing national and local research, the following will be conducted and summarized:

- Economic impact of non-motorized transportation
 - Impact to Property Values with Active Transportation Facilities*
 - Biking and Trail Events in Marion County
 - Estimated overall statistics for the number of events, users and the amount of money spent
 - Tourism spending involving trails, biking, and greenways in Marion County
 - Cross Florida Greenway economic benefit from 2023 data*
 - Businesses/employment associated with biking, trail equipment, supplies
 - Per capita household spending by bicyclists, walkers/hikers determined based on task 2 survey
 - Equestrian events and economic impacts associated with trails
- Health Impacts of Non-Motorized transportation
 - Mortality reduction benefit of induced active transportation*
 - Reduced health care costs*
 - Available data from Marion County Hospital District
- Safety Impacts
 - Safety benefits of facilities like trails, bike lanes, buffered bike lanes, sidewalks, crosswalks, complete streets*
 - Available research on separated facilities*

Consultant Responsibilities/Deliverables

- Economic and Community Benefits memo report summarize as a Word and PDF file
- Summary 1 to 2-page factsheet on the three main areas and key statistics as a PDF file

TPO Responsibilities/Deliverables

- Review consultant draft and final deliverable
- Provide local information related to:
 - Biking and Trail Events in Marion County
 - Estimated overall statistics for the number of events, users and the amount of money spent.
 - Tourism spending involving trails, biking and greenways in Marion County
 - Businesses/employment associated with biking, trail equipment, supplies.
 - Per capita household spending by bicyclists, walkers/hikers determined based on task 2 survey.
 - Equestrian events and economic impacts associated with trails
 - Available data from Marion County Hospital District

Task 3.6: Existing Conditions and Needs Assessment Report

The Existing Conditions and Needs Assessment Report will summarize the information gathered from the five previous tasks into one report. The report will review the existing conditions of the active transportation network by summarizing all the literature review, data, and fieldwork. Through that process, gaps will be found in the network and those will help provide information

for the need's assessment portion. The needs assessment portion will identify key gaps in the network that could provide benefits to the community if they were completed. These gaps could include gaps in sidewalks in high pedestrian traveled areas, transit connection gaps, locations where bike racks could be utilized better for people to park their bicycles. This task will also include the identification of safety issues, user conflicts, and connectivity to other modes and major activity centers.

Consultant Responsibilities/Deliverables

- Maps and analysis of the existing conditions data listed in Task 3.2. Document produced in PowerPoint file.
- Technical memorandum summarizing the methodology and results of the LTS and accessibility analysis, and corresponding maps. Document produced in Word and PDF files

TPO Responsibilities/Deliverables

- Provide support and reviews to the Consultant for the existing conditions and needs assessment report, including GIS files, data and information

Task 3.7: Revisit the Vision, Goals, and Objectives

This task will be to revisit the vision for active transportation that was developed in the initial stakeholder meeting. After finalizing the vision for the plan that incorporates feedback from the existing conditions and needs assessment, goals and objectives will be developed to make the vision a success.

Consultant Responsibilities/Deliverables

- N/A

TPO Responsibilities/Deliverables

- Finalize the vision for the Active Transportation Plan
- List of goals and objectives

Task 4: Project List and Actions

Task 4.1: Proposed Improvement Projects Preliminary List

This task will identify a preliminary list of potential improvement projects by type (sidewalk, shared use path, bicycle lane, trail, equestrian). The project lists will be developed from the existing conditions and needs assessment, public survey, stakeholder meetings, outreach events, and public comments. Projects will also come from other TPO plans including the existing 2045 Long Range Transportation Plan Multimodal Boxed Funds Lists and the List of Priority Projects (LOPP). This process will also result in the inclusion of active transportation projects with the 2050 LRTP Boxed Funds List. The project lists will not be required to be fiscally constrained.

Consultant Responsibilities/Deliverables

- Preliminary proposed project locations map to correspond to project lists

TPO Responsibilities/Deliverables

- Lists of proposed improvement projects

Task 4.2: Project Prioritization

The project prioritization will take projects from the preliminary list of potential projects and use of a basic evaluation criteria created by the project team and reviewed by stakeholders to determine the order of projects on a set of prioritization lists. The lists will be based on type of project (sidewalk, shared use path, bicycle lane, trail, and equestrian).

Consultant Responsibilities/Deliverables

- Assist with development of evaluation criteria
- Final lists and maps of priority projects with evaluation rankings

TPO Responsibilities/Deliverables

- Develop evaluation criteria in coordination with Consultant.
- Support Consultant with final lists and maps of priority projects with evaluation rankings

Task 4.3: Active Transportation Treatments (Design Guidance and Best Practices)*

In this task, treatments will be developed to help achieve the goals and objectives. Strategies will include elements such as designs to achieve target speeds, crossing types, bike network facilities, pedestrian network facilities, and others. The strategies will help to determine design guidelines and best practices for implementing projects on the priority list.

Consultant Responsibilities/Deliverables

- List of Active Transportation Strategies and best practices as Word and PDF files
- Design examples and unit costs for projects to fit within Marion County context and community

TPO Responsibilities/Deliverables

- Review list of Active Transportation Strategies
- Review design guidelines

Task 4.4: Funding Sources and Opportunities

Identifying potential funding sources will help ensure the success of the plan. The funding sources will be evaluated on who is supplying the funding such as state and federal, regional, local, or private, what the funding will cover, and type of funding such as grant or a loan.

Consultant Responsibilities/Deliverables

- N/A

TPO Responsibilities/Deliverables

- List of potential funding sources for projects on the priority lists

Task 4.5: Performance Measures

Development of performance measures will help to track the success of the goals and strategies in this plan. Performance measures should be specific, measurable, and realistic. An example would be to increase the number of miles of sidewalks in the county. There should be performance measures for each goal.

Consultant Responsibilities/Deliverables

- N/A

TPO Responsibilities/Deliverables

- List of performance measures

Task 5: Plan Development

Task 5.1: Draft Active Transportation Plan

The draft plan will be created pulling all the information from all the previous tasks into one report. It will be presented to the stakeholders, TPO Board and Committees, and to the public. It is anticipated a 21-day public review process will be conducted for the draft plan. The Plan will be developed for the general public in a summary level format. The detailed work of the project will be contained in the plan document appendices linked to the task work, reports and memos. Chapters in the draft plan will include:

- Introduction
- Vision, Goals, & Objectives
- Existing Conditions
- Proposed Improvements
- Project Prioritization
- Active Transportation Strategies
- Funding Sources
- Performance Measures

Consultant Responsibilities/Deliverables

- Development of the draft Active Transportation Plan with support from TPO staff.

TPO Responsibilities/Deliverables

- Support to the Consultant for the development of the draft Active Transportation Plan

Task 5.2: Final Plan

The final plan will incorporate the comments from the stakeholders, TPO Board and Committees, and the public. Once all the comments have been incorporated, a final plan will be made available to the public.

Consultant Responsibilities/Deliverables

- Attendance at a TPO Board meeting for presentation of Final Plan document
- Creation of final Active Transportation Plan document and appendices with support from TPO staff

TPO Responsibilities/Deliverables

- Support to the Consultant for the creation of a final Active Transportation Plan including all comments from the public comment period
- Attendance at the CAC, TAC, and TPO Board for the existing conditions analysis review and review of projects list presentation for question and answer and support

Time of Completion

This project is anticipated to be completed within a fourteen-month period, starting with a stakeholder kickoff meeting in August 2024, and an anticipated completion date of October 2025. Schedule/timeline below will outline the key milestones, dates, and deliverables to be completed within the anticipated timeline.

Tasks/Months	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Task 1: Project Management																
Task 1.1: Project Management	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
Task 2: Community Outreach																
Task 2.1: Stakeholder Meetings		X				X				X				X		
Task 2.2: Outreach Events			X									X				
Task 2.3: Presentations to the Boards & Committees		X	X								X					X
Task 3: Existing Conditions																
Task 3.1: Document and Data Review	X	X	X													
Task 3.2: Data Collection	X	X	X	X	X	X	X									
Task 3.3: Bicycle and Pedestrian Level of Traffic Stress Analysis						X	X	X								
Task 3.4: Bicycle and Pedestrian Accessibility Analysis							X	X	X							
Task 3.5: Economic and Community Benefits									X	X						
Task 3.6: Existing Conditions and Needs Assessment Report									X	X						
Task 3.7: Revisit the Vision, Goals, and Objectives										X						
Task 4: Project List and Actions																
Task 4.1: Proposed Improvement Projects										X						
Task 4.2: Project Prioritization											X					
Task 4.3: Design Guidance and Best Practices											X	X				
Task 4.4: Funding Sources and Opportunities											X	X				
Task 4.5: Performance Measures												X	X			
Task 5: Plan Development																
Task 5.1: Draft Report													X	X		
Task 5.2: Final Report															X	X

Final Deliverables

The following are the final deliverables. The Consultant shall provide to the TPO all deliverables in electronic format for the plan documents, GIS files and spreadsheet files upon completion of the project. They include:

- Summary of Bicycle and Pedestrian Level of Traffic Stress Analysis
- Summary of Bicycle and Pedestrian Accessibility Analysis
- Summary of Economic and Community Benefits Analysis
- Summary of public survey
- Final Plan
- Electronic GIS source files and maps
- Appendices

Consultant Budget

\$126,685.09 [+\$36,690]

Budget: Kittelson and Associates

Task	Description	Chief Planner	Senior Planner	Planner	Engineer	Engineering Intern	GIS Specialist	Designer	Hours/ Task	Cost/ Task
1	Project Management	0	0	20	34	0	0		54	\$9,328.00
1.1	In-Person Kick-off Meeting (1)			6	6					\$1,992.00
1.2	MPO Staff Check-Ins			14	28				42	\$7,336.00
2	Community Outreach	0	38	16	34	0	0		88	\$17,660.00
2.1	Stakeholder Engagement (2)		12	8	14				34	\$6,616.00
2.3	Presentations to the Board & Committees (CAC/TAC, Board)		26	8	20				54	\$11,044.00
3	Existing Conditions Analysis	4	26	100	98	114	45		387	\$63,973.00
3.3	Bicycle and Pedestrian Level of Traffic Stress Analysis	1	6	20	14	30	15		86	\$13,947.00
3.4	Bicycle and Pedestrian Access	1	8	20	30	24	22		105	\$17,618.00
3.5	Economic and Community Benefits	1	8	40	40	36	8		133	\$22,076.00
3.6.1	Existing Conditions and Needs Assessment Report (Analysis Memo)	1	2	8	4	8			23	\$3,832.00
3.6.2	Existing Conditions Analysis		2	12	10	16			40	\$6,500.00
4	Project List and Actions	2	12	37	16	48	0		115	\$18,876.00
4.2	Project Prioritization (assist with criteria, project prioritization list, map, ranking)	1	10	29	10	32			82	\$13,444.00
4.3	Active Transportation Strategies (Design	1	2	8	6	16			33	\$5,432.00

Task	Description	Chief Planner	Senior Planner	Planner	Engineer	Engineering Intern	GIS Specialist	Designer	Hours/ Task	Cost/ Task
	Guidance and Best Practices)									
5	Plan Development	0	6	20	16	33	0	22	97	\$16,142.00
5.1	Draft Active Transportation Plan		4	16	12	25		20	77	\$12,780.00
5.2	Final Plan		2	4	4	8		2	20	\$3,362.00
	Total Hours	6	76	173	182	162	45	0	644	
	Hourly Billing Rate	\$260.00	\$234.00	\$140.00	\$192.00	\$152.00	\$149.00	\$175.00		
	Total KAI Labor Cost	\$1,560.00	\$17,784.00	\$24,220.00	\$34,944.00	\$24,624.00	\$6,705.00	\$0.00		\$125,979.00
	Direct Expenses									\$706.09
	Mileage			\$ 0.655	per mile		1078		miles	\$706.09
	Total Cost									\$126,685.09



TO: Board Members

FROM: Rob Balmes, Director

RE: Letter of Support Safe Routes to School Grant Application

Summary

Marion County has informed the TPO their intent to apply for a Florida Department of Transportation (FDOT) Safe Routes to School grant application for the Belleview Middle School sidewalk extension project along SE 36th Avenue and NE 95th Street.

To offer support for the County's application, please find attached a proposed letter from Chairman Zalak on behalf of the TPO. Upon Board approval and Chair signature, the letter will be transmitted to County staff.

Attachment(s)

- TPO Letter of Support

Recommended Action

Approve letter of support to Marion County for a Safe Routes to School grant application.

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



January 28, 2025

Mr. Anthony Nosse
Florida Department of Transportation District 5
District Traffic Safety Engineer
719 S. Woodland Boulevard, MS 3-562
DeLand, FL 32720-6800

RE: Safe Routes to School Grant Application - Belleview Middle School

Dear Mr. Nosse:

The Ocala-Marion County Transportation Planning Organization (TPO) is honored to submit a letter of support for the Belleview Middle School Safe Routes to School (SRTS) grant application. The proposed improvements include sidewalk extensions along SE 36th Avenue and SE 95th Street. The sidewalk extensions would complete gaps in the transportation network that limit the ability for school aged children to safely walk and bike to school.

The mission of the TPO is “to plan for a future transportation system that is safe and accessible for the residents and visitors of our community.” Completing the existing gaps in sidewalk infrastructure along SE 36th Avenue and SE 95th Street would support this mission. In fact, the infrastructure improvements subject to this grant application are identified in the TPO’s adopted 2045 Long Range Transportation Plan (LRTP) Multimodal Boxed Fund sidewalk projects. These sidewalk extensions have been identified as a priority of the TPO Board through the adoption of the LRTP.

The vision of the TPO is “a transportation system that supports growth, mobility, and safety through leadership and planning.” The proposed infrastructure under this SRTS grant application supports this vision by enhancing safety for students walking and biking to school. The improvements would also provide access to the nearby Belleview High School and Belleview Santos Elementary School. Based on information from the schools, there are over 400 students currently walking to Belleview Middle School, Belleview High School, and Belleview Santos Elementary School, and more would be anticipated if the proposed infrastructure improvements are funded and implemented.

The TPO offers this letter of support for funding the Belleview Middle School SRTS project and respectfully requests your consideration.

Sincerely,

Commissioner Carl Zalak, III
TPO Board Chair
Ocala-Marion County Transportation Planning Organization

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

2710 E. Silver Springs Blvd. • Ocala, Florida 34470
Telephone: (352) 438 - 2630 • www.ocalamariontpo.org



TO: TPO Board Members

FROM: Amanda Tart, Assistant County Administrator

RE: TPO Director Annual Performance Evaluation

Summary

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

On October 17, 2024, an evaluation form was submitted to each TPO Board member for completion. That information was collected by the Marion County Administration and is attached to this agenda item for review.

Attachment(s)

- Evaluations

Action Requested

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

If you have any questions, please contact Amanda Tart at: 438-2300.

Director and ACA Evaluation

Bethea

Organizational Principles and Values

Element	Focus	Percent Weight	Score	Points Awarded
Organizational Values	<p>Dedication to Serve Display</p> <p>positive acceptance and respect towards others. Encourage others on one's team, management, subordinates and self. Adapt behavior to others' styles; interact positively with people who have different values, cultures, or backgrounds; display humbleness; be of service to difficult people; optimize the benefits of having a diverse workforce. Cooperate with others to accomplish common goals; works with employees within and across his/her department to achieve shared goals; treat others with dignity and respect and maintains a friendly demeanor; value the contributions of others.</p>	10%	10	1.00
	Comments			
	<p>Professional Operations</p> <p>Show commitment, be tactful, maintain confidentiality and foster an ethical work environment; prevent inappropriate behavior by coworkers; give proper credit to others; handle all situations with integrity. Maintain a demeanor that demonstrates competence, reliability, consistency, composure and self-awareness; a job-appropriate personal image that represents credibility and attention-to-detail; a work environment that displays organization and order. Able to act in accordance with established guidelines; follow standard procedures in crisis situations; communicate and enforce organizational policies and procedures; recognize and constructively conform to unwritten rules or practices.</p>	10%	10	1.00
	Comments			
	<p>Resource Stewardship Accept</p> <p>accountability for actions and outcomes, both for self and for contributions as a team member; display a strong commitment to organizational success and inspire others to commit to goals; accept constructive criticism positively. Able to persist despite obstacles; exercise self-discipline; complete tasks right the first time; follow through on obligations; work extra hours when needed; maintain confidentiality and show a sense of urgency about getting results. Works with supervisor in building an effective team; objectives, talents and efforts are directed toward the needs of the department; improved methods are suggested or readily tried to improve effectiveness of employee's duties; new and additional assignments are accepted and performed. Embraces new technology implementations; troubleshoots problems; uses technology to increase productivity; keeps technical skills up to date.</p>	10%	10	1.00
Comments				

Leadership Values

Element	Focus	Percent Weight	Score	Points Awarded
Leadership Competencies	Initiative volunteers readily, undertakes self-development, initiates and/or seeks increased responsibility. Takes independent actions and calculated risks. Looks for and takes advantage of opportunities and asks for help when needed. Participates in community outreach activities, programs and organizations that provide positive exposure and align with the organization's goals. Actively develops community contacts and creates and or strengthens community partnerships.	Employee 10%	9	0.90
	Comments			
	Judgment displays willingness to make decisions. Exhibits sound and accurate judgment. Supports and explains reasoning for decisions. Includes appropriate people in decision-making process. Makes timely decisions. Able to take action in solving problems while exhibiting judgement and a realistic understanding of issues; able to use reason even when dealing with emotional topics; review facts and weigh options. Able to remain open-minded and change opinions on the basis of new information; perform a wide variety of tasks and change focus quickly as	Employee 10%	10	1.00
	Comments			
	Delegation Delegates work assignments, matches the responsibility to the person, gives authority to work independently. Sets expectations and monitors delegated activities. Provides recognition for results.	5%	4	0.20
	Comments			
Interpersonal Skills Demonstrates accuracy and thoroughness. Exhibits confidence in self and others. Inspires respect and trust, reacts well under pressure, shows courage to take action. Motivates others to perform well. Works effectively with subordinates, peers, supervisor and the public. Exemplifies and encourages teamwork and cooperation. Partners with other departments. Welcomes and seeks constructive feedback on performance.	10%	9	0.90	
Comments				

Technical Competencies

Element	Focus	Percent Weight	Score	Points Awarded
	Customer Service responsive and effective customer service that addresses the diverse needs of all citizens, fellow BCC employees and vendors.	Provides 10%	10	1.00

Comments				
Communication to clearly present information through the spoken or written word; read and interpret complex information; talk with customers or stakeholders; listen well.	Able	10%	10	1.00
Comments				
Attention to Detail Able to be alert in a high-risk environment; follow detailed procedures and ensure accuracy in documentation and data; carefully monitor gauges, instruments, or processes; concentrate on routine work details, and organize and maintain a system of records.		10%	10	1.00
Comments				
Self Evaluation		5%	5	0.25
TOTAL SCORE			9.25	

Director and ACA Evaluation

McClain

Organizational Principles and Values

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

Leadership Values

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

Technical Competencies

Element	Focus	Percent Weight	Score	Points Awarded
	Customer Service responsive and effective customer service that addresses the diverse needs of all citizens, fellow BCC employees and vendors.	Provides 10%	5	0.50

Comments				
Communication to clearly present information through the spoken or written word; read and interpret complex information; talk with customers or stakeholders; listen well.	Able	10%	5	0.50
Comments				
Attention to Detail Able to be alert in a high-risk environment; follow detailed procedures and ensure accuracy in documentation and data; carefully monitor gauges, instruments, or processes; concentrate on routine work details, and organize and maintain a system of records.		10%	5	0.50
Comments				
Self Evaluation		5%	5	0.25
TOTAL SCORE				5.00

Director and ACA Evaluation

Marciano

Organizational Principles and Values

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

Leadership Values

Element	Focus	Percent Weight	Score	Points Awarded
Leadership Competencies	Initiative volunteers readily, undertakes self-development, initiates and/or seeks increased responsibility. Takes independent actions and calculated risks. Looks for and takes advantage of opportunities and asks for help when needed. Participates in community outreach activities, programs and organizations that provide positive exposure and align with the organization's goals. Actively develops community contacts and creates and or strengthens community partnerships.	Employee 10%	4	0.40
	Comments			
	Judgment displays willingness to make decisions. Exhibits sound and accurate judgment. Supports and explains reasoning for decisions. Includes appropriate people in decision-making process. Makes timely decisions. Able to take action in solving problems while exhibiting judgement and a realistic understanding of issues; able to use reason even when dealing with emotional topics; review facts and weigh options. Able to remain open-minded and change opinions on the basis of new information; perform a wide variety of tasks and change focus quickly as	Employee 10%	5	0.50
	Comments			
	Delegation Delegates work assignments, matches the responsibility to the person, gives authority to work independently. Sets expectations and monitors delegated activities. Provides recognition for results.	5%	3	0.15
	Comments			
Interpersonal Skills Demonstrates accuracy and thoroughness. Exhibits confidence in self and others. Inspires respect and trust, reacts well under pressure, shows courage to take action. Motivates others to perform well. Works effectively with subordinates, peers, supervisor and the public. Exemplifies and encourages teamwork and cooperation. Partners with other departments. Welcomes and seeks constructive feedback on performance.	10%	5	0.50	
Comments				

Technical Competencies

Element	Focus	Percent Weight	Score	Points Awarded
	Customer Service responsive and effective customer service that addresses the diverse needs of all citizens, fellow BCC employees and vendors.	Provides 10%	5	0.50

Comments				
Communication to clearly present information through the spoken or written word; read and interpret complex information; talk with customers or stakeholders; listen well.	Able	10%	5	0.50
Comments				
Attention to Detail Able to be alert in a high-risk environment; follow detailed procedures and ensure accuracy in documentation and data; carefully monitor gauges, instruments, or processes; concentrate on routine work details, and organize and maintain a system of records.		10%	5	0.50
Comments				
Self Evaluation		5%	5	0.25
TOTAL SCORE				4.80

Director and ACA Evaluation

Zalak

Organizational Principles and Values

Element	Focus	Percent Weight	Score	Points Awarded
Organizational Values	<p>Dedication to Serve Display</p> <p>positive acceptance and respect towards others. Encourage others on one's team, management, subordinates and self. Adapt behavior to others' styles; interact positively with people who have different values, cultures, or backgrounds; display humbleness; be of service to difficult people; optimize the benefits of having a diverse workforce. Cooperate with others to accomplish common goals; works with employees within and across his/her department to achieve shared goals; treat others with dignity and respect and maintains a friendly demeanor; value the contributions of others.</p>	10%	3	0.30
	Comments: Use the opportunity to adapt to others.			
	<p>Professional Operations</p> <p>Show commitment, be tactful, maintain confidentiality and foster an ethical work environment; prevent inappropriate behavior by coworkers; give proper credit to others; handle all situations with integrity. Maintain a demeanor that demonstrates competence, reliability, consistency, composure and self-awareness; a job-appropriate personal image that represents credibility and attention-to-detail; a work environment that displays organization and order. Able to act in accordance with established guidelines; follow standard procedures in crisis situations; communicate and enforce organizational policies and procedures; recognize and constructively conform to unwritten rules or practices.</p>	10%	5	0.50
	Comments: Very Professional			
	<p>Resource Stewardship Accept</p> <p>accountability for actions and outcomes, both for self and for contributions as a team member; display a strong commitment to organizational success and inspire others to commit to goals; accept constructive criticism positively. Able to persist despite obstacles; exercise self-discipline; complete tasks right the first time; follow through on obligations; work extra hours when needed; maintain confidentiality and show a sense of urgency about getting results. Works with supervisor in building an effective team; objectives, talents and efforts are directed toward the needs of the department; improved methods are suggested or readily tried to improve effectiveness of employee's duties; new and additional assignments are accepted and performed. Embraces new technology implementations; troubleshoots problems; uses technology to increase productivity; keeps technical skills up to date.</p>	10%	4	0.40
Comments: Well Organized.				

Leadership Values

Element	Focus	Percent Weight	Score	Points Awarded
Leadership Competencies	Initiative volunteers readily, undertakes self-development, initiates and/or seeks increased responsibility. Takes independent actions and calculated risks. Looks for and takes advantage of opportunities and asks for help when needed. Participates in community outreach activities, programs and organizations that provide positive exposure and align with the organization's goals. Actively develops community contacts and creates and or strengthens community partnerships.	Employee 10%	3	0.30
	Comments: I think we can take advantage of more opportunities, need more outreach.			
	Judgment displays willingness to make decisions. Exhibits sound and accurate judgment. Supports and explains reasoning for decisions. Includes appropriate people in decision-making process. Makes timely decisions. Able to take action in solving problems while exhibiting judgement and a realistic understanding of issues; able to use reason even when dealing with emotional topics; review facts and weigh options. Able to remain open-minded and change opinions on the basis of new information; perform a wide variety of tasks and change focus quickly as	Employee 10%	4	0.40
	Comments: Good, maybe too risk adverse.			
	Delegation Delegates work assignments, matches the responsibility to the person, gives authority to work independently. Sets expectations and monitors delegated activities. Provides recognition for results.	5%	4	0.20
	Comments: Has seemed to have put together a good team.			
Interpersonal Skills Demonstrates accuracy and thoroughness. Exhibits confidence in self and others. Inspires respect and trust, reacts well under pressure, shows courage to take action. Motivates others to perform well. Works effectively with subordinates, peers, supervisor and the public. Exemplifies and encourages teamwork and cooperation. Partners with other departments. Welcomes and seeks constructive feedback on performance.	10%	4	0.40	
Comments: Works well but can keep working on this.				

Technical Competencies

Element	Focus	Percent Weight	Score	Points Awarded
	Customer Service responsive and effective customer service that addresses the diverse needs of all citizens, fellow BCC employees and vendors.	Provides 10%	4	0.40

Comments: Well done.

Communication	Able			
to clearly present information through the spoken or written word; read and interpret complex information; talk with customers or stakeholders; listen well.		10%	3	0.30

Comments: This area to all board members can be improved.

Attention to Detail				
Able to be alert in a high-risk environment; follow detailed procedures and ensure accuracy in documentation and data; carefully monitor gauges, instruments, or processes; concentrate on routine work details, and organize and maintain a system of records.		10%	5	0.50

Comments: Very good at following the rules and working with DOT.

Self Evaluation		5%	4	0.20
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TOTAL SCORE

3.90



TO: Board Members

FROM: Rob Balmes, Director

RE: Revised 2025 TPO Board Meeting Schedule

Summary

Based on Board discussion at the October 22, 2024 meeting, a revised schedule is included with this memo.

Attachment(s)

- Revised 2025 TPO Board Meeting Schedule

Action Requested

Approval of revised 2025 TPO Board meeting schedule.

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



2025 TPO Board Meeting Schedule

Ocala Marion Transportation Planning Organization (TPO) 2710 E. Silver Springs Blvd.,
 Ocala, FL 34470 ocalamariontpo.org
 (352) 438-2630

Transportation Planning Organization (TPO) Board – 3:00 p.m.
 All scheduled TPO Board meetings are held on the fourth Tuesday of the month.
 TPO Board meetings will be held at the Marion County Board of County Commissioners Auditorium,
 601 SE 25th Ave., Ocala, FL 34471

January 28, 2025
March 25, 2025
May 27, 2025
June 23, 2025 (Monday)
August 26, 2025
*September 23, 2025
October 28, 2025
#November 13, 2025

**Long Range Transportation Plan (LRTP) Public Hearing and Regular Meeting*
#Long Range Transportation Plan (LRTP) Adoption at regular meeting

Meeting Deadlines and Public Notices

TPO Board meetings take place on the 4th Tuesday of the month when scheduled.

Agenda Item Submission Deadlines:

- To TPO by **Friday 5:00 PM**, prior to the Tuesday 7-day public notice.
 (12 days in advance of meeting)

Agenda and Public Notices:

- Public notices and agendas are sent 7-days prior to the meeting per Florida Sunshine Law, Board Bylaws and the TPO’s adopted Public Participation Plan (PPP).

<u>Contacts for Agenda Items:</u>	
Shakayla Irby	Shakayla.Irby@marionfl.org
Rob Balmes	Rob.Balmes@marionfl.org



TO: Board Members

FROM: Rob Balmes, Director

RE: 2025 Safety Performance Management Targets

Summary

Federal law requires State DOTs and TPO/MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets. The first performance measures that became effective involved the assessment of roadway Safety (PM1). Since 2018, TPO/MPO’s have been required to annually adopt safety targets for their respective planning areas. There are no penalties to TPO/MPO’s for failing to meet annual safety targets.

Safety (PM1) Performance Measures

The TPO is specifically required to annually adopt safety targets for five performance measures. The TPO must submit 2025 safety targets to the Florida Department of Transportation (FDOT) Central Office by February 28, 2025. The following table summarizes the five required safety performance measures.

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

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Prior Year (2024) Safety (PM1) Targets

On February 27, 2024, the TPO Board adopted safety targets displayed in the following table. Based on crash data collected by TPO staff from Signal Four Analytics, the chart also includes the most current results for 2024 in Marion County. As footnoted, the crash statistics do not reflect the entire calendar year. Crash reporting must follow a 60-day lag time to comply with Senate Bill 1614. Complete 2024 results will be provided later in the calendar year in the annual Safety Report.

Safety Performance Measure	2024 Targets (not to exceed)	*2024 Results
#1 - Fatalities	92	91
#2 - Fatalities per 100 Million VMT	1.88	1.76
#3 - Serious Injuries	393	270
#4 - Serious Injuries per 100 Million VMT	8.03	5.22
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	53	51

*As of November 5, 2024. Source: Signal Four Analytics. Results not final.

2025 Safety Target Options

In 2025, the TPO may select one of two options:

1. Develop quantifiable annual safety performance targets.

or

2. Adopt state targets established by FDOT

Presently, the FDOT has adopted 0 for each of the five annual safety targets.

Since 2018, the TPO Board has adopted Option 1, quantifiable annual safety performance targets, to track progress and reflect more accountability to the public. The methodology has used crash and vehicle miles traveled (VMT) data for the development of targets, and is also based on recent five-year rolling averages. A methodology summary is included in the memo packet.

Specifically, for 2025, TPO staff are proposing three safety target options for Board consideration as follows:

Option A: 5% Reduction to Prior Year Targets

Adopt 2025 safety targets based on a 5% reduction to the prior year targets (2024). This option aligns with the Commitment to Zero Safety Action Plan goal of Zero Fatalities and Serious Injuries by 2045, and places an emphasis on steadily declining targets. This option also eliminates setting annual targets higher than the prior year(s).

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Option B: 5% Reduction to Rolling Averages

Adopt 2025 safety targets based on a 5% reduction to the most current five-year rolling averages. This methodology was used in 2024, with an emphasis on a reduction to the current trendline.

Option C: Adopt State Targets

*Adopt 2025 FDOT safety targets of 0 for all five performance measures.

*If the TPO adopts FDOT safety targets, the requirement would be to annually adopt the same targets until changes are made by the state.

Option A Targets: 5% Reduction to Prior Year (2024) Targets

Safety Performance Measure	Proposed 2025 Targets (not to exceed)	Adopted 2024 Targets	Change +/-
#1 - Fatalities	87	92	-5
#2 - Fatalities per 100 Million VMT	1.79	1.88	-0.09
#3 - Serious Injuries	373	393	-20
#4 - Serious Injuries per 100 Million VMT	7.63	8.03	-0.4
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	50	53	-3

Option B Targets: 5% Reduction to Current Rolling Averages

Safety Performance Measure	Proposed 2025 Targets (not to exceed)	Adopted 2024 Targets	Change +/-
#1 - Fatalities	93	92	+1
#2 - Fatalities per 100 Million VMT	1.78	1.88	-0.10
#3 - Serious Injuries	353	393	-40
#4 - Serious Injuries per 100 Million VMT	6.73	8.03	-1.3
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	53	53	0

Attachment(s)

- Safety Target Presentation
- 2025 Safety Target Methodology
- FDOT PM1 Safety Fact Sheet

TPO Staff Recommendation(s)

TPO Staff recommends **Option A**.

Committee Recommendation(s)

The Citizen Advisory Committee (CAC) and the Technical Advisory Committee (TAC) recommend **Option A**.

The TAC also recommends an update to the safety programs and activities summary report produced in 2024, in addition to enhancements emphasizing accomplishments. The summary report should be more focused on telling the story on progress made as a result of partnership efforts and completion of projects with specific safety features.

TPO staff agreed to bring back to the TAC at the next meeting a refinement to the 2024 summary for further collaboration and discussion. This report could become part of a more robust annual safety report beyond a standard summary of crash statistics.

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

Safety (PM1) Performance Targets

**TPO Board Meeting
January 28, 2025**



As the TPO and Partners review the crash statistics for Marion County, we should remember that each number is a human life with profound impacts felt throughout the entire community.

- Annual Federal Requirement
- Integration into TPO's LRTP and TIP
- No penalties for not achieving targets

Committee & Board Action

- TAC and CAC recommendations, January 14
- **Board action on January 28**
- Submission of Targets to FDOT by February 28, 2025

Five Safety (PM 1) Performance Measures

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

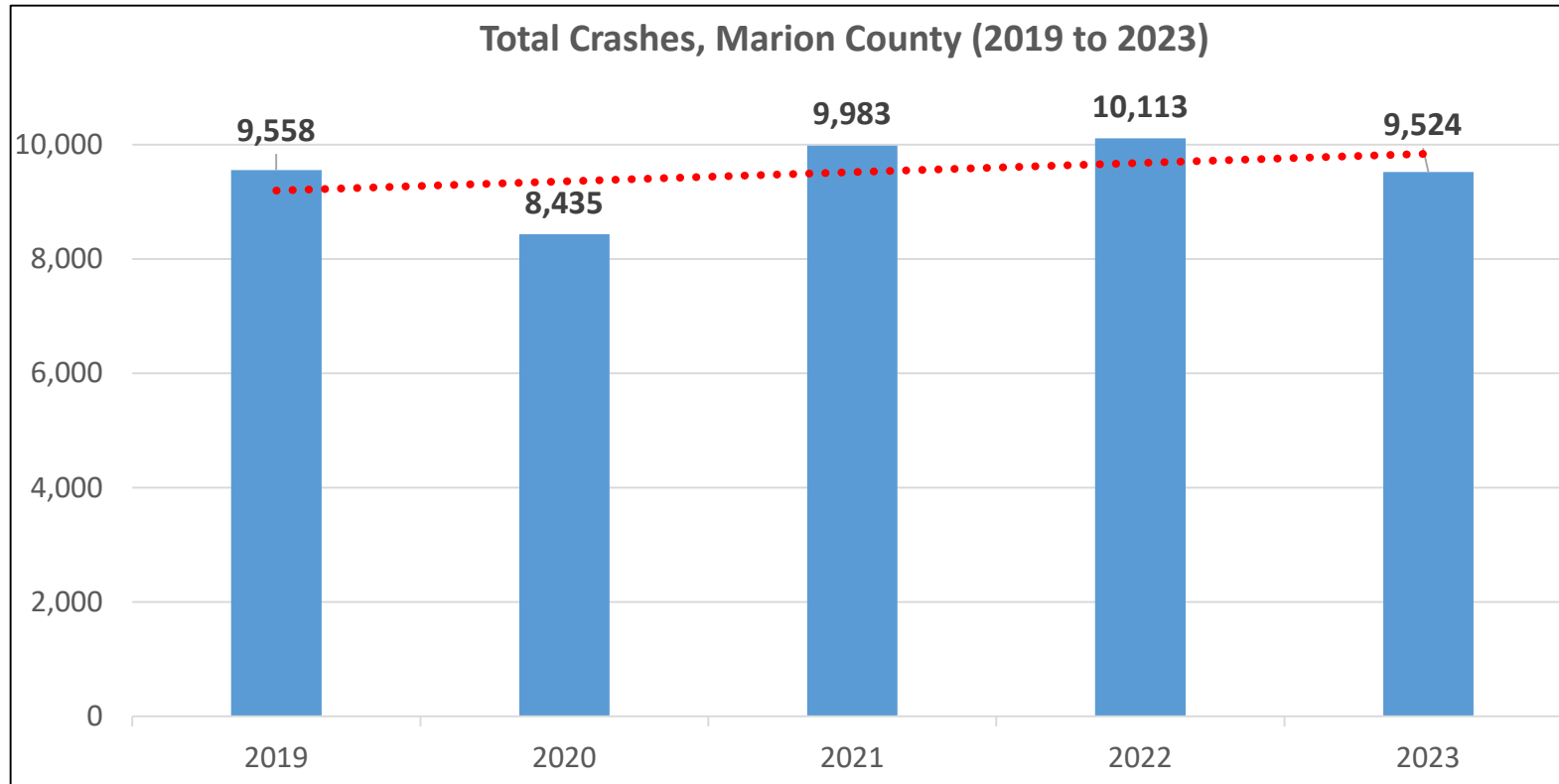
2024 Targets & Results to Date

Safety Performance Measure	2024 Targets (not to exceed)	*2024 Results
#1 - Fatalities	92	91
#2 - Fatalities per 100 Million VMT	1.88	1.76
#3 - Serious Injuries	393	270
#4 - Serious Injuries per 100 Million VMT	8.03	5.22
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	53	51

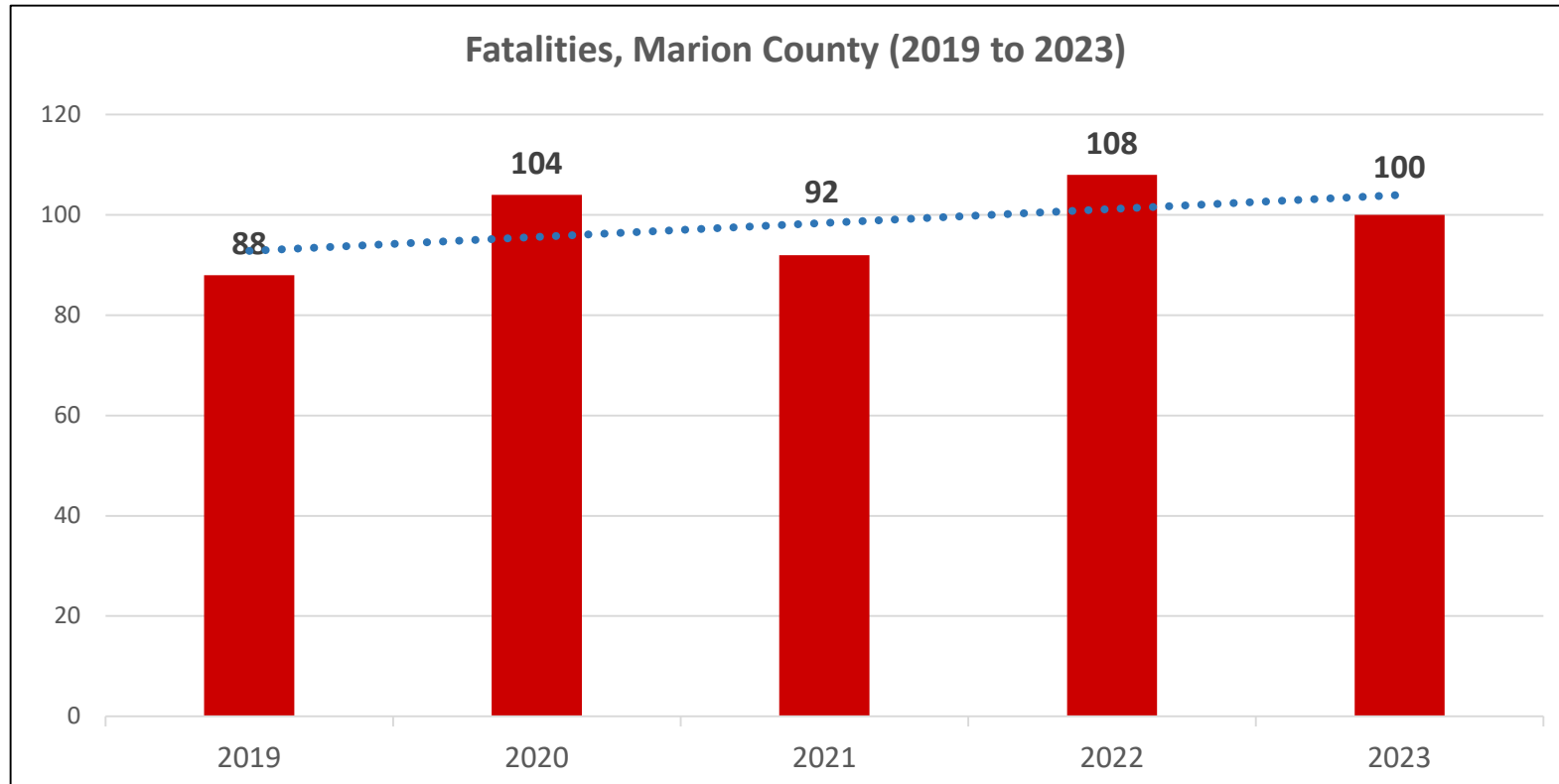
*As of November 5, 2024. Signal Four Analytics. Collected on January 6, 2025

Review of Crashes in Ocala/Marion County 2019 to 2023

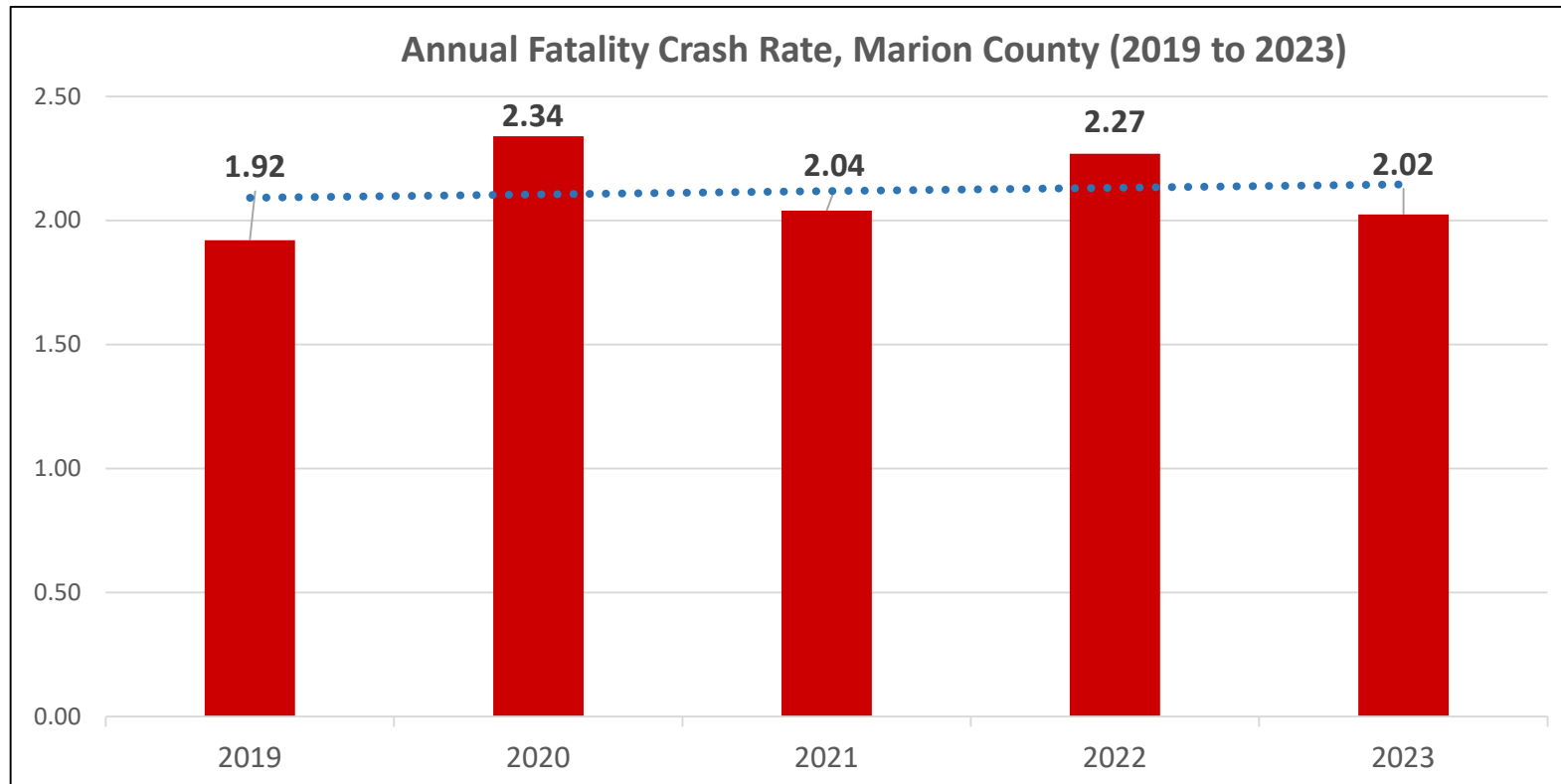
2019 to 2023 Total Crashes



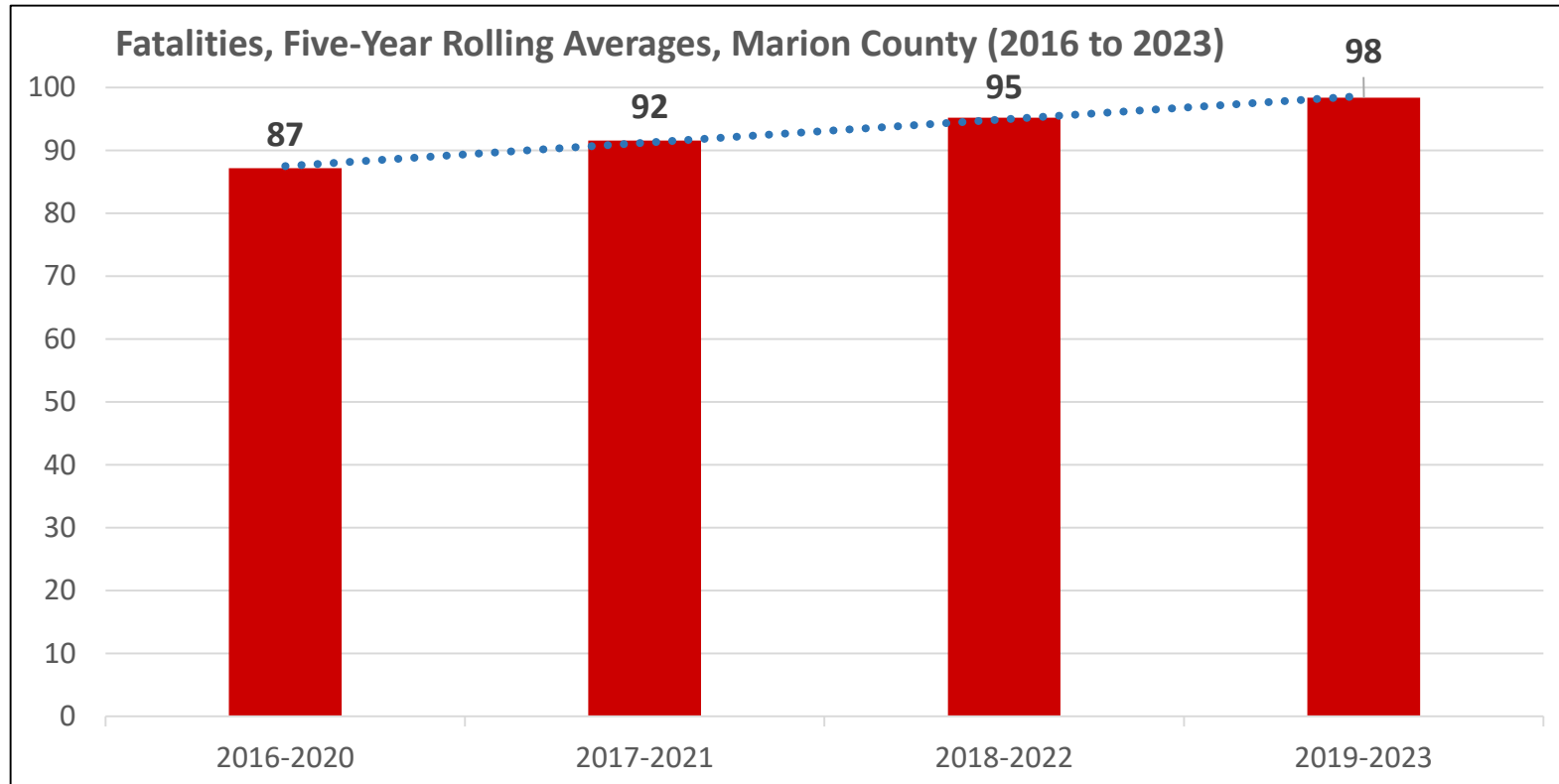
2019 to 2023 Fatalities



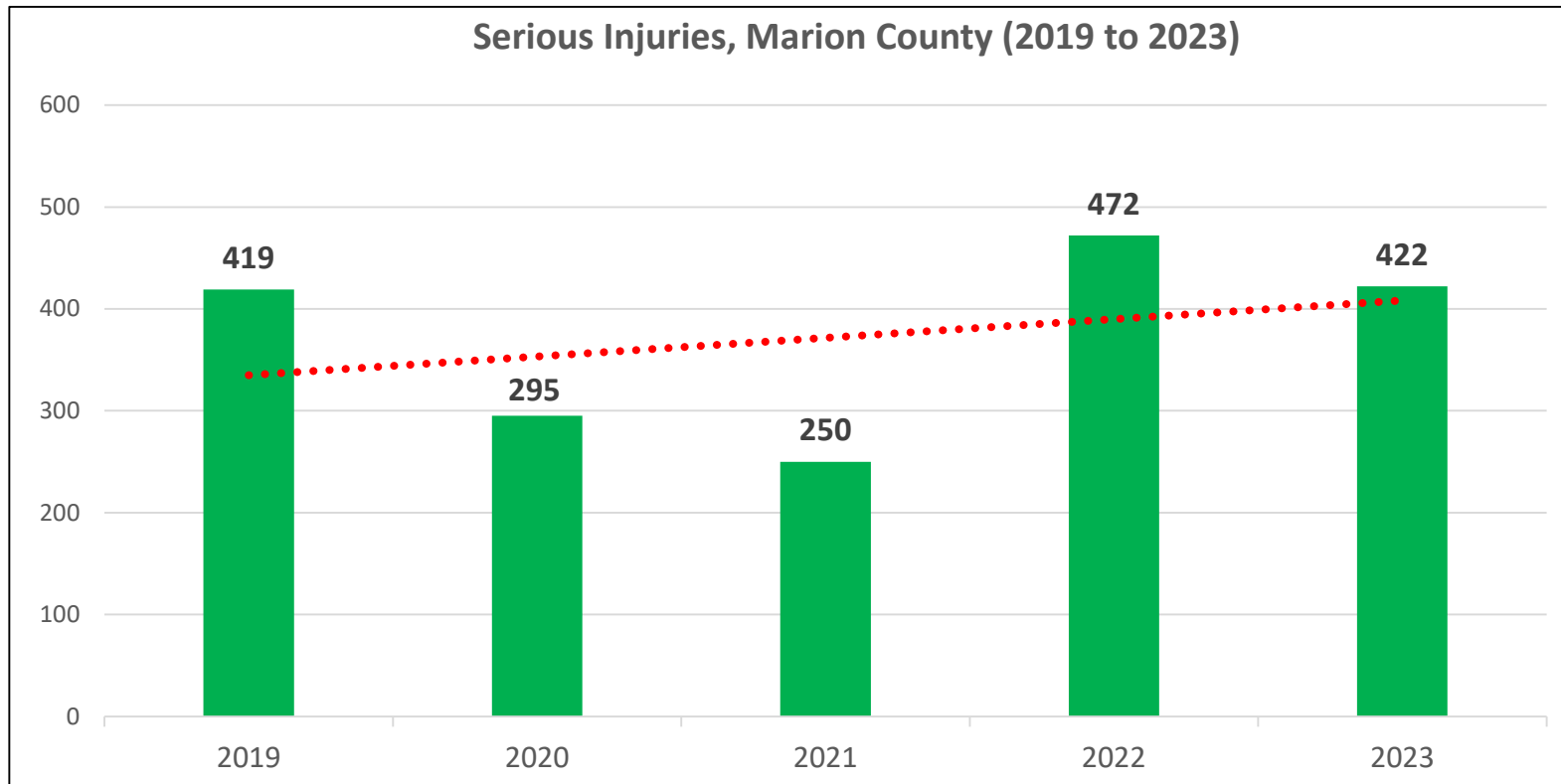
2019 to 2023 Fatality Rate



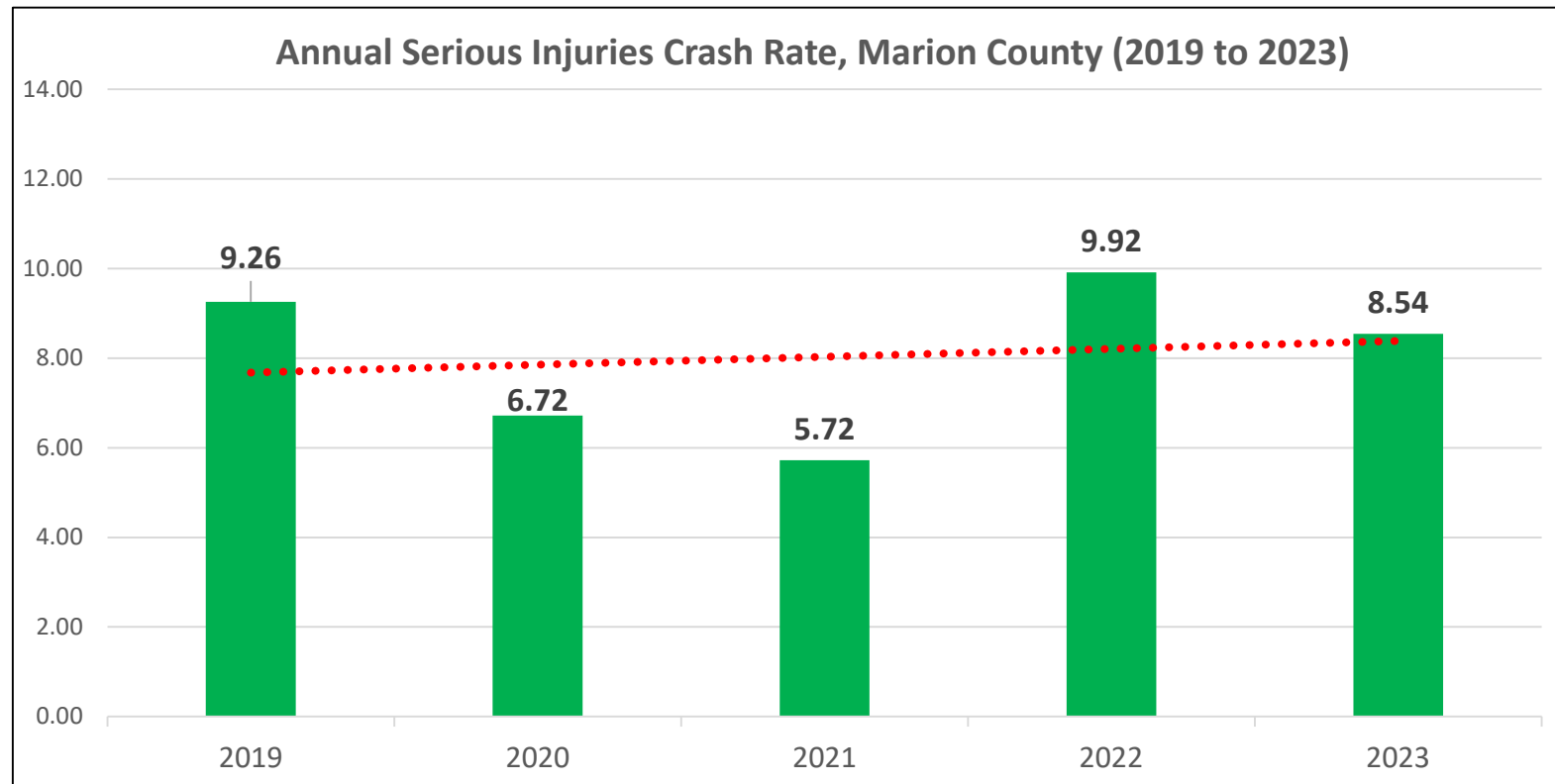
2019 to 2023 Fatality Rolling Averages



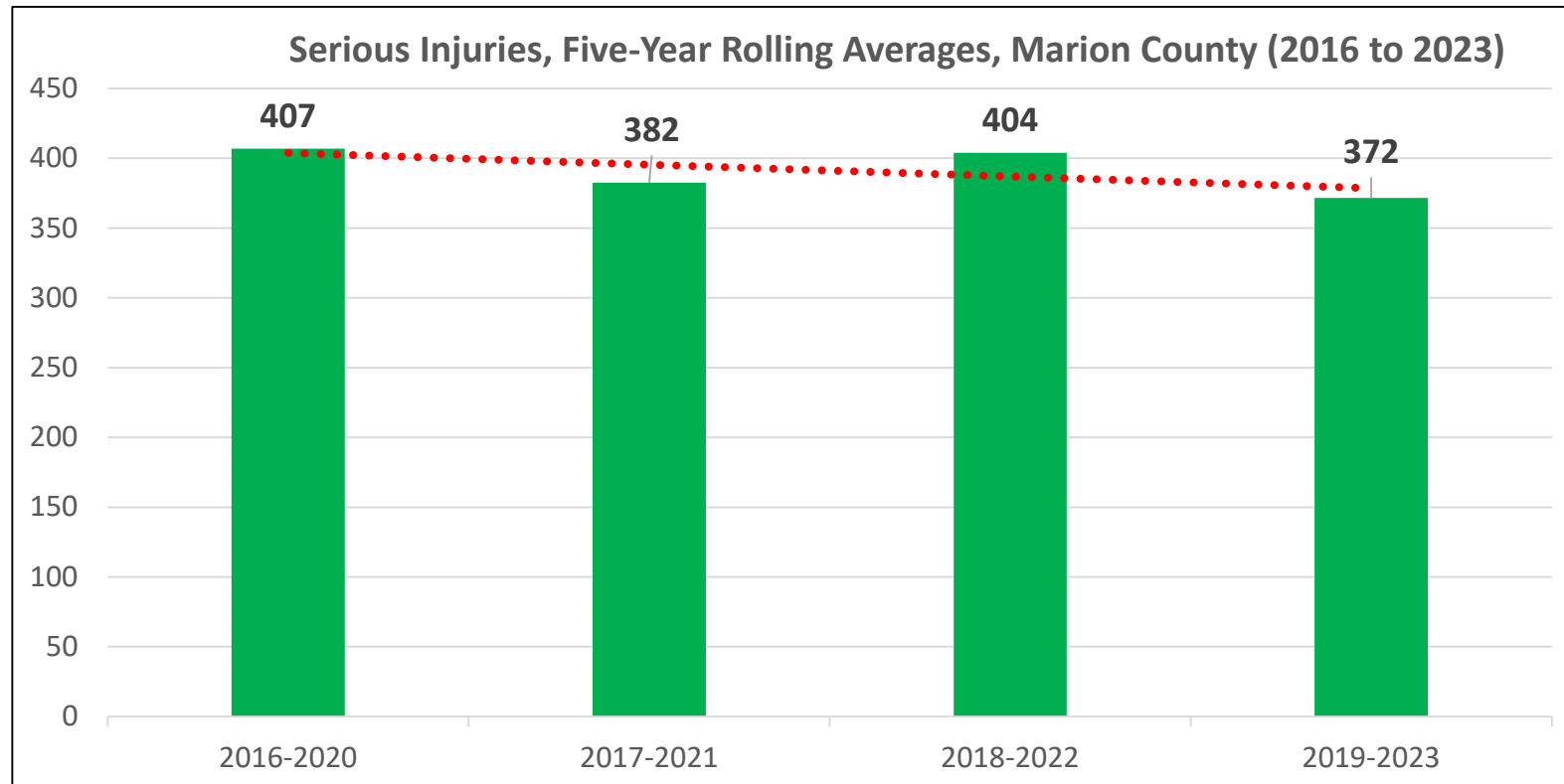
2019 to 2023 Serious Injuries



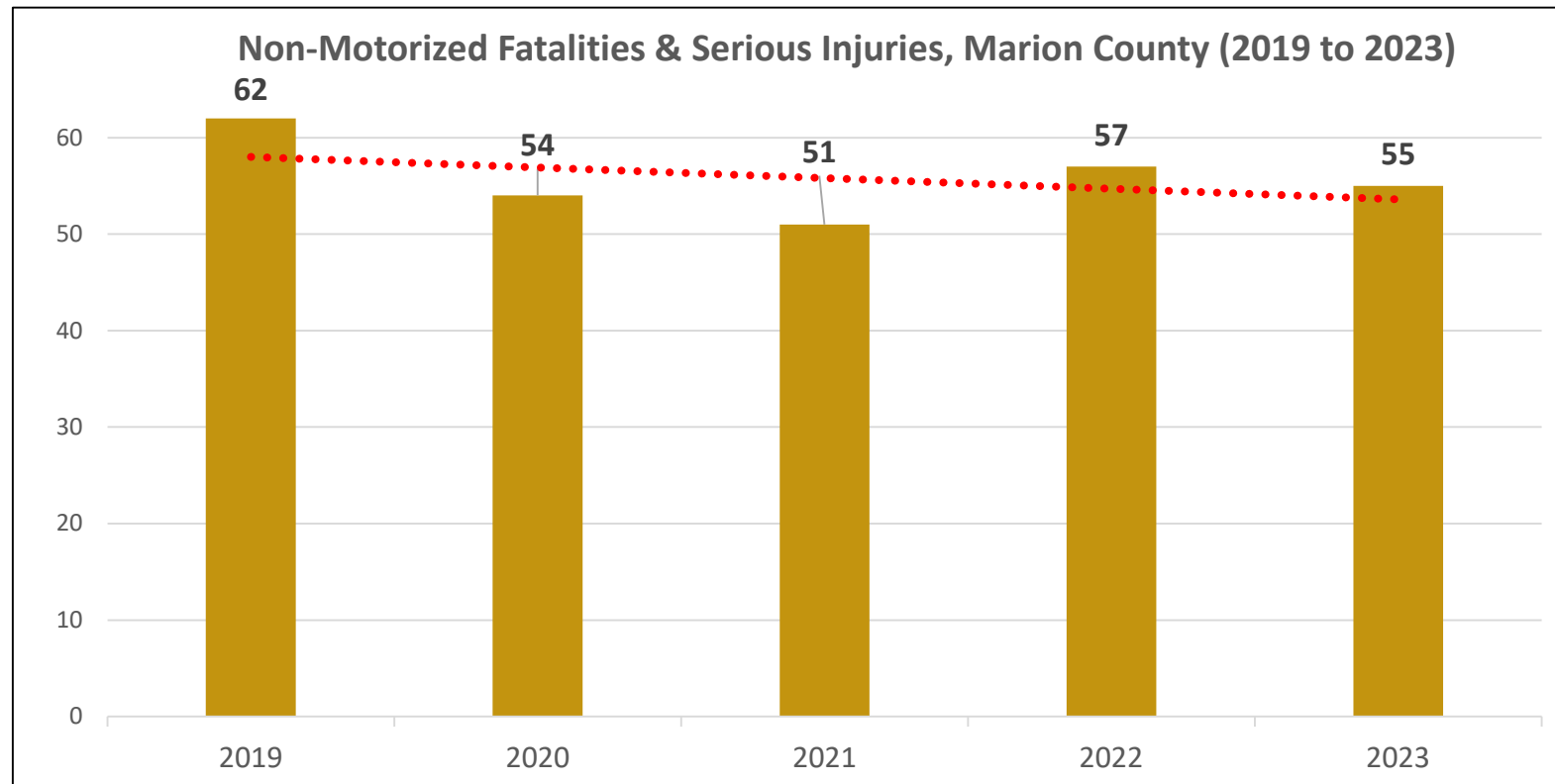
2019 to 2023 Serious Injury Rate



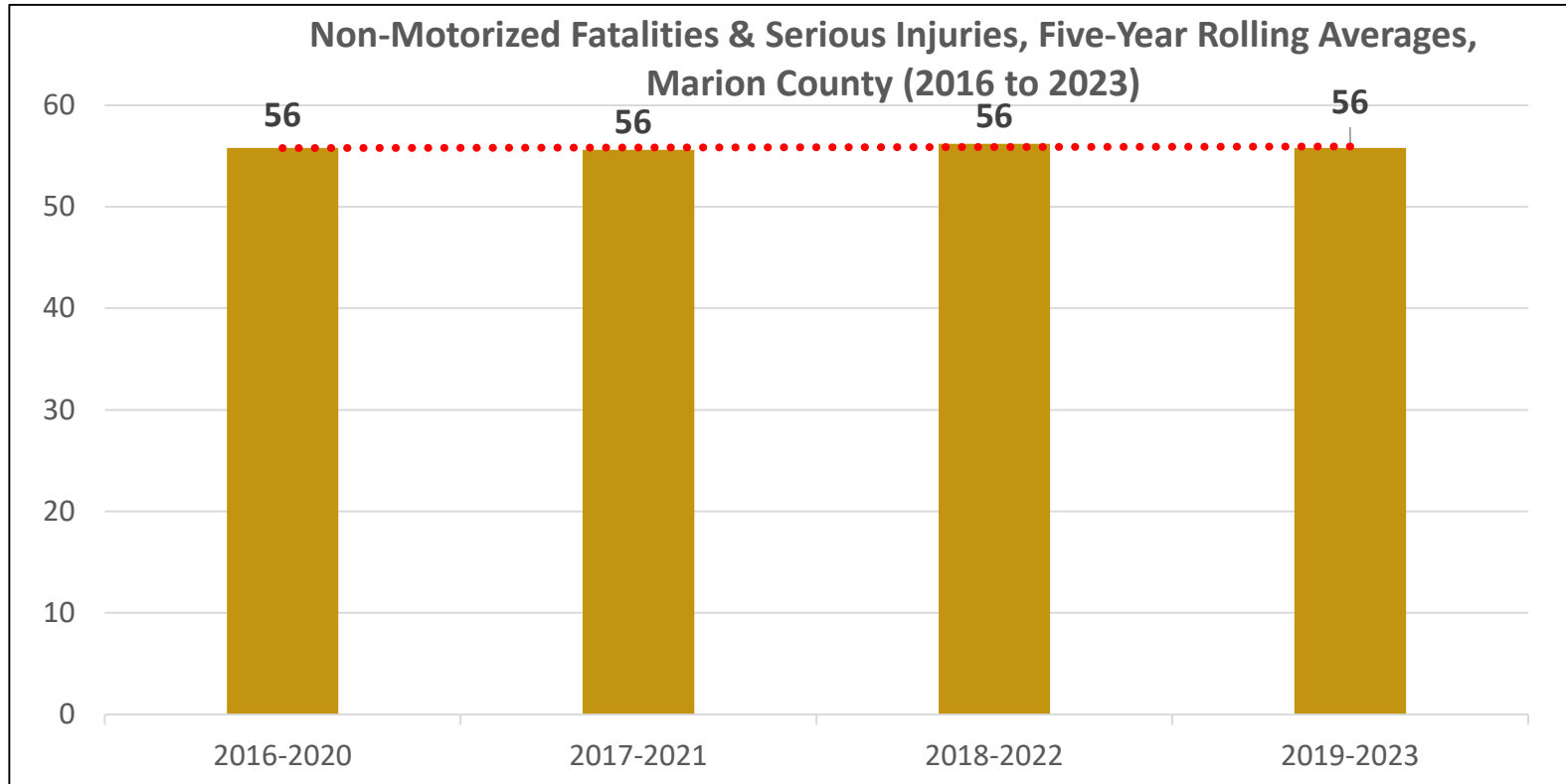
2019 to 2023 Serious Injuries Rolling Averages



2019 to 2023 Non-Motorized Serious - Fataals



2019 to 2023 Non-Motorized Rolling Averages



2025 Safety Target Options

Option A: 5% Reduction to Prior Year (2024) Targets

- Apply a **5% reduction** to the **2024 Targets** as the baseline.
- Set declining targets to be aligned with the Commitment to Zero goal of 0 Fatalities and 0 Serious Injuries by 2045.
- Eliminates setting targets higher than the prior year

Option A 2025 Targets

Safety Performance Measure	Proposed 2025 Targets (not to exceed)	Adopted 2024 Targets	Change +/-
#1 - Fatalities	87	92	-5
#2 - Fatalities per 100 Million VMT	1.79	1.88	-0.09
#3 - Serious Injuries	373	393	-20
#4 - Serious Injuries per 100 Million VMT	7.63	8.03	-0.4
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	50	53	-3

Option B: 5% Reduction to Trendline

- The most recent five-year rolling averages with a **5% reduction**. Used in 2024.
- Aligned with the current trendline + an added reduction

Option B 2025 Targets

Safety Performance Measure	Proposed 2025 Targets (not to exceed)	Adopted 2024 Targets	Change +/-
#1 - Fatalities	93	92	+1
#2 - Fatalities per 100 Million VMT	1.78	1.88	-0.10
#3 - Serious Injuries	353	393	-40
#4 - Serious Injuries per 100 Million VMT	6.73	8.03	-1.3
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	53	53	0

Option C: Adopt State Targets of 0

- If TPO adopts state targets, Board must continue annually with the same targets until future FDOT changes.

Recommend TPO Board Adoption of a
Safety Target Option

TPO Staff, CAC and TAC recommend
Option A to focus on declining targets

2025 Recommendation

The **TAC** also recommends building upon the 2024 Safety Program and Activities Summary for the creation of a more robust annual report on progress, projects and results.

2025 SAFETY TARGET (PM1) METHODOLOGY

The TPO developed federally required safety targets (PM1) for 2025 using the following two methodologies. Option A reflects a proposed new methodology described in this document. Option B was used in 2024. Table 1 displays the five required safety performance measures for setting PM1 targets.

Table 1: Safety Performance Measures

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

OPTION A: 5% Reduction to Prior Year Targets

On June 27, 2023, the TPO Board approved an update to the Commitment to Zero Safety Action Plan to include the goal of achieving zero fatalities and zero serious injuries by 2045. Option A was developed based on the approach of setting declining targets, and any increases in fatalities and serious injuries are not acceptable. This option also ensures the elimination of setting targets higher than the prior year(s).

Option A includes the prior year targets adopted by the TPO Board (2024) as the baseline moving forward. 5% reductions are applied to all five performance measures to set the proposed 2025 targets as displayed in Table 2.

Table 2: Option A 2025 Performance Measures and Targets

Safety Performance Measure	Proposed 2025 Targets (not to exceed)	Adopted 2024 Targets
#1 - Fatalities	87	92
#2 - Fatalities per 100 Million VMT	1.79	1.88
#3 - Serious Injuries	373	393
#4 - Serious Injuries per 100 Million VMT	7.63	8.03
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	50	53

OPTION B: 5% Reduction to Rolling Averages

In 2024, the TPO Board adopted this option. Option B was again developed in 2025 using a methodology to set targets based on a 5% reduction to the most recent five-year rolling averages for fatalities, serious injuries and non-motorized fatalities and serious injuries. This option aligns with the current trendline with a 5% reduction. This option does not ensure new safety targets will be lower than the prior year(s). The following summarizes the methodology in further detail.

(1.) **Collect the Safety Data** [Performance Measures #1, #3 and #5, as shown in *Table 1*]. The sources are the Federal Highway Administration (FHWA) safety data provided by the Florida Department of Transportation (FDOT) (historic) and Signal Four public dashboard data (2019 to 2023). Table 3 displays safety data for the five performance measures collected in Signal Four.

(2.) **Project the estimated Vehicle Miles Traveled (VMT) in Millions** [Used to calculate (1.) above and Performance Measures #2 and #4, as shown in *Table 1*]. VMT growth was tied to the average annual change from years 2018 to 2023. The TPO excluded analyzing the annual average percent change in 2020 due to the pandemic and unusual traffic counts. Future analysis of VMT growth will continue require adjustments when including any traffic count information in 2020. Table 4 shows the VMT trend based on information provided by the Florida Department of Transportation and projections of VMT to 2024 and 2025 tied to historic growth (average annual growth rate).

(3.) To determine the proposed Safety Targets in 2025, TPO staff calculated 5-year rolling averages based on the historic crash data through the year 2023. Using rolling averages is standard practice and helps account for the possibility of drastic changes in the number of fatalities and serious injuries from year to year. Specifically, the TPO utilized the most recent 5-year rolling averages (2019 to 2023) for Fatalities, Serious Injuries and Non-Motorized Fatalities and Serious Injuries and then applied 5% reductions to these numbers to obtain targets. For example, the 2019 to 2023 Rolling Average of Fatalities was 98. Applying a 5% reduction to this five-year period results in a Fatality Target of 93. Fatality and Serious Injury rates were calculated using the projected 2025 VMT as determined by the referenced methodology for VMT. Table 5 displays the proposed 2025 Safety Targets for Option B.

Table 3: Crash Data, 2019 to 2023

Performance Measure	2019	2020	2021	2022	2023	2024		#4 2019-2023 Rolling Average	2025 A Proposed 2025 Targets	2025 B Proposed 2025 Targets
						*Total Results	Targets (Set Feb. 2024)			
#1 - Fatalities	88	104	92	108	100	91	92	98	87	93
#2 - Fatalities per 100 Million VMT	1.92	2.34	2.04	2.27	2.02	1.76	1.88		1.79	1.78
#3 - Serious Injuries	419	295	250	472	422	270	393	372	373	353
#4 - Serious Injuries per 100 Million VMT	9.26	6.72	5.72	9.92	8.54	5.22	8.03		7.63	6.73
#5 - Number of non-motorized (bicycle & pedestrian) fatalities and serious injuries	62	54	51	57	55	51	53	56	50	53

Data Source:

*As of November 5, 2024 Crash Statistics from Signal Four Analytics Database (collected on January 6, 2025)

Table 4: Vehicle Miles Traveled (VMT), Marion County 2018 to 2025

Vehicle Miles Traveled (VMT) Chart

100 Million Vehicle Miles Traveled (MVMT) annually

							PROJECTIONS	
							YEARS	
2018	2019	*2020	2021	2022	2023	2018 to 2023 Average Annual % Change	2024	2025
45.9	47.0	44.9	45.7	47.6	49.4	4.7%	51.7	52.5

*Due to the pandemic , the TPO used projections for 2018 to 2025 to obtain the historical VMT growth rate and excluded 2020. VMT data for Marion County provided by Florida Department of Transportation (FDOT) HPMS Database

The MVMT equate to an overall Billion VMT

i.e. 47.6 Million Vehicle Miles Traveled (MVMT) = 4.76 Billion VMT

Table 5: Option B 2025 Performance Measures and Targets

Safety Performance Measure	Proposed 2025 Targets (not to exceed)	Adopted 2024 Targets
#1 - Fatalities	93	92
#2 - Fatalities per 100 Million VMT	1.78	1.88
#3 - Serious Injuries	353	393
#4 - Serious Injuries per 100 Million VMT	6.73	8.03
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	53	53

PM1: Safety (All Public Roads)



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

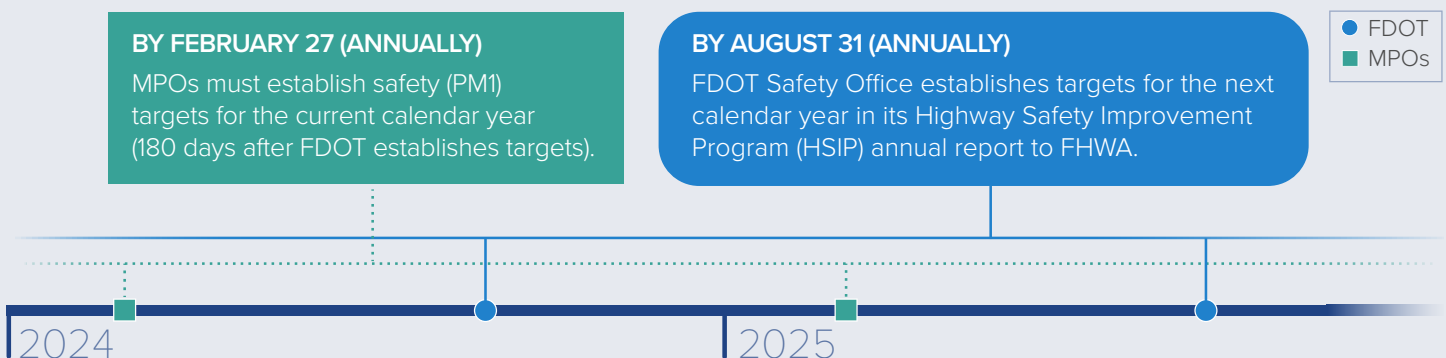
OVERVIEW

The first of Federal Highway Administration's (FHWA) performance management rules establishes measures to assess safety on all public roads and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their safety targets.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	<i>The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.</i>	RATE OF SERIOUS INJURIES	<i>The total number of serious injuries per 100 million VMT in a calendar year.</i>
RATE OF FATALITIES	<i>The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.</i>	NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	<i>The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.</i>
NUMBER OF SERIOUS INJURIES	<i>The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.</i>		

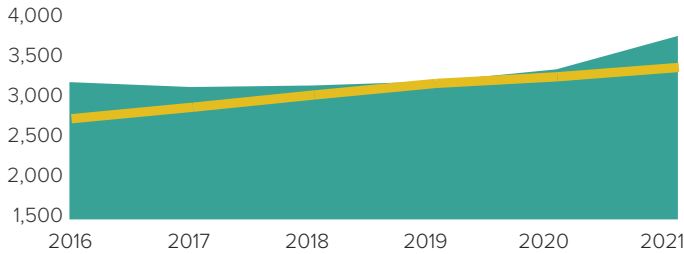
TIMELINE



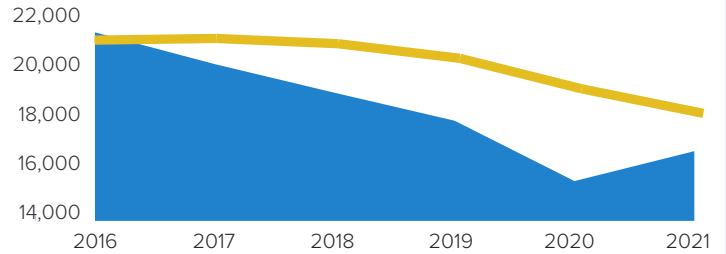
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

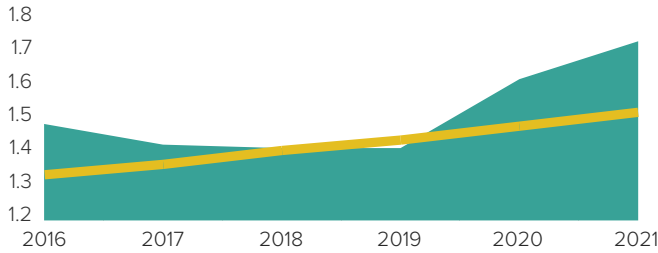
ANNUAL FATALITIES



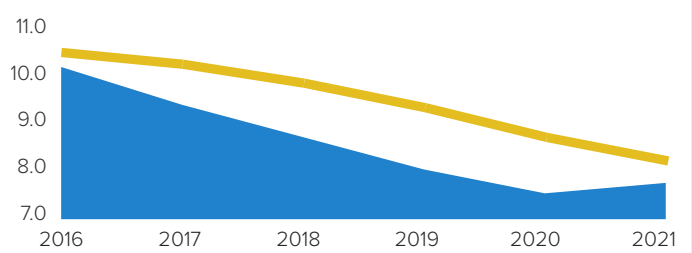
ANNUAL SERIOUS INJURIES



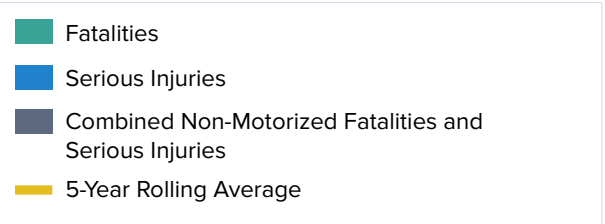
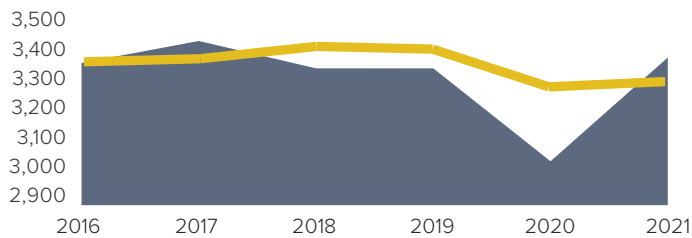
FATALITY RATE (PER HUNDRED MILLION VMT)



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



This is the current data available.

Source: FLHSMV, 2022.

STATEWIDE TARGETS

FDOT establishes statewide safety targets for the following calendar year as part of the [HSIP Annual Report](#), which must be submitted by August 31 each year.

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

MPO TARGETS

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

MPOs must include the most recent reported performance and targets with each TIP update. The TIP must describe how the investments contribute to achieving the performance targets. The LRTP must include a System Performance Report that discusses the performance of the transportation system and progress achieved in meeting the targets over time.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four of the five safety targets are met or the actual outcome is better than baseline performance. Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users.

As requested by FHWA, FDOT annually develops an [HSIP Implementation Plan](#) to highlight strategies it will undertake in support of these targets. MPOs are encouraged to review this Plan each year to identify strategies appropriate for their planning area.

FHWA will not assess MPO target achievement. However, FHWA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

Florida Department of Transportation | Regina.Colson@dot.state.fl.us | (850) 414-5271



TO: Board Members

FROM: Rob Balmes, Director

RE: 2025 Pavement and Bridge and System Performance Targets

Summary

Federal law requires State DOTs and TPOs/MPOs to conduct performance-based planning by setting data-driven targets linked to specific measures. In 2017, the Federal Highway Administration (FHWA) published the Pavement and Bridge Condition Performance Measures (PM2) and the System Performance Measures (PM3) final rules. These rules established performance measures and target setting to assess conditions and reliability for the National Highway System (NHS). There are no penalties to TPOs/MPOs for failing to meet PM2 and PM3 targets.

On December 16, 2022, the Florida Department of Transportation (FDOT) established new statewide two and four-year targets for PM2 and PM3. The TPO Board adopted the statewide targets on March 28, 2023. The TPO must include the respective targets and annual results in the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).

At the mid-point period (2024), FDOT may adjust state targets, if deemed necessary, and TPO/MPO's then have the option to adopt revised targets or develop their own targets. Effective October 1, 2024, FDOT revised three targets, requiring TPO Board action by March 1, 2025. The target revisions include:

PM2 - % of NHS Bridges in Poor Condition: (~~≤10.0%~~) (**≤5.0%**)

PM3 - % of Person-Miles traveled on the Interstate that are reliable: (~~≥70.0%~~) (**≥75.0%**)

PM3 - % of Person-Miles traveled on the Non-Interstate NHS that are reliable: (~~≥50.0%~~) (**≥60.0%**)

Pavement and Bridge Condition (PM2)

The PM2 measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS pavement and bridges (by deck area) that are in good or poor condition. FHWA set a threshold for each metric to establish good, fair, or poor condition. Pavement

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sections that are not good or poor are classified as fair. Bridges are classified as either good or poor. The following charts display the Statewide and TPO Board adopted Pavement and Bridge performance measures and respective targets with one proposed revision. Results include the latest data available for Marion County from 2023 as provided by FDOT.

Pavement Condition	2023 Target	2025 Target	TPO Target Results (2023)
Percent of Interstate pavements in Good condition	≥ 60.0%	≥ 60.0%	54.3%
Percent of Interstate pavements in Poor condition	≤ 5.0%	≤ 5.0%	0.3%
Percent of Non-interstate NHS pavements in Good condition	≥ 40.0%	≥ 40.0%	53.7%
Percent of Non-interstate NHS pavements in Poor condition	≤ 5.0%	≤ 5.0%	0.5%

Bridge Condition	2023 Target	2025 Target	TPO Target Results (2023)
Percent of National Highway System (NHS) bridges classified as in Good condition by deck area	≥50.0%	≥ 50.0%	59.1%
Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area	≤10.0%	≤10.0% ≤ 5.0%	0.0%

System Performance (PM3)

The PM3 measures represent the percentage of miles traveled on the Interstate and non-Interstate NHS that are reliable for all vehicles, and a specific measure for truck reliability. Travel time reliability compares the worst travel times on a road against the travel time that is typically experienced. In general, road miles with a travel time reliability of less than 1.5 are considered reliable. The following chart displays the Statewide and TPO Board adopted system performance measures and respective targets with two proposed changes. Results include the latest data available for Marion County from 2023 as provided by FDOT.

System Performance	2023 Target	2025 Target	TPO Target Results (2023)
Percent of Person-Miles Traveled on the Interstate that are Reliable	≥75.0%	≥70.0% ≥75.0%	100%
Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable	≥50.0%	≥50.0% ≥60.0%	97.0%
Truck Travel Time Reliability (TTTR) Index	1.75	2.0	1.72

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Attachment(s)

- PM2, PM3 Presentation
- FDOT PM2, PM3 Fact Sheets

Recommended Action

TPO staff, CAC and TAC members recommend TPO Board adoption of the three revised statewide targets for PM2 and PM3 for submission to the Florida Department of Transportation, and inclusion in the TIP and LRTP.

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

Pavement/Bridge (PM2) System Performance (PM3)

**Target Updates
TPO Board Meeting
January 28, 2025**

- **Federal Requirement per MAP-21**
- **Pavement and Bridge Condition (PM2)**
- **System Performance (PM3)**
- **Current Targets for 2023 and 2025 Periods**

Options:

- **Midpoint (2024) FDOT may adjust targets**
- **TPO may adopt Statewide Targets or set own Targets within 180 days of 10/1/24**

Committee & Board Action

- TAC and CAC recommendation
January 14
- **Board action on January 28**
- Submission of revised PM2, PM3 Targets to
FDOT by March 1, 2025

Pavement and Bridge (PM2)

- **Pavement Condition**

- % of **Interstate** in Good and Poor condition
- % of **Non-Interstate National Highway System (NHS)** in Good and Poor condition

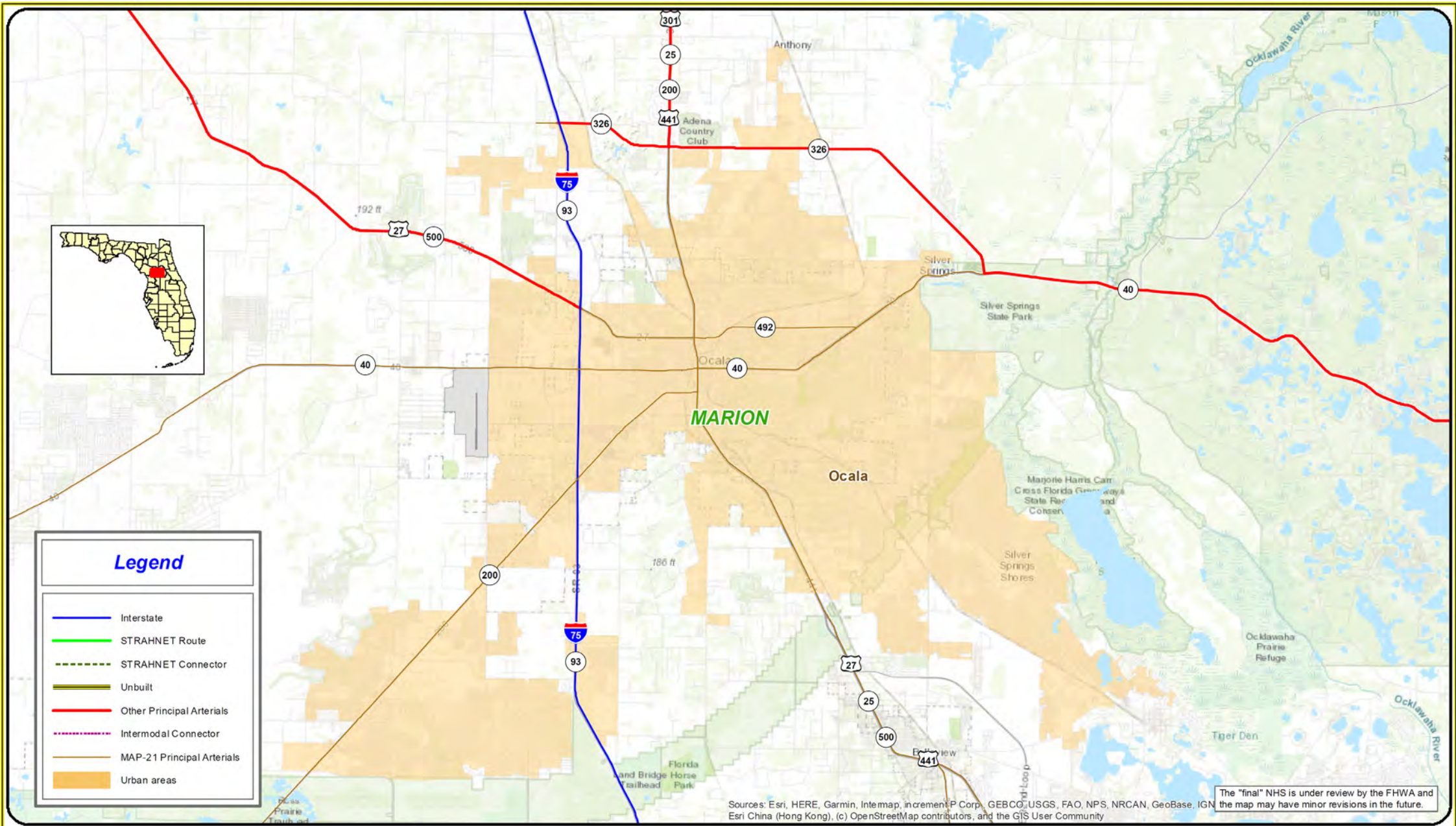
Pavement and Bridge (PM2)

- **Bridge Condition**

- % of **National Highway System (NHS)** in **Good and Poor condition**

System Performance (PM3)

- **System Performance**
 - % of person miles-traveled on the **Interstate** Reliable
 - % of person miles-traveled on **Non-Interstate National Highway System (NHS)** Reliable
 - **Truck Travel Time Reliability (TTTR) Index**

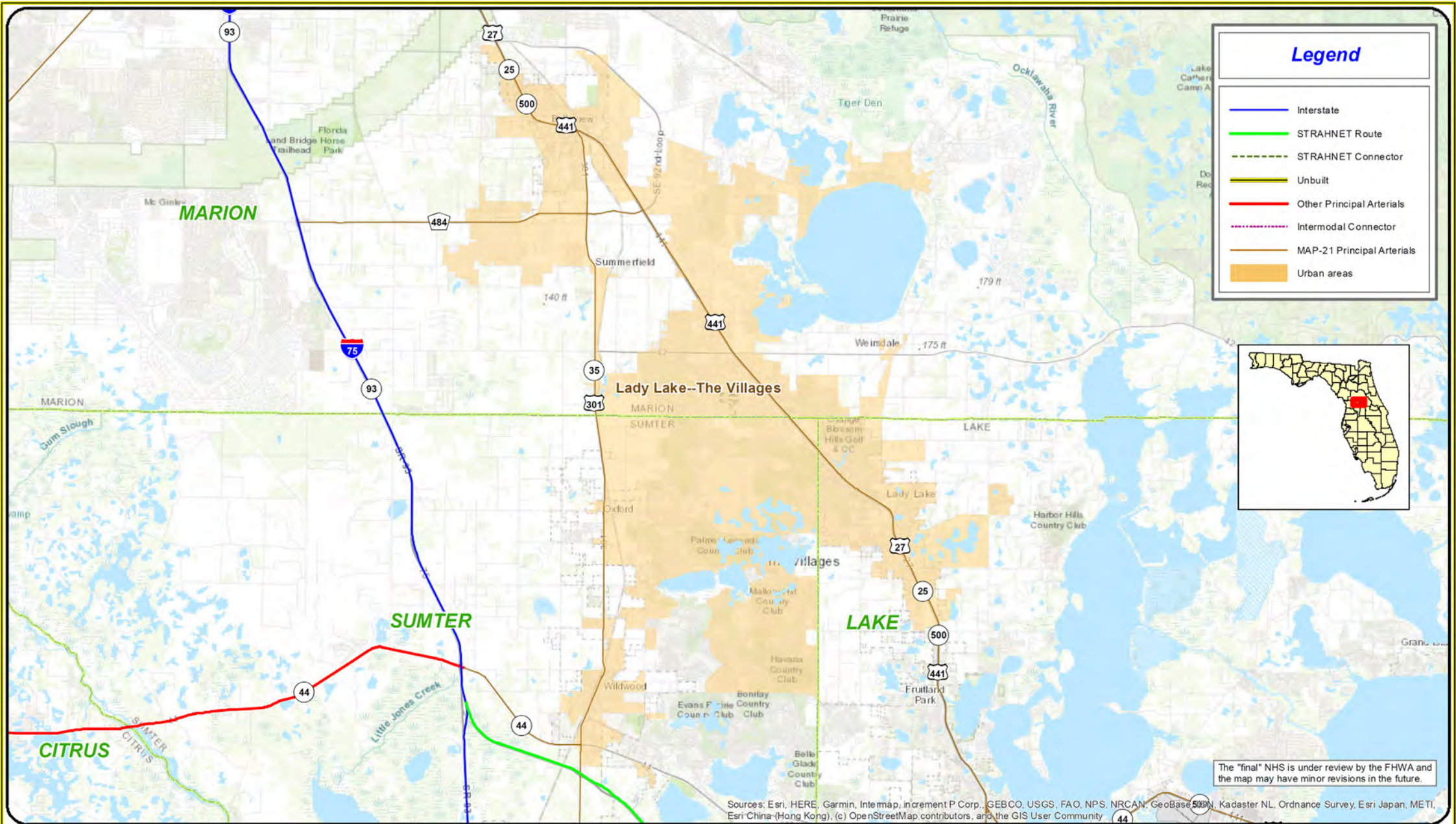


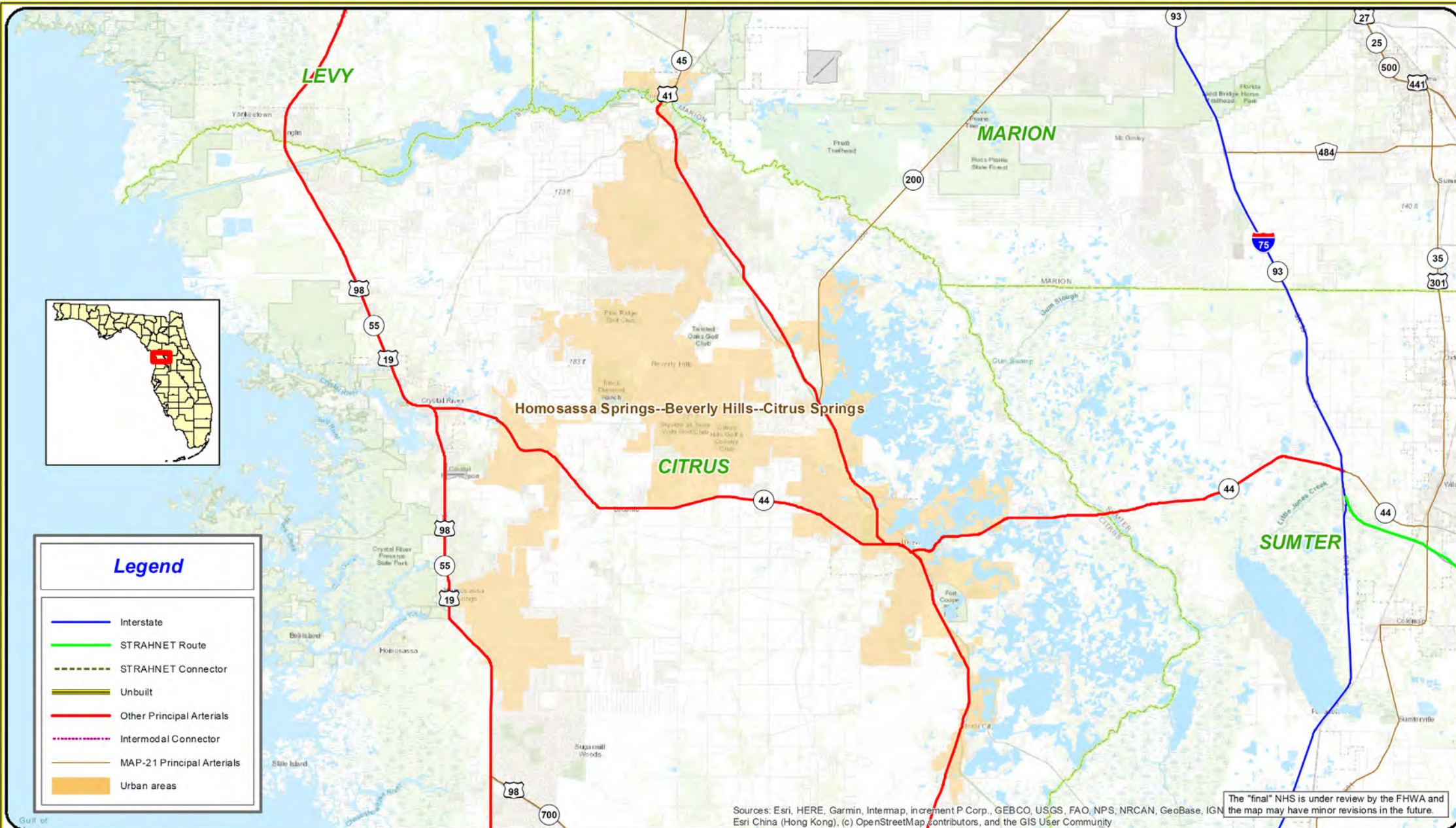
Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Ocala - 2/7/2023







Legend

- Interstate
- STRAHNET Route
- - - STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- · - · - Intermodal Connector
- MAP-21 Principal Arterials
- Urban areas

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

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

FDOT Target Changes Three (3)

- **Pavement and Bridge (PM2)**
 - **% of Non-Interstate National Highway System (NHS)
Bridges in Poor condition - (~~≤10.0%~~) (≤5.0%)**

- **System Performance (PM3)**

- **% of person-miles traveled on Interstate Reliable**
~~(≥70.0%)~~ **(≥75.0%)**
- **% of person-miles traveled on Non-Interstate NHS**
Reliable ~~(≥50.0%)~~ **(≥60.0%)**

State Targets 2-Year, 4-Year

Pavement Condition	2023 Target	2025 Target	TPO Target Results (2023)
Percent of Interstate pavements in Good condition	≥ 60.0%	≥ 60.0%	54.3%
Percent of Interstate pavements in Poor condition	≤ 5.0%	≤ 5.0%	0.3%
Percent of Non-interstate NHS pavements in Good condition	≥ 40.0%	≥ 40.0%	53.7%
Percent of Non-interstate NHS pavements in Poor condition	≤ 5.0%	≤ 5.0%	0.5%

State Targets 2-Year, 4-Year

Bridge Condition	2023 Target	2025 Target	TPO Target Results (2023)
Percent of National Highway System (NHS) bridges classified as in Good condition by deck area	≥50.0%	≥ 50.0%	59.1%
Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area	≤10.0%	≤10.0% ≤ 5.0%	0.0%

State Targets 2-Year, 4-Year

System Performance	2023 Target	2025 Target	TPO Target Results (2023)
Percent of Person-Miles Traveled on the Interstate that are Reliable	≥75.0%	≥70.0% ≥75.0%	100%
Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable	≥50.0%	≥50.0% ≥60.0%	97.0%
Truck Travel Time Reliability (TTTR) Index	1.75	2.0	1.72

Reliable all Vehicles < 1.50

Staff, CAC, TAC Recommend to TPO Board:
Adoption of FDOT statewide revised three
PM-2, PM-3 targets for the TPO Planning Area

PM2: Bridge and Pavement



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

The second Federal Highway Administration (FHWA) performance management rule establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report targets.*

PAVEMENT PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

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

POOR CONDITION

Suggests major investment is needed.

TIMELINE

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

BY OCTOBER 1, 2024

Mid Performance Period Report due: Includes 2023 performance and progress towards achieving 2023 targets. FDOT may adjust the 2025 targets.

BY MARCH 30, 2025

MPOs may update 2025 targets if FDOT adjusts its 2025 targets.

● FDOT
■ MPOs

2024

2025

* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

NHS Bridges

Year	in Good Condition	in Poor Condition
2018	66.8%	1.2%
2019	65.5%	0.5%
2020	63.7%	0.7%
2021 (Baseline)	61.5%	0.9%
2022	58.2%	0.6%

Interstate Pavements

Year	in Good Condition	in Poor Condition
2018	53.7%	0.6%
2019	68.5%	0.2%
2020	68.8%	0.6%
2021 (Baseline)	70.5%	0.3%
2022	73.4%	0.2%

Non-Interstate NHS Pavements

Year	in Good Condition	in Poor Condition
2018	40.1%	0.4%
2019	41.0%	0.2%
2020	N/A	N/A
2021 (Baseline)	47.5%	0.6%
2022	48.8%	0.6%

Source: FDOT and FHWA.

STATEWIDE TARGETS

FDOT established 2023 and 2025 targets for NHS bridge and pavement on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

Performance Measure	2023 Target	2025 Target
Bridge		
% of NHS bridges (by deck area) in GOOD condition	50.0%	50.0%
% of NHS bridges (by deck area) in POOR condition	10.0%	10.0%
Pavement		
% of Interstate pavements in GOOD condition	60.0%	60.0%
% of Interstate pavements in POOR condition	5.0%	5.0%
% of non-Interstate NHS pavements in GOOD condition	40.0%	40.0%
% of non-Interstate NHS pavements in POOR condition	5.0%	5.0%

MPO TARGETS

MPOs set their 2025 targets in June 2023 (180 days after FDOT set the statewide targets). MPOs may update their 2025 targets if FDOT adjusts its 2025 targets.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

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

FHWA determined that FDOT made significant progress toward its 2021 PM2 targets; FHWA's assessment toward the 2023 targets is anticipated to be provided in 2024.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting federal minimum condition standards for NHS bridges and Interstate pavements. If it is not, FDOT must obligate a specified percentage of available funds for maintenance of these facilities.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator
 Florida Department of Transportation | Regina.Colson@dot.state.fl.us | (850) 414-5271

PM3: System Performance



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

The third Federal Highway Administration (FHWA) performance management rule establishes measures to assess the reliability of passenger and truck freight travel on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their targets.*

PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80 th percentile) to a normal travel time (50 th percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	Compares longer travel times (80 th percentile) to a normal travel time (50 th percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95 th percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

The PM3 rule also defines measures for assessing the CMAQ Program that apply only to states and MPOs that are in a designated air quality non attainment areas or maintenance areas. Florida does not have any applicable areas, therefore the CMAQ measures are not addressed in this fact sheet.

TIMELINE

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

BY OCTOBER 1, 2024

Mid Performance Period Report due: Includes 2023 performance and progress towards achieving 2023 targets. FDOT may adjust the 2025 targets.

BY MARCH 30, 2025

MPOs may update 2025 targets if FDOT adjusts its 2025 targets.



2024

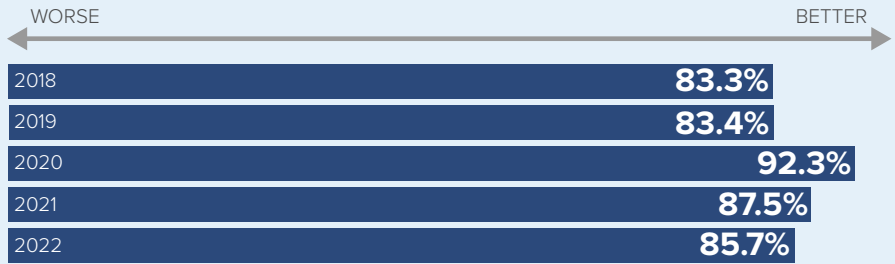
2025

* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



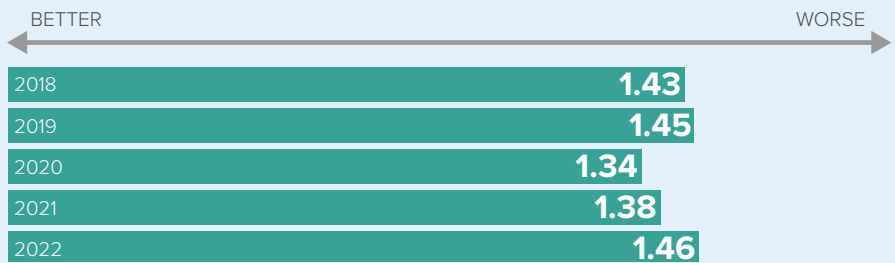
NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

STATEWIDE TARGETS

FDOT established the following 2023 and 2025 targets on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

PERFORMANCE MEASURE	2023 TARGET	2025 TARGET
INTERSTATE RELIABILITY	75.0%	70.0%
NON-INTERSTATE NHS RELIABILITY	50.0%	50.0%
TRUCK RELIABILITY	1.75	2.00

MPO TARGETS

MPOs set their 2025 targets in June 2023 (180 days after FDOT set the statewide targets). MPOs may update their 2025 targets if FDOT adjusts its 2025 targets.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

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

FHWA's determination of significant progress toward the 2023 interstate reliability and truck reliability targets is anticipated to be provided in 2024. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight congestion analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

Florida Department of Transportation | Regina.Colson@dot.state.fl.us | (850) 414-5271



TO: Board Members

FROM: Rob Balmes, Director

RE: Florida Department of Transportation (FDOT) Fiscal Years (FY) 2026 to 2030 Tentative Work Program

Summary

Kathy Alexander-Corbin, Program Management Administrator of Florida Department of Transportation (FDOT), will deliver a presentation on the Tentative Five-Year Work Program for fiscal years (FY) 2026 through 2030 in Marion County. The FDOT District 5 Tentative Work Program Public Hearing took place from December 2 to December 6, including a Public Hearing Open House meeting held both virtually and at the District Headquarters in DeLand on December 4, 2024.

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://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/fdot-d5-work-program-reports/publichearing_marion-county_summary3c04d692-edff-4b42-81af-c2c1021a6de6.pdf?sfvrsn=f67619a2_2

Attachment(s)

- FDOT Presentation
- FDOT Tentative Five-Year Work Program, Fiscal Years 2026 to 2030

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



DISTRICT FIVE Work Program Public Hearing

FY 25/26 to FY 29/30

January 28, 2025
TPO Board Meeting



Tentative Work Program (TWP)

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

D5's Tentative Five-Year Work Program Public Hearing:
Virtual/Online (Dec. 2nd - 6th)



Review and Adoption:
Executive and FTC Reviews (Feb./Mar.)
TWP to Governor and Legislature (Mar.)
Budget Approved (May/June)
Work Program Adopted (July 1st)

December

January

February - July

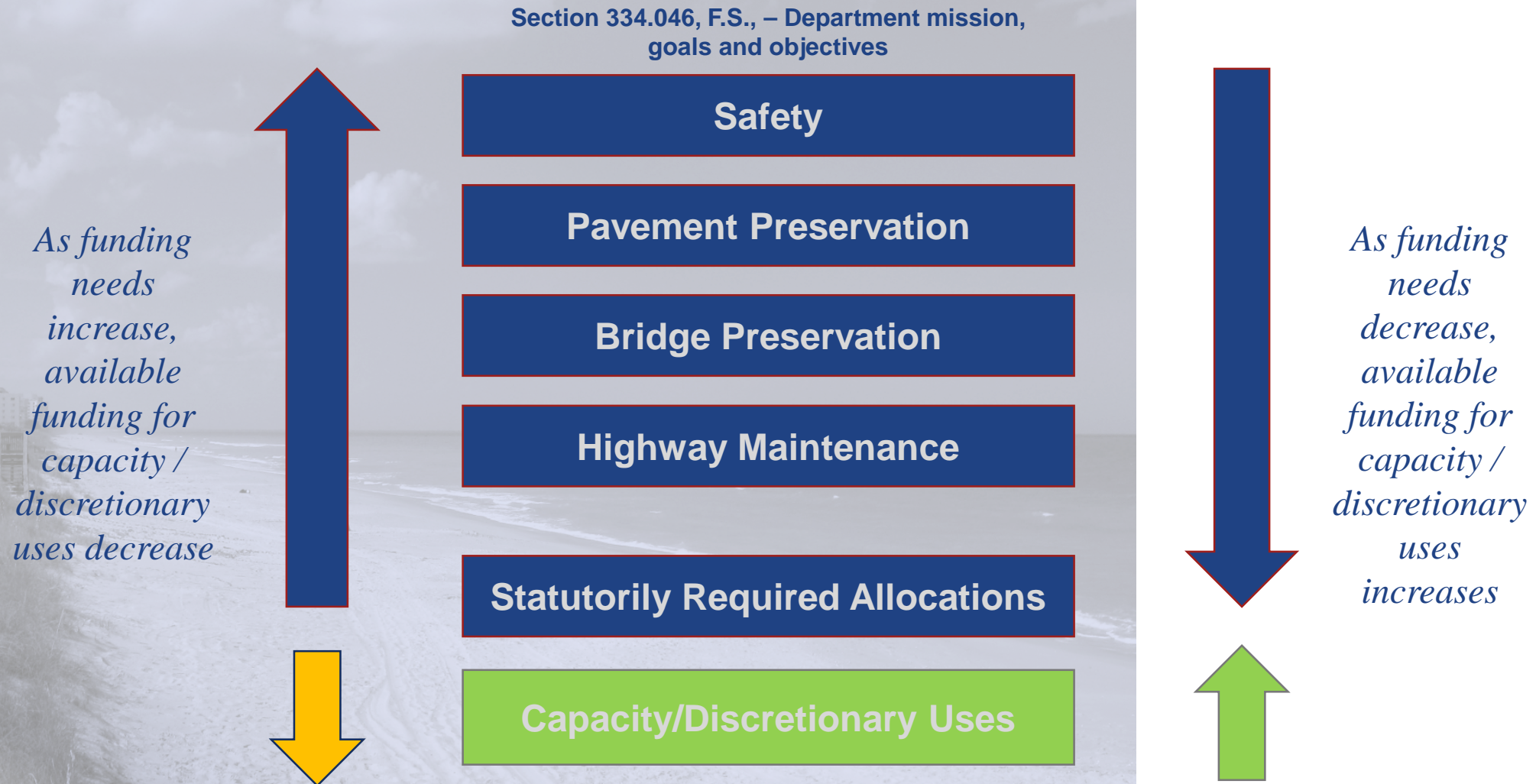


Districts submit TWP to Central Office
(Jan. 15th)



Funding Priorities

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030



Influencing Factors of D5's TWP:

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030



Allocations & Revenues



State funds decreased due to reductions in revenue projections



Statutory formula (population and motor fuel tax projections);
Rental car surcharge projections



Decisions, Policies & Statutes



Resurfacing Program allocations adjustments;
funding reallocated to other statewide critical needs/programs



Economic Variables

D5 Construction Material Trends:



Earthwork +131.6%



Traffic Signals +26%



Asphalt +5%

Avg. # of
Bids 3.5

District 5 Fiscal Year End 23 vs. 24 Cost Group Comparison

County Breakdown

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

County	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	TOTAL
Marion	\$117,329,862	\$74,209,747	\$97,552,883	\$15,005,771	\$248,729,635	\$552,827,898

Project Type Breakdown

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

Project Type	Five-Year Estimated
Capacity	\$302,641,943
Preservation	\$113,602,606
Multi-modal	\$43,056,601
Road/Intersection	\$46,829,427
Operations	\$8,618,679
Bike/Ped	\$15,061,725
Misc.	\$23,016,917

Project Highlights

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

- Newly funded project phases
- Projects of interest
- Deferred and deleted projects
- Grant awards



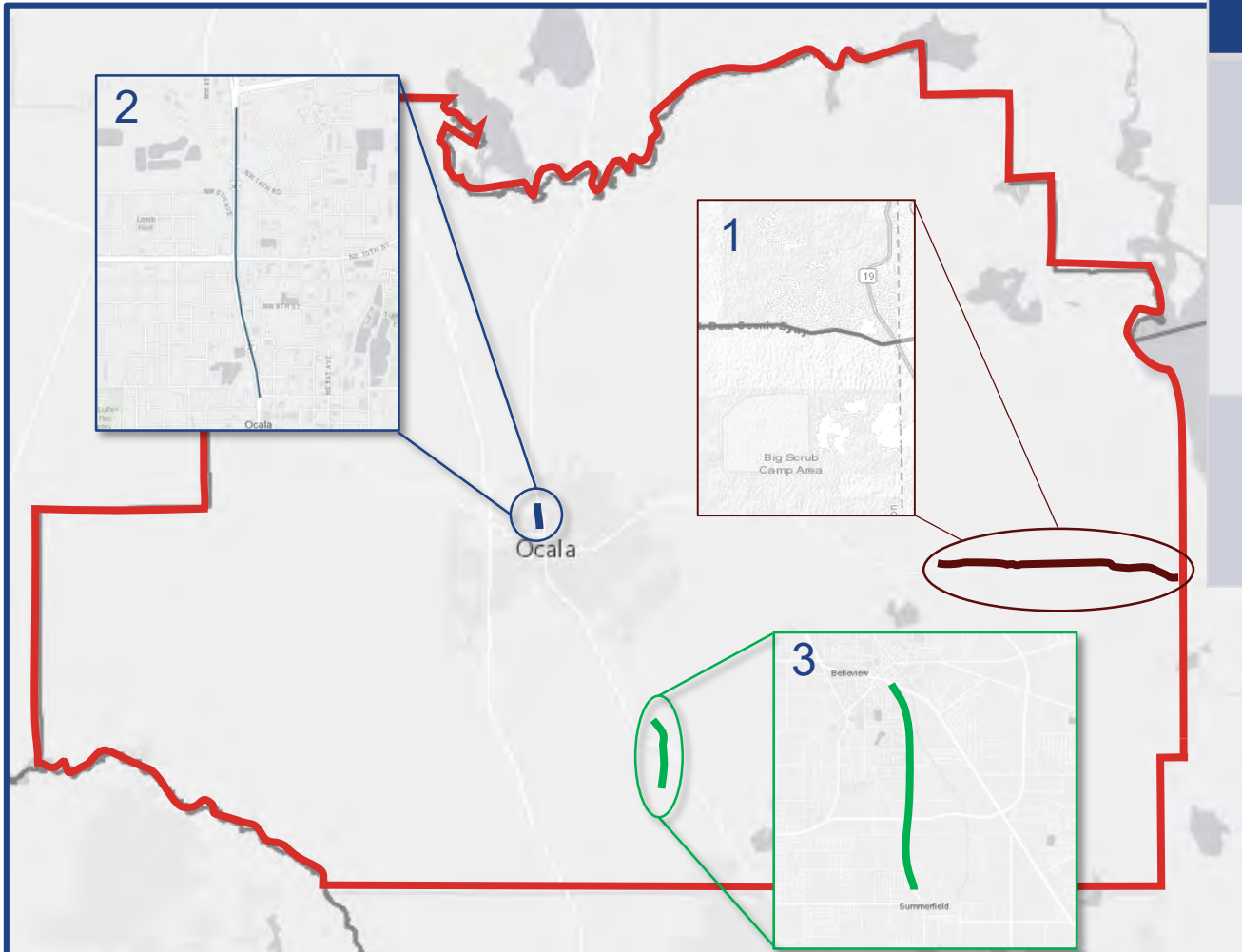
If a previously programmed project is NOT mentioned, there have been no changes.

Additions

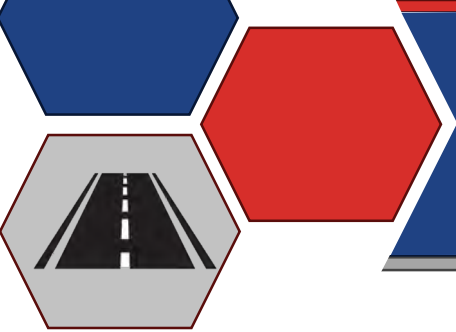
TENTATIVE
FIVE-YEAR WORK PROGRAM
 FISCAL YEAR 2026 TO FISCAL YEAR 2030



#	Lane Miles	Project	Design Total \$ Construction Total \$
1	26.00	450948-2: SR 40 from SE 196 Terrace Drive to Lake County Line	Construction (FY 28) \$9,147,325
2	4.47	454214-1: S.R. 200 (US 441/301/27), from NW 2 nd Street to CRE 200-A (NW 20 th Street)	Design (FY 26) \$1,097,500 Construction (FY 28) \$6,542,824
3	12.48	454215-1: S.R. 35 (US 301), from SE 142 nd Place to S.R. 500 (U.S. 27/441)	Design (FY 26) \$1,096,500 Construction (FY 28) \$14,155,800



RESURFACING



Additions

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

FM# 410674-2

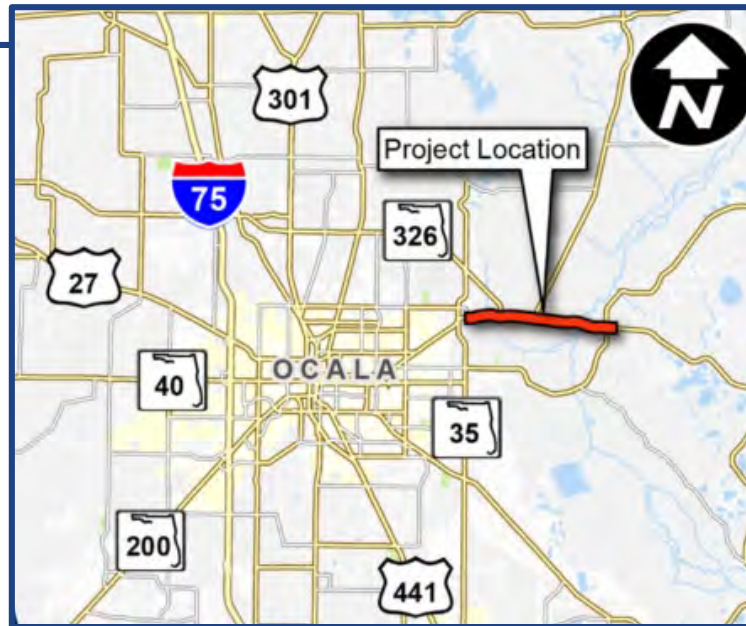
S.R. 40, from end of 4-lanes to east of C.R. 314

- Add lanes & reconstruct
- Construction added to FY 29/30
- \$129,751,356

FM# 238651-1

S.R. 200, from Citrus County Line to C.R. 484

- Add lanes & reconstruct
- Design added to FY 26/27
- \$5,000,000



CAPACITY

Additions

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

FM# 454939-1

C.R. 475-A Lane Departure

- Paved Shoulders
- Design added to FY 25/26 and Construction added to FY 27/28
- \$1,913,000

FM# 454940-1

SE 100th Avenue

- Paved Shoulders
- Design added to FY 25/26 and Construction added to FY 27/28
- \$1,257,000



FM# 450952-2

S.R. 40, from U.S. 441 to 25th Avenue

- Intersection Improvement / Enhancements
- Construction added to FY 25/26
- \$609,974

FM# 452074-1

Interstate 75, from S.R. 200 to S.R. 326

- Add Auxiliary Lane(s)
- Right of Way adjusted from FY 24/25 to multi-year programming FYs 26 to 30
- \$10,030,000

ROADWAY / INTERSECTION

Additions

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

AVIATION

FM# 455963-1

Marion-Ocala International Airport Fuel Farm

- Aviation Revenue/Operational
- Capital funds added to FYs 25/26 and 26/27
- \$1,375,000

FM# 455964-1

Marion-Ocala International Airport Runway

- Aviation Preservation Project
- Capital funds added to FYs 27/28 and 28/29
- \$1,600,000

PED/BIKE

FM# 453543-1

Belleview to Greenway Trail

- Bike Path/Trail
- Design added to FY 25/26 and Construction added to FY 27/28
- \$1,133,700



Deferred Projects:

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

FM# 438477-1:

Marion-Ocala Int'l Taxiway improvements

- Aviation Preservation Project
- Capital Grant deferred from FY25/26 to FY26/27 based on coordination with the aviation authority.

FM# 448575-1:

Marion-Ocala Int'l Airport Rescue and Firefighting Facility (ARFF) Building

- Aviation Safety Project
- Capital Grant deferred from FY26/27 to FY29/30 based on coordination with the aviation authority.

FM# 238648-1:

SR 45 (US 41), from SW 110th St. to north of SR 40

- Add lanes & reconstruct
- Construction and Construction Support deferred from FY28/29 to FY29/30 based on Work Program Balancing.

FM# 451440-1:

Interstate 75, from SR 40 interchange to SR 318 interchange

- Landscaping
- Construction and Construction Support deferred from FY27/28 to FY28/29 due to reprioritization of projects.

FM# 451440-2:

Interstate 75, from SR 200 to south of flyover

- Landscaping
- Construction and Construction Support deferred from FY27/28 to FY28/29 due to reprioritization of projects.

FM# 451440-3:

Interstate 75 at SR 484

- Landscaping
- Construction and Construction Support deferred from FY27/28 to FY28/29 due to reprioritization of projects.

Deferred / Deleted Projects:

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

Deferred Projects

FM# 450665-1:

SR 40, from SW 80th Avenue to SW 52nd Avenue

- Pavement Only Resurface (Flex)
- Construction and Construction Support deferred from FY25/26 to FY27/28 due to a reduction in resurfacing lane mile allocations based on current pavement conditions.

FM# 452634-1:

SR 464, from SR 200 to SR 25/SR 500

- Pavement Only Resurface (Flex)
- Construction and Construction Support deferred from FY26/27 to FY28/29 due to a reduction in resurfacing lane mile allocations based on current pavement conditions.

FM# 452694-1:

SR 35 (US 301), from Sumter County Line to CR 42

- Pavement Only Resurface (Flex)
- Construction and Construction Support deferred from FY26/27 to FY27/28 due to a reduction in resurfacing lane mile allocations based on current pavement conditions.

Deleted Projects

FM# 449261-1:

SR 60th Ave., from SW 54th St. to SECO Energy driveway

- Intersection improvements
- Construction and Construction Support deleted from FY27/28 based on local agency coordination.

FM# 452186-2:

US 301 (US 27/US 441) Phase II

- EV Charging
- Operations grant deleted from FY25/26 due to reprioritization of projects.

GRANT AWARDS

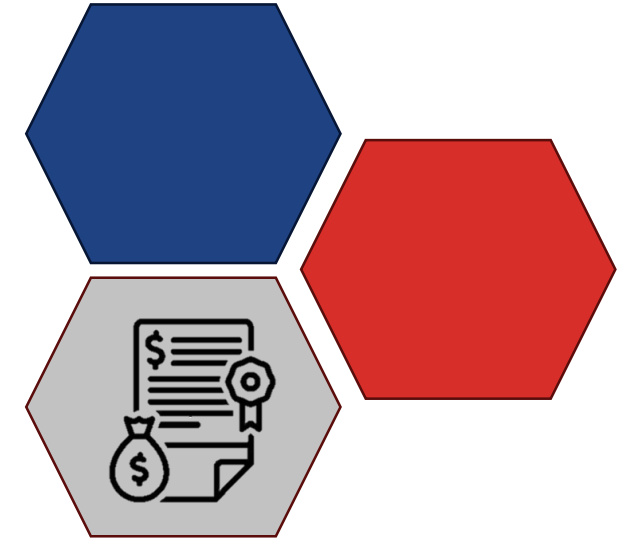
TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

2023

- Safe Streets for All (SS4A)
 - City of Ocala
 - \$104,000

2024 Awarded

- Safe Streets for All (SS4A)
 - Marion County
 - Implementation – Maricamp Road
 - \$19,020,640



FDOT Assistance

- FDOT Letter of Consistency
- Contact: Alice Giuliani, D5 PLEMO;
[Email: Alice.Giuliani@dot.state.fl.us](mailto:Alice.Giuliani@dot.state.fl.us)

Thank you!

TENTATIVE
FIVE-YEAR WORK PROGRAM
FISCAL YEAR 2026 TO FISCAL YEAR 2030

Jon Scarfe, MSM, FCCM
MPO Liaison Administrator

Contact:

Phone: (386) 943-5791

Email: Jonathan.scarfe@dot.state.fl.us

Alternate Email: D5-WPPH@dot.state.fl.us

Website: www.fdot.gov/wpph/district5



DISTRICT 5



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2026 TO FISCAL YEAR 2030



MARION COUNTY SUMMARY REPORT

AS OF **11/20/2024 5:09 PM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5
PROJECTS FUNDED JULY 1, 2025 TO JUNE 30, 2030
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT5

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Fixed Capital Outlay

451648-1 - OCALA - DEMO OF OLD BUILDINGS (SOUTH PART OF YARD)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State			\$37,500		
Total for Project 451648-1				\$37,500		

453921-1 - OCALA OPERATIONS - BUILDING CONSTRUCTION - EQUIPMENT STORAGE BUILDING

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State		\$12,500			
Total for Project 453921-1			\$12,500			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

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	2026	2027	2028	2029	2030
Construction	Federal					\$24,152,611
	State					\$88,206,373
Total for Project 238648-1						\$112,358,984

238651-1 - SR 200 FROM CITRUS CO LINE TO CR 484

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2026	2027	2028	2029	2030
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	2026	2027	2028	2029	2030
Construction	Federal					\$36,718,373
	State					\$93,032,983
Total for Project 410674-2						\$129,751,356

410674-3 - SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2026	2027	2028	2029	2030
Right of Way	State	\$14,733,000	\$13,435,148	\$4,725,000	\$1,320,245	
Total for Project 410674-3						\$14,733,000

433660-1 - US 441 @ SR 464

Type of Work: TRAFFIC OPS IMPROVEMENT

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal	\$3,260,594				
	State	\$1,256,280	\$21,240			
Total for Project 433660-1						\$4,516,874

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July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Highways

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	2026	2027	2028	2029	2030
Design Build	Federal		\$212,400			
Right of Way	Federal	\$3,409,280	\$2,000,000	\$4,000,000	\$841,840	
	State	\$8,310,720	\$2,278,385	\$200,000	\$65,585	
Total for Project 435209-1		\$11,720,000	\$4,490,785	\$4,200,000	\$907,425	

435484-2 - PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal	\$2,158,000				
	Local	\$929,458				
Total for Project 435484-2		\$3,087,458				

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	2026	2027	2028	2029	2030
Construction	Federal		\$5,240,567			
Total for Project 439238-2			\$5,240,567			

443624-3 - I-75 (SR 93) AT SR 326

Type of Work: INTERCHANGE JUSTIFICA/MODIFICA

Phase	Funding Source	2026	2027	2028	2029	2030
Preliminary Engineering	Federal			\$12,300,000		
	State			\$246,000		
Total for Project 443624-3				\$12,546,000		

447861-1 - I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State	\$532,902				
Total for Project 447861-1		\$532,902				

449443-1 - NE 8TH AVE FROM SR 40 TO SR 492

Type of Work: ROUNDABOUT

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal		\$4,452,800			
	Local		\$769,669			
Total for Project 449443-1			\$5,222,469			

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July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Highways

450637-1 - SR 500 (US 27/441) FROM NORTH OF SE 178TH PLACE TO S OF SE 62ND AVE

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State	\$20,007,423				
Total for Project 450637-1		\$20,007,423				

450665-1 - SR 40 FROM SW 80TH AVE TO SW 52ND AVE

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State			\$11,170,365		
Total for Project 450665-1				\$11,170,365		

450948-1 - SR 40 FROM NE 64TH AVENUE TO W OF SE 196 TERRACE ROAD

Type of Work: RESURFACING

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal	\$11,669,411				
	State	\$10,300				
Total for Project 450948-1		\$11,679,711				

450948-2 - SR 40 FROM SE 196 TER DR TO LAKE COUNTY LINE

Type of Work: RESURFACING

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal			\$8,343,816		
	State			\$803,509		
Total for Project 450948-2				\$9,147,325		

450951-1 - SR 40 FROM 25TH AVE TO NE 64TH AVE

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State	\$9,300,294				
Total for Project 450951-1		\$9,300,294				

450952-1 - SR 40 FROM US 441 TO 25TH AVE

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State	\$5,497,509				
Total for Project 450952-1		\$5,497,509				

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July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Highways

450952-2 - SR 40 FROM US 441 TO 25TH AVE INTERSECTION ENHANCEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Local	\$604,974				
Total for Project 450952-2		\$604,974				

451060-1 - CR 42 AT CR 25 INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal	\$385,850				
	Local	\$509,829				
Total for Project 451060-1		\$895,679				

451251-1 - SR 40 (WEST SILVER SPRINGS BLVD) AT SW 27TH AVE

Type of Work: SAFETY PROJECT

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal		\$1,814,846			
	State		\$7,646			
Total for Project 451251-1			\$1,822,492			

451253-1 - SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE

Type of Work: SAFETY PROJECT

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal	\$620,329				
	State	\$6,386				
Total for Project 451253-1		\$626,715				

451440-1 - SR 93 / I 75 FROM SR 40 INTERCHANGE TO SR 318 INTERCHANGE

Type of Work: LANDSCAPING

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State				\$512,117	
Total for Project 451440-1					\$512,117	

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	2026	2027	2028	2029	2030
Construction	State				\$630,241	
Total for Project 451440-2					\$630,241	

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July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Highways

451440-3 - SR 93/I-75 @ SR 484 INTERCHANGE LANDSCAPING

Type of Work: LANDSCAPING

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State				\$513,795	
Total for Project 451440-3					\$513,795	

452072-1 - I-75 AT SR 326 INTERCHANGE IMPROVEMENTS

Type of Work: INTERCHANGE IMPROVEMENT

Phase	Funding Source	2026	2027	2028	2029	2030
Design Build	State	\$517,545	\$415,067	\$122,388		
Total for Project 452072-1		\$517,545	\$415,067	\$122,388		

452074-1 - I-75 IMPROVEMENTS FROM SR 200 TO SR 326

Type of Work: ADD AUXILIARY LANE(S)

Phase	Funding Source	2026	2027	2028	2029	2030
Design Build	State	\$4,741,380	\$3,802,547	\$1,121,232		
Preliminary Engineering	State	\$583,201	\$400,881	\$206,857		
Right of Way	State	\$2,810,000	\$2,510,000	\$2,310,000	\$1,250,000	\$1,150,000
Total for Project 452074-1		\$8,134,581	\$6,713,428	\$3,638,089	\$1,250,000	\$1,150,000

452634-1 - SR 464 FROM SR 200 TO SR25/500

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State				\$3,592,117	
Preliminary Engineering	State			\$120,000	\$25,000	
Total for Project 452634-1				\$120,000	\$3,617,117	

452635-1 - SR 200 FROM SW 10TH ST TO NW 4TH ST

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State		\$979,612			
Total for Project 452635-1			\$979,612			

452636-1 - SR 40 FROM US 41 TO SOUTH OF SW 119 AVE

Type of Work: RESURFACING

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal		\$13,461,653			
	State		\$77,567			
Total for Project 452636-1			\$13,539,220			

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July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Highways

452694-1 - SR 35 (US 301) FROM SUMTER COUNTY LINE TO CR 42

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State			\$5,280,159		
Preliminary Engineering	State	\$371,250				
Total for Project 452694-1		\$371,250		\$5,280,159		

453543-1 - BELLEVIEW TO GREENWAY TRAIL

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal			\$868,700		
Preliminary Engineering	Federal	\$265,000				
Total for Project 453543-1		\$265,000		\$868,700		

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	2026	2027	2028	2029	2030
Construction	Federal			\$6,533,345		
	State			\$9,476		
Preliminary Engineering	Federal	\$1,080,000				
	State	\$17,500				
Total for Project 454214-1		\$1,097,500		\$6,542,821		

454215-1 - SR 35/US 301 FROM SE 142 PL TO SR 500 (US 27/441)

Type of Work: RESURFACING

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal			\$14,132,427		
	State			\$23,373		
Preliminary Engineering	Federal	\$1,075,000				
	State	\$21,500				
Total for Project 454215-1		\$1,096,500		\$14,155,800		

454939-1 - CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal			\$1,563,000		
Preliminary Engineering	Federal	\$350,000				
Total for Project 454939-1		\$350,000		\$1,563,000		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Highways

454940-1 - SE 100TH AVENUE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	Federal			\$997,000		
Preliminary Engineering	Federal	\$260,000				
Total for Project 454940-1		\$260,000		\$997,000		

455943-1 - MARION SB PARKING LOT RESURFACING

Type of Work: REST AREA

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State			\$288,700		
Total for Project 455943-1				\$288,700		

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July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Maintenance

413615-3 - LIGHTING AGREEMENTS

Type of Work: LIGHTING

Phase	Funding Source	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	State	\$592,906	\$487,617			
Total for Project 413615-3		\$592,906	\$487,617			

418107-1 - MARION PRIMARY IN-HOUSE

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	State	\$2,005,000	\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000
Total for Project 418107-1		\$2,005,000	\$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	2026	2027	2028	2029	2030
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	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	State	\$2,570,737	\$2,371,820	\$971,820		
Total for Project 446910-1		\$2,570,737	\$2,371,820	\$971,820		

453959-1 - OCALA OPERATIONS - DESIGN INSTALL NEW FDOT ENTRANCE SIGN

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	State				\$9,572	
Total for Project 453959-1					\$9,572	

455106-1 - MARION COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	State			\$494,000	\$509,000	
Total for Project 455106-1				\$494,000	\$509,000	

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Maintenance

455106-2 - CITY OF OCALA TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	State			\$504,000	\$519,000	
Total for Project 455106-2				\$504,000	\$519,000	

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Miscellaneous

413019-4 - MARION TRAFFIC ENGINEERING CONTRACTS

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2026	2027	2028	2029	2030
Operations	State	\$1,037,115	\$1,017,450			
Total for Project 413019-4		\$1,037,115	\$1,017,450			

422772-2 - CROSS FLORIDA GREENWAY BASELINE RD. TO SANTOS PAVED TRAIL

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2026	2027	2028	2029	2030
Construction	State	\$5,600,000				
Total for Project 422772-2		\$5,600,000				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Modal Development: Aviation

438417-1 - MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2026	2027	2028	2029	2030
Capital	Local	\$87,500				
	State	\$350,000				
Total for Project 438417-1		\$437,500				

438477-1 - MARION-OCALA INTL TAXIWAY IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2026	2027	2028	2029	2030
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	2026	2027	2028	2029	2030
Capital	Local					\$200,000
	State					\$800,000
Total for Project 448575-1						\$1,000,000

449774-1 - MARION COUNTY AIRPORT HANGAR

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2026	2027	2028	2029	2030
Capital	Local	\$130,000	\$250,000			
	State	\$520,000	\$1,000,000			
Total for Project 449774-1		\$650,000	\$1,250,000			

454045-1 - MARION COUNTY AIRPORT EQUIPMENT

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2026	2027	2028	2029	2030
Capital	Local			\$80,000		
	State			\$320,000		
Total for Project 454045-1				\$400,000		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Modal Development: Aviation

455963-1 - MARION-OCALA INTL FUEL FARM

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2026	2027	2028	2029	2030
Capital	Local	\$150,000	\$125,000			
	State	\$600,000	\$500,000			
Total for Project 455963-1		\$750,000	\$625,000			

455964-1 - MARION-OCALA INTL RUNWAY

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2026	2027	2028	2029	2030
Capital	Local			\$160,000	\$160,000	
	State			\$640,000	\$640,000	
Total for Project 455964-1				\$800,000	\$800,000	

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

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	2026	2027	2028	2029	2030
Capital	Federal	\$3,347,648	\$3,515,030	\$3,690,782		
	Local	\$836,912	\$878,758	\$922,695		
Total for Project 427188-2		\$4,184,560	\$4,393,788	\$4,613,477		

442455-1 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2026	2027	2028	2029	2030
Operations	Local	\$796,934	\$817,474			
	State	\$796,934	\$817,474			
Total for Project 442455-1		\$1,593,868	\$1,634,948			

442455-2 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2026	2027	2028	2029	2030
Operations	Local			\$841,998	\$867,258	\$893,276
	State			\$841,998	\$867,258	\$893,276
Total for Project 442455-2				\$1,683,996	\$1,734,516	\$1,786,552

442460-1 - MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2026	2027	2028	2029	2030
Operations	Federal	\$965,259	\$993,939			
	Local	\$965,259	\$993,939			
Total for Project 442460-1		\$1,930,518	\$1,987,878			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 20, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Transportation Planning

439331-5 - OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2026	2027	2028	2029	2030
Planning	Federal	\$682,743				
Total for Project 439331-5		\$682,743				

439331-6 - OCALA/MARION URBAN AREA FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2026	2027	2028	2029	2030
Planning	Federal		\$682,743	\$682,743		
Total for Project 439331-6			\$682,743	\$682,743		

439331-7 - OCALA/MARION URBAN AREA FY 2028/2029-2029/2030 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2026	2027	2028	2029	2030
Planning	Federal				\$682,743	\$682,743
Total for Project 439331-7					\$682,743	\$682,743



TO: Board Members

FROM: Rob Balmes, Director

**RE: 2050 Long Range Transportation Plan (LRTP)
Vision, Goals and Objectives and Revenue Forecast**

Summary

A presentation will be provided by LRTP Project Manager William Roll of Kimley-Horn and Associates, on the draft Navigating the Future 2050 Long Range Transportation Plan (LRTP) vision, goals and objectives, and current federal and state revenue forecast.

TPO staff are seeking feedback and guidance on the vision, goals and objectives, and federal and state revenue forecast. Further information and background on the LRTP project may also be found on the TPO website:

<https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>.

Attachment(s)

- 2050 LRTP Presentation

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

NAVIGATING THE FUTURE

2050

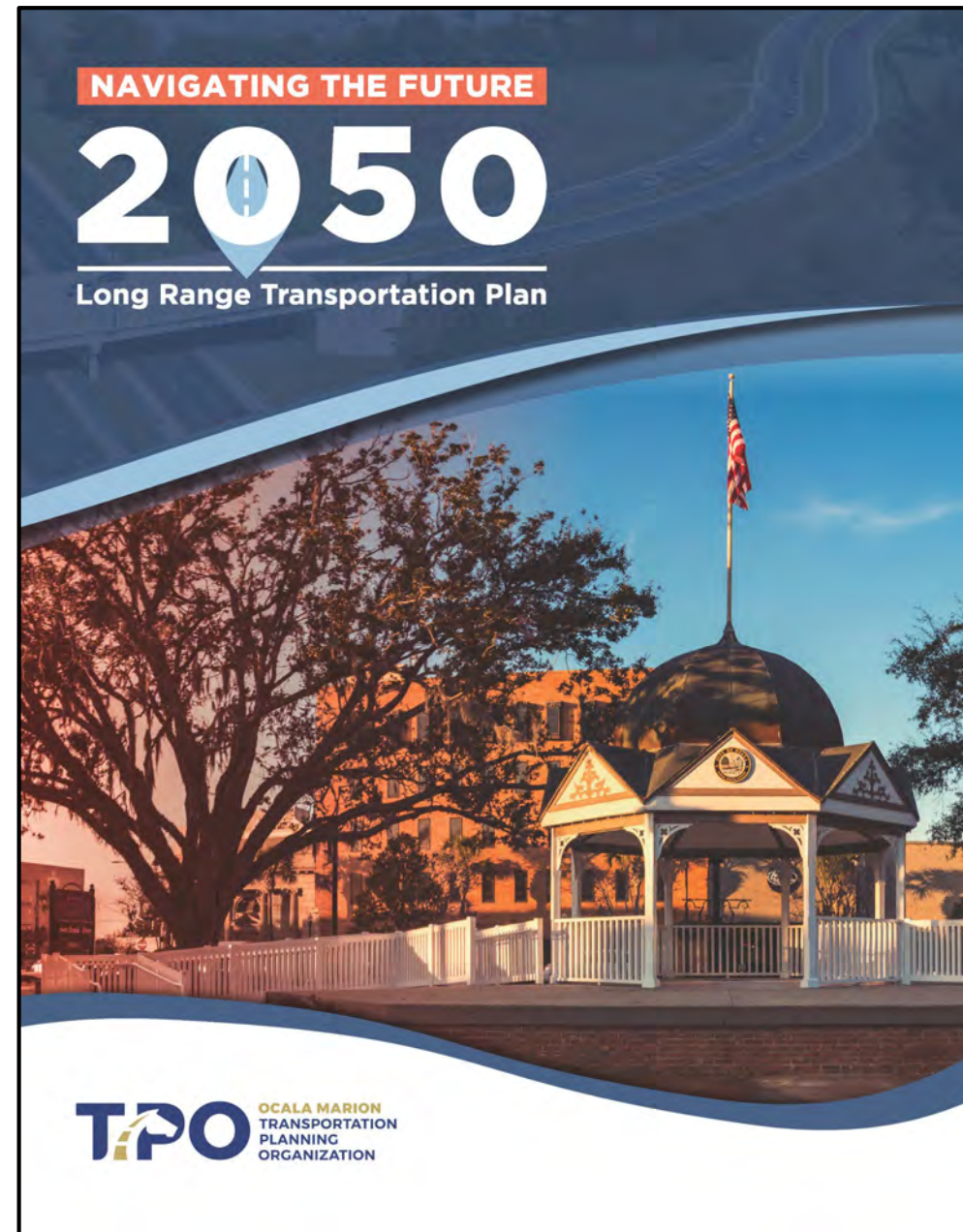
Long Range Transportation Plan

**TPO Board Meeting
January 28, 2025**



Introduction

- Policy and LRTP Goals
- Revenue Forecast Introduction
- Socioeconomic (SE) Forecast



L RTP Goals & Objectives

Development Process

- Federal & State Requirements
- 2045 L RTP Goals & Objectives
- Local Comprehensive Plans
- Local Input and Guidance

LRTP Goals & Objectives

Federal & State Requirements

- Florida Transportation Plan (FTP)
- Florida Strategic Intermodal System (SIS) Policy Plan
- Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA)



IIJA (Federal) Planning Factors

- Economic Vitality
- Safety
- Security
- Accessibility & Mobility
- Environment
- Efficient System Management
- Preservation
- Integration & Connectivity
- Resiliency & Reliability
- Travel & Tourism

FDOT FTP Goals

- Safety & Security
- Resiliency
- Connected, Efficient, and Reliable
- Transportation Choices
- Strengthens Florida's Economy
- Enhance Florida's Communities
- Environment



Vision & Goals

Ocala-Marion 2050 LRTP Vision

Develop a *safe, accessible, and efficient multimodal* transportation system to best serve the *community and environment*

Prioritizing Safety and Security for all users	Promote Accessible Multimodal Travel Choices
Promoting System Preservation and Resiliency to adapt to future changes	Supporting local and regional Economic Development by connecting communities and businesses
Addressing Community Needs	Safeguarding the environment with a focus on Environmental Protection
Facilitating Quality Places and high Quality of Life	Emphasizing Implementation to turn plans into outcomes

Goal 1: Safety & Security

Objectives

- Eliminate **fatal and serious crashes** for all users
- Increase safety to and from **schools**
- Provide effective **evacuation routes**

Goal 2: Multimodal Travel

Objectives

- Increase frequent and **convenient transit** service
- Increase **bicycle and pedestrian travel**
- Increase **facility access** used the by transportation disadvantaged population
- Increase desired user-friendly **transportation options**
- Increase **multimodal connections** to major activity centers
(downtowns, employment, commercial, medical, parks)

Goal 3: System Preservation

Objectives

- Promote existing **transportation preservation**
- Prioritize transportation **rehabilitation projects**
- Prioritize transportation system **resiliency**
- Consider **operational and technological** strategies for improvements

Goal 4: Economic Development

Objectives

- Increase **access to developing areas**
- Increase access to **major employment areas**
- Increase efficiency of **freight movement**
- Plan for emerging **transportation technologies**
- Increase **reliability** and **management** strategies
- Increase transportation **system performance**

Goal 5: Community Needs

Objectives

- Increase citizen **engagement and integration**
- Increase community **transportation education**
- Increase **public participation** with future projects
- Increase organizational **outreach and collaboration**
- Consider **equity** in project planning

Goal 6: Environmental Protection

Objectives

- Reduce impacts to existing **natural resources**
- Reduce impacts to **residential areas**
- Increase access to **natural tourist destinations**

Goal 7: Quality Places and Quality of Life

Objectives

- Enhance **access to community features**
- Increase **connectivity** from residents to employment centers, commercial centers, and services

Goal 8: Implementation

Objectives:

- Identify projects that can be **funded** for implementation within a **5–10-year** time band
- Identify **planning studies** to prepare future projects for funding and implementation

Performance Evaluation

Performance Measures

- PM 1 – Safety
- PM 2 – System Preservation
- PM 3 – System Performance
- Need to be evaluated with each annual TIP update

Performance Indicators

- Guide the development and prioritization of LRTP projects
- Do not need to be evaluated annually

Revenue Forecast Introduction

- Required financial plan that **estimates funds** that can be available to support implementation of the LRTP
- Indicate funds that are **reasonably expected** to be made available to carry out the LRTP
- Demonstrate **fiscal constraint** and ensure the LRTP reflects realistic assumptions about future revenues
- Guidance for the development of the **LRTP Cost Feasible Plan**

Revenue Forecast Introduction

Federal and State Revenues

- Provided by FDOT in *2050 Revenue Forecast Handbook*
- Revenue estimates specific to Ocala Marion TPO
- Districtwide level revenue estimates
 - Estimated allocations for planning purposes developed through CFMPOA coordination



Draft Revenue Forecast : Current Snapshot Federal and State Sources

Revenue Source	Total Projected Revenues (2031-2050)
Other Roads (Non-SIS, Non-SHS) “Off-System”	\$30,310,000
Other Roads (Non-SIS, Non-SHS) Product Support***	\$6,670,000
State Highway System (Non-SIS) – Non-TMA**	\$107,800,000
SHS (non-SIS) Product Support***	\$23,720,000
Surface Transportation Block Grant – Any Area (SA)*	\$101,410,000
Surface Transportation Block Grant – Non-TMA (SN, SM, SL)*	\$144,060,000
Transportation Alternatives – Any Area (TALT)*	\$12,340,000
Transportation Alternatives – Non-TMA (TALN, TALM, TALL)*	\$21,350,000
Carbon Reduction Program – Non-TMA (CARN, CARM, CARL)*	\$18,430,000
TOTAL	\$466,090,000

*Estimated Ocala Marion TPO allocation of funding eligible anywhere in District Five

** 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.

Sources: Florida Department of Transportation 2050 Revenue Forecast Handbook and Central Florida MPO Alliance

2045 vs. 2050 (Select Comparisons)

Revenue Source	Total Projected Revenues (2026-2045)	Total Projected Revenues (2031-2050)	Change from 2045 LRTP to 2050 LRTP
Federal + State Funding for Roadway Capacity (Non-SIS)*	\$758,100,000	\$413,970,000	- 45.4%

**Excludes Transportation Alternatives and Carbon Reduction Program funds for comparison purposes.*

Revenue Forecast Introduction

Local Revenues

- Coordination with agencies to identify anticipated future revenue sources and assumptions
 - Fuel Taxes
 - Impact Fees
 - Infrastructure Sales Surtax

Revenue Forecast Introduction

Other Revenue Sources

- Transit (SunTran)
 - Based on Transit Development Plan (TDP) 10-Year Financial Plan – *Draft in Progress*
- Strategic Intermodal System (SIS)
 - Planned improvements to be incorporated by reference in LRTP
 - Moving Florida Forward (2021-25): **\$508.6M**
 - Estimated future expenditures (2031-2050): **\$168.92M (\$YOE)*** - I-75, SR 326, SR 40
 - 2045 LRTP SIS Total: \$1,322.5M (2026-2045)



**Based on SIS Second Five Year Plan FY 2028/2029 - FY 2032/2033 and SIS Cost Feasible Plan 2035-2050*

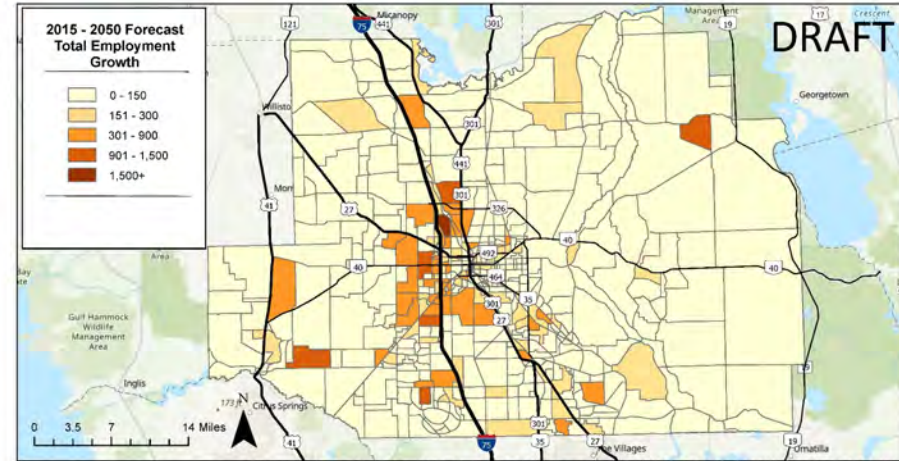
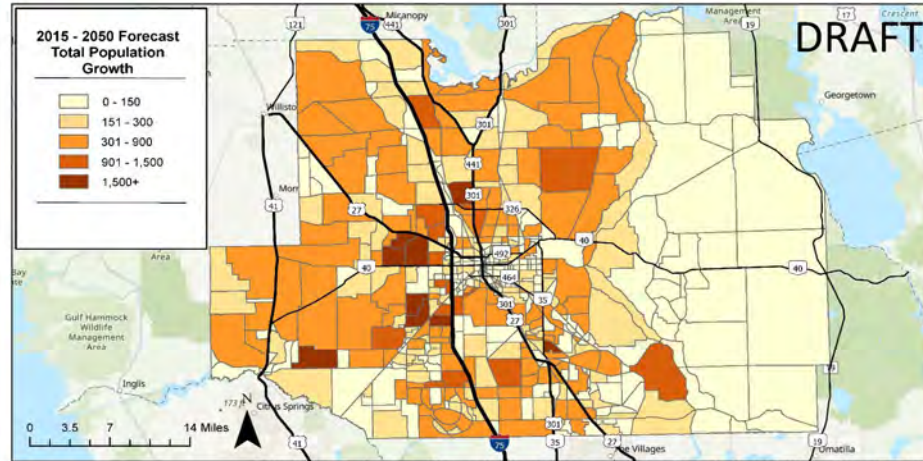
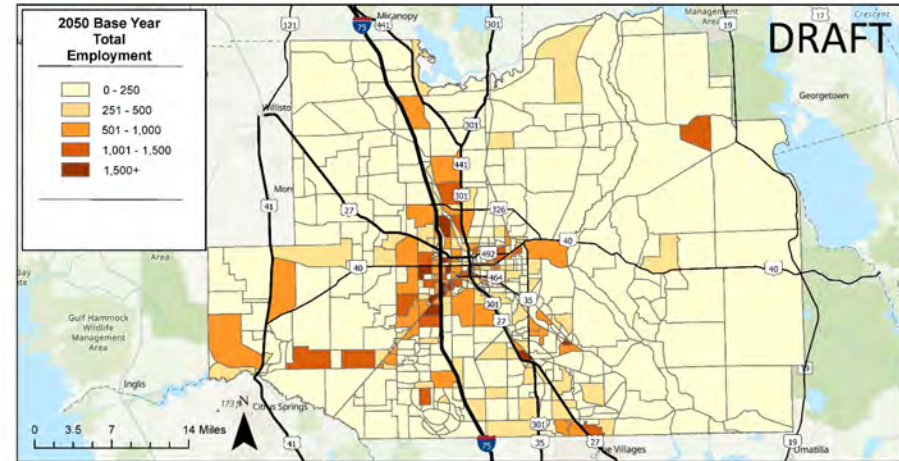
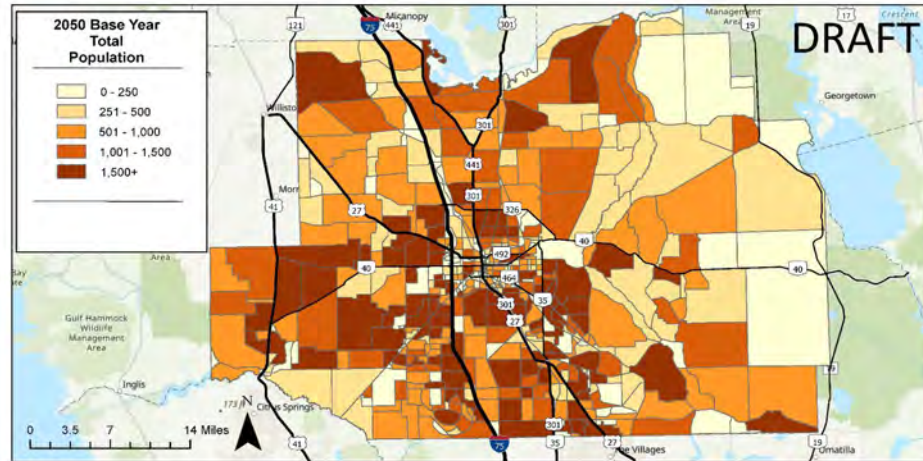
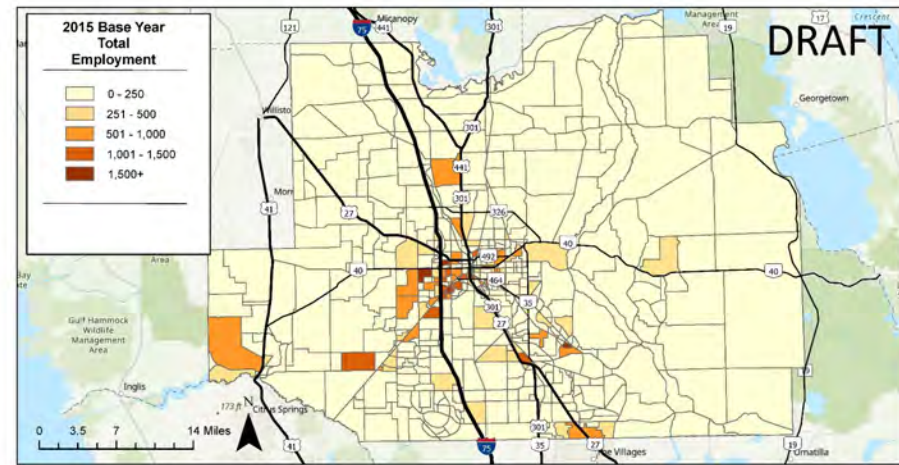
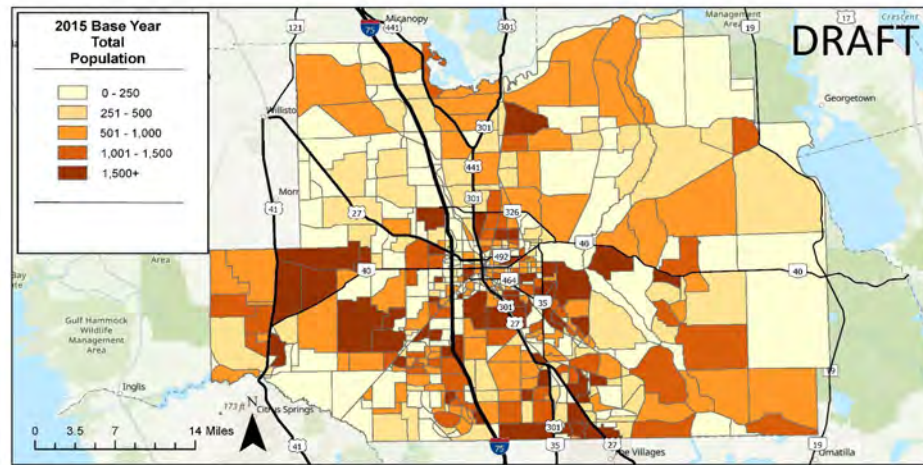
Socioeconomic (SE) Population Forecast

Ocala-Marion 2050 Population & Employment Control Totals

	2024	2050	2024 ▶ 2050	% Increase
Population	419,510*	588,400	168,890	40.26%
Employment	137,180	192,407	55,227	40.26%

**Source: 2024 BEBR Estimate*

2025 to 2050 Total Population & Employment Growth



Next Steps

- Finalize Trend Forecast
- Initiate Scenario Development
- Needs Plan Development

Project Schedule

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan



April 23, 2024

Public Kickoff Meeting



September 18, 2024

Community Open House Meeting 1



February 25, 2025

Community Open House Meeting 2



March 25, 2025

Needs Assessment Presentation



May 27, 2025

Project Priorities Presentation



September 2025

Draft Plan Public Review



November 13, 2025

Plan Adoption



TO: Board Members

FROM: Rob Balmes, Director

RE: 2025 Program and Project Activities

Summary

On an annual basis, the TPO provides committees and the board a summary of major program and project activities to be completed over the calendar year. These activities are undertaken to meet organization goals and state and federal requirements. Included with this memo is a summary document of the current planned activities. TPO staff will discuss the document further at the meeting, and how board members will be involved throughout the calendar year.

Some of the highlights of planned and proposed work for 2025 includes the following:

- Navigating the Future 2050 Long Range Transportation Plan (LRTP)
(January – November)
- Active Transportation Plan
(January – October)
- Annual List of Priority Projects (LOPP)
(February – June)
- Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program
(TIP)(February – June)
- Annual List of Priority Projects (LOPP) Policies and Procedures Update
(September – December)
- Freight Mobility, Congestion Management
(TBD)

Attachment(s)

- 2025 Program and Project Activities Summary

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

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

2025 Program and Project Activities

The following summary outlines major activities planned to be completed or initiated in calendar year 2025 to meet organizational goals and state and federal requirements. Each activity is accompanied by a specific milestone. The activities are listed in chronological order of TPO Board review. **Dates highlighted in RED require Committee and Board action to meet state and federal requirements.**

Safety (PM1), Pavement and Bridge (PM2) and System Performance (PM3) Targets, Federal Performance Reporting

Adoption of Safety PM1, PM2, PM3 targets to meet federal requirements for performance reporting

Timeframe: January

TPO Board: Approval January 28

Submission: Due February 28 to FDOT Central Office

Navigating the Future 2050 Long Range Transportation Plan (LRTP)

Process to develop and adopt the 2050 LRTP. Funded in UPWP.

Timeframe: April 23, 2024 to November 2025

Milestones: Project kick-off April 23, 2024

30-day draft Public Comment Period, September to October 2025

TPO Board: Presentation of Vision, Goals/Objectives and Revenues, January 28

Presentation of Draft Needs Assessment, March 25

Presentation of Project Priorities, May 27

Draft 2050 LRTP Public Hearing, September 23

Adoption of 2050 LRTP November 13

Florida Department of Transportation (FDOT)/TPO Joint Certification

Annual joint certification for the prior calendar year (January to December 2024)

Timeframe: January to March

Milestones: FDOT/TPO Certification Meeting in February/March

TPO Board: Presentation by FDOT for approval March 25

Submission: FDOT District 5 submits final Certification Package to Central Office

Commission for Transportation Disadvantaged Coordinator (CTC) Review and Certification

Annual process by TPO staff to perform the CTC review and certification of the Community Transportation Coordinator (CTC), Marion Transit

Timeframe: January to March

Milestones: Presentation to TDLCB for approval March 13

Submission: Due March 31 to Commission for Transportation Disadvantaged (CTD)

2025 Program and Project Activities

Annual List of Priority Projects (LOPP) and Regional Priorities

Annual development of the LOPP and Regional Priorities

Timeframe: February to June

Milestones: Draft May 27

Adoption June 20 or 23

TPO Board: Presentation of Draft LOPP and Regional Priorities, May 27

Presentation of LOPP and Regional Priorities for adoption June 23

Submission: Due July 1 to FDOT District 5

Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP)

Annual development of the TIP covering FY 2026 to FY 2030, including Federal Obligations Report

Timeframe: February to June

Milestones: Draft and 30-day public comment period (May 6)

Adoption June 20 or 23

TPO Board: Presentation of Draft TIP, May 27

Presentation of TIP for adoption June 23

Submission: Due July 1 to FDOT District 5

Fiscal Years (FY) 2024/2025 to 2025/2026 Unified Planning Work Program (UPWP), Carryforward and Revised Grant Agreement

Revision of UPWP and PL grant agreement

Timeframe: June

TPO Board: Approval June 23

Submission: Due July 1 to FDOT District 5

Transportation Disadvantaged Service Plan (TDSP) Updates

Annual and Five-Year Major updates to the TDSP in service to the Transportation Disadvantaged Local Coordinating Board (TDLCB)

Timeframe: April to September

Milestones: TDSP Updates

Presentation to TDLCB for approvals on June 12 and September 11

Submission: Due July 1 and October 1 to the Commission for Transportation Disadvantaged (CTD)

2025 Program and Project Activities

Active Transportation Plan

Development of the Active Transportation Plan (bicycle, pedestrian, trails, equestrian users). Funded in UPWP.

Timeframe: September 2024 to August 2025

Milestones: Update presentation March 25

Community Outreach Event June

30-day public comment of draft Plan July to August

TPO Board: Presentation of Plan for adoption August 26

TPO Website Project

Development of a new website. Funded in UPWP.

Timeframe: February to December

Milestones: Draft website December 2025

Publish new website January 2026

TPO Board: Approval of Request for Proposals (RFP) March 25

Approval of vendor contract August 26

Traffic Counts Online Map and Report

Annual update to the Traffic Counts Report and Interactive Map for Marion County

Timeframe: July to September

Milestones: Revised report and interactive map to reflect most current information

TPO Board: Presentation of document and interactive map September 23

Commitment to Zero Safety Dashboard and Annual Report

Annual update to the Commitment to Zero Dashboard and Annual Summary Report

Timeframe: July to September

Milestones: Dashboard and interactive map to reflect most current five-year period of crashes

TPO Board: Presentation of dashboard and interactive map September 23

Roll Forward TIP Amendment for Fiscal Years (FY) 2026 to 2030

Present the Roll Forward TIP Amendment based on FDOT Work Program project changes and updates for FY 2026 to FY 2030

Timeframe: August to September

Milestones: Presentation of Roll Forward TIP project

TPO Board: Presentation of Roll Forward TIP for approval September 23

Submission: Due October 1 to FDOT District 5

2025 Program and Project Activities

2045 Long Range Transportation Plan (LRTP) Amendment (as necessary)

Amendment of the 2045 LRTP, if needed, to include new projects and/or major funding changes

Timeframe: TBD to June 2025

Milestones: 30-day advance public notice

TPO Board: Public Hearing and Presentation

Submission: Submit to FDOT District 5

List of Priority Projects (LOPP) Policies and Procedures Update

Update to the Policies and Procedures document to be in alignment with the 2050 LRTP

Timeframe: (Tentative) Fall 2025 to January 2026

Freight Analysis Study

Development of a planning study to outline the current state of freight access and mobility in Marion County

Timeframe: (Tentative) Fall 2025 to Summer 2026

TPO Board: Approval of Task Order and Scope

Congestion Management Plan (CMP) Update

Update to the CMP and State of System, including comprehensive roadway database. Funded in UPWP.

Timeframe: (Tentative) Fall 2025 to Winter/Spring 2026

Milestones: CMP State of System and roadway database updates

TPO Board: Approval of Task Order and Scope



TO: Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: 2025 TPO Quarterly Budget Snapshot

Summary

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)

- 2025 TPO Budget Snapshot

Any additional comments and/or suggestions please contact Liz Mitchell, liz.mitchell@marionfl.org.



FINANCIAL SNAPSHOT FISCAL YEAR 2025

This Budget is in accordance with our UPWP

Grants(s)	Total Funds	Funds Expended July 1, 2024 - Nov. 30, 2024	Next Quarter Carryover Funds	Percent Carryover Funds
*Fed. Hwy Admin. - PL-CPG	\$ 1,128,631.00	\$ 284,211.65	\$ 844,419.35	75%
**CTD-Transp. Disadvantaged	\$ 30,735.00	\$ 7,932.36	\$ 22,802.64	74%
***Non-Eligible Funds	\$ 1,700.00	\$ 860.00	\$ 840.00	49%
TOTALS	\$ 1,161,066.00	\$ 293,004.01	\$ 868,061.99	75%

* Federal Funds encompass a 1-year budget in accordance with our UPWP

** This Grant is for One-Year only (July 1, 2024 to June 30, 2025)

*** Expense not eligible to be paid with Federal Funds (membership dues)

BUDGETED AND EXPENDED FUNDS BREAKDOWN

	Budgeted	Expenditures	Carryover Funds
Salaries & Benefits	\$ 506,750.00	\$ 184,877.74	\$ 321,872.26
Insurance Premiums	\$ 3,500.00	\$ 1,223.94	\$ 2,276.06
Travel	\$ 11,635.00	\$ 609.97	\$ 11,025.03
Training & Education	\$ 6,100.00	\$ 495.00	\$ 5,605.00
Copier Rental	\$ 3,600.00	\$ 1,155.26	\$ 2,444.74
Advertising	\$ 2,400.00	\$ 599.94	\$ 1,800.06
Printing & Binding	\$ 750.00	-	\$ 750.00
Office Supplies	\$ 5,260.00	\$ 274.57	\$ 4,985.43
Postage	\$ 125.00	-	\$ 125.00
Computer Software	\$ 15,500.00	\$ 1,561.52	\$ 13,938.48
Website	\$ 4,040.00	\$ 2,010.00	\$ 2,030.00
Computer Equipment	\$ 7,500.00	\$ 4,722.48	\$ 2,777.52
County Cost Allocation	\$ 58,706.00	\$ 22,880.59	\$ 35,825.41
Meeting Room Rental	\$ 2,000.00	\$ 822.00	\$ 1,178.00
*Other Services/Security	\$ 1,000.00	-	\$ 1,000.00
Professional Services	\$ 110,500.00		\$ 110,500.00
2050 Long Range Transp. Plan	\$ 330,000.00	\$ 65,000.00	\$ 265,000.00
Active Transp. Plan	\$ 85,000.00	\$ 911.00	\$ 84,089.00
Central Florida Alliance	\$ 5,000.00	\$ 5,000.00	-
Non-eligible Funds	\$ 1,700.00	\$ 860.00	\$ 840.00
**Total	\$ 1,161,066.00	\$ 293,004.01	\$ 868,061.99

* Other Services for the Sheriff's Security at Board Meetings

**This total encompasses all expenses utilizing above mentioned funds thru November 30, 2024

BUDGET SUMMARY

TOTAL REVENUE	\$ 1,161,066.00
FUNDS EXPENDED THRU NOV. 30, 2024	\$ 293,004.01
TOTAL CARRYOVER REVENUE	\$ 868,061.99



Construction
Update
State Road 200

Michael McCammon, P.E.
Operations Engineer

January 28, 2025
FPID No.: 439234 -1

State Road 200 Safety Project



- Ocala, Marion County
- FPID No.: 439234-1
- Purpose: Extend the operational life of the roadway and enhance the safety of the corridor

State Road 200 Crashes

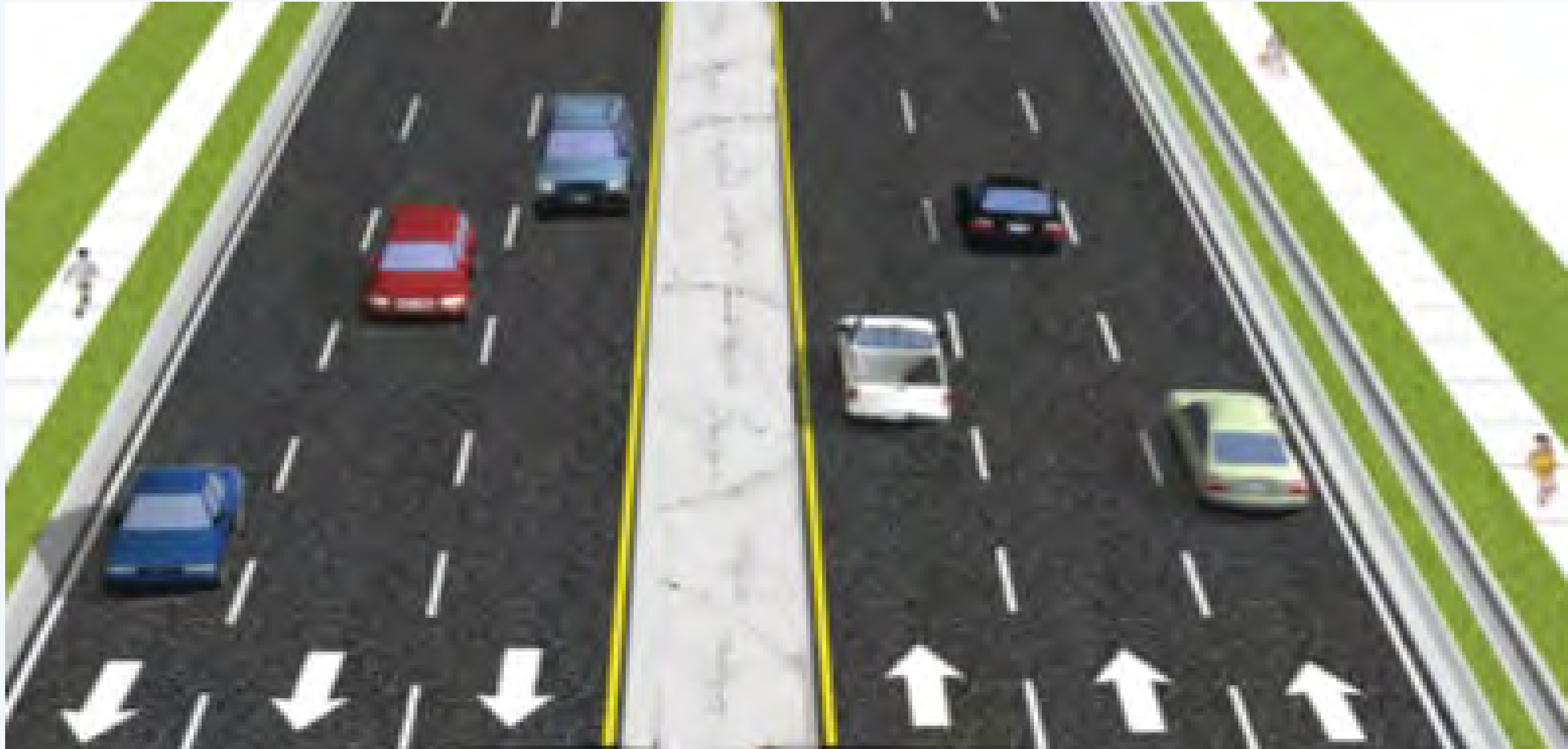


S.R. 200: Before Construction



- Seven-lane undivided roadway
- Three (3) travel lanes in each direction
- A center two-way left turn lane

S.R. 200: After completion



S.R. 200: After completion will be similar to SR 200 west of I-75





Median Installation

***FDOT's new plan will reduce length of lane closures.**

- The median will be constructed from east of I-75 to just east of S.W. 17th Street; and upgrade from N.W. MLK Jr. Avenue to U.S. 441/U.S. 301.
- The median will be constructed in 1,000- to 1,500-foot segments to lessen the length of the lane closures each day.



Median Installation

- Each segment will require inside lane closures in both directions.
- Each segment should take about 10 days to two weeks to complete, though weather delays are possible.
- Contractor will work night and day..
- All business access points will be maintained.



Project Questions

Project Manager

Denise Larkin

352 - 620 - 3007

Denise.Larkin@dot.state.fl.us

Community Outreach Specialist

Joe Callahan

352 - 842 - 6918

Joe.Callahan@dot.state.fl.us

FPID No.: 439234-1



THANK YOU!



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 December 31

The following is a brief status update on major FDOT road construction projects in Marion County as of the December cutoff. The next cutoff date is January 31, 2024. 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

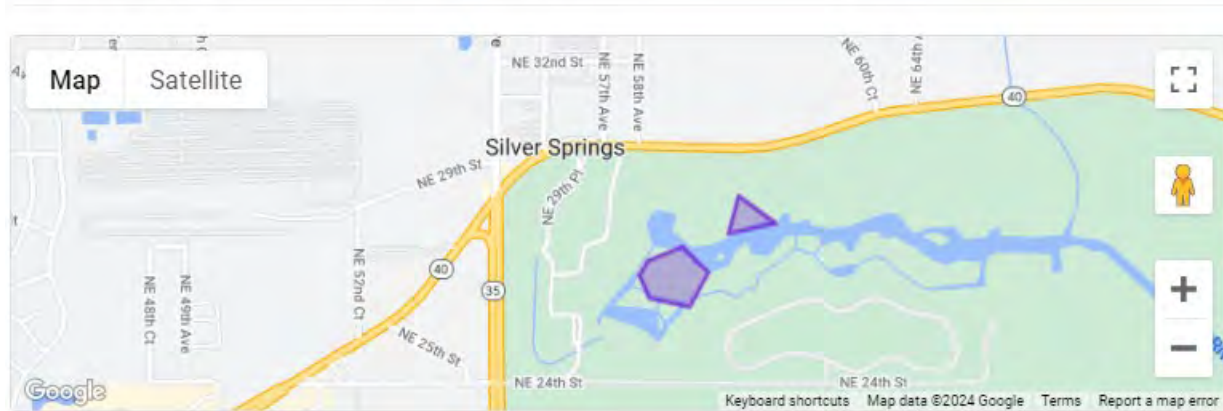
UPCOMING PROJECTS:

- No new projects currently.

CURRENT PROJECTS:

[426179-1](#) | Silver Springs State Park Pedestrian Bridges

426179-1 Silver Springs State Park Pedestrian Bridges



- Contract: T5796
- Contractor: Lambert Bros., Inc.
- Start Date: January 8, 2024
- Estimated Completion Date: Early 2025
- Construction Cost: \$3.4 million
- **Description:** The Florida Department of Transportation (FDOT) will construct two 8-foot-wide boardwalks within Silver Springs State Park, the Half Mile Creek boardwalk to the north and the Fort King Waterway boardwalk to the south. The 748-foot Half Mile Creek boardwalk will connect to an

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

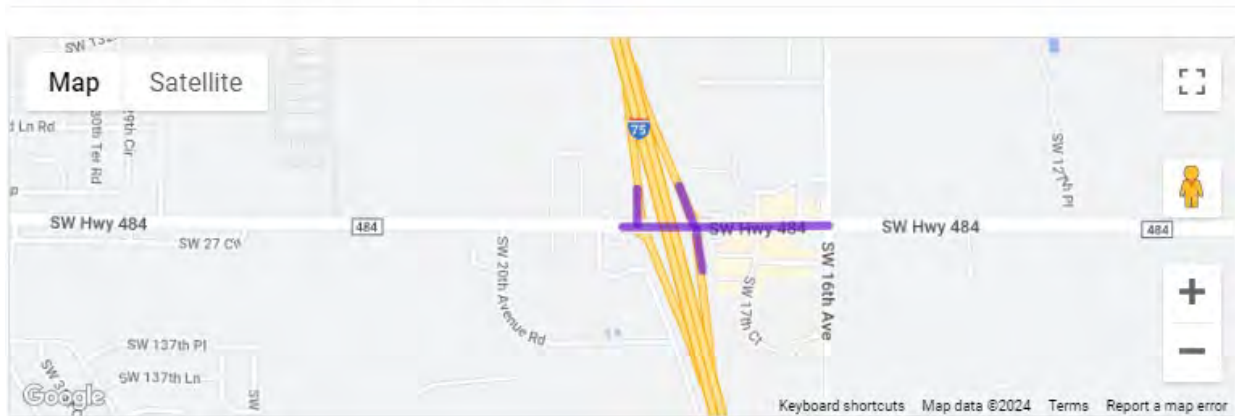
existing path on the west side of the park before stretching across the creek and meeting an underutilized trail to the east. The other, a 550-foot boardwalk, will run south from the existing Ross Allen Island boardwalk before crossing the Fort King Waterway with a 65-foot timber bridge. After the bridge, the boardwalk will continue for approximately 120 feet south before meeting a 180-foot lime rock trail leading to an existing group campsite. All boardwalks and trails associated with this project will comply with the Americans with Disabilities Act (ADA).

Update: Contractor is conducting pile driving and span construction.

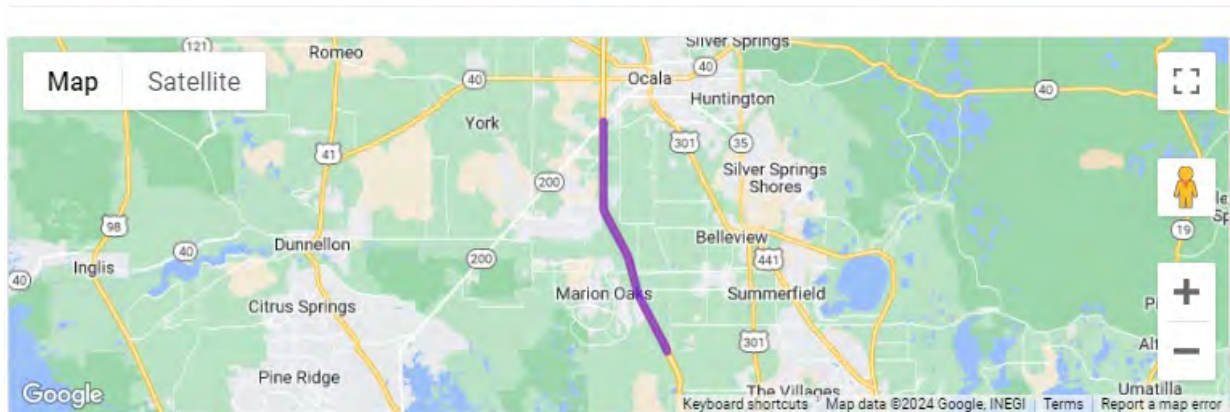
[433651-1](#) | C.R. 484 and I-75 Interchange Roadway Improvements

[443170-1](#) | I-75 Resurfacing from Sumter County line to S.R. 200

433651-1 CR 484 from SW 20th Avenue to CR 475A



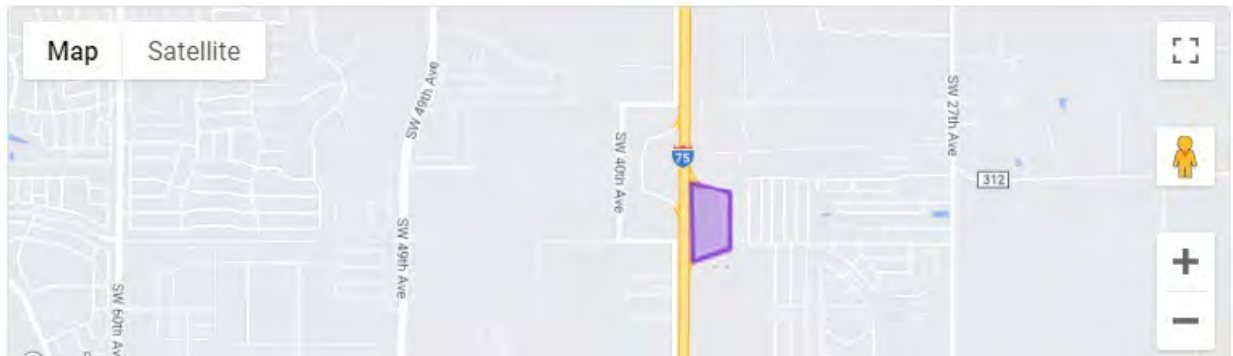
443170-1 I-75 Resurfacing from Sumter County Line to S.R. 200



- Contract: T5597
 - Contractor: Anderson Columbia Co., Inc.
 - Start Date: January 4, 2023
 - Estimated Completion Date: Spring 2025
 - 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 County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.
- Update:** (433651-1) Bridge containment wall is still in design. Intersection work at C.R 484/ C.R. 475A is ongoing. (443170-1) Shoulder work and sodding is being finalized.

[438562-1](#) | I-75/S.R. 93 Northbound Rest Area North of S.R. 484 to South of S.R. 200

438562-1 I-75 NB Rest Area Reconstruction between CR 484 and SR 200

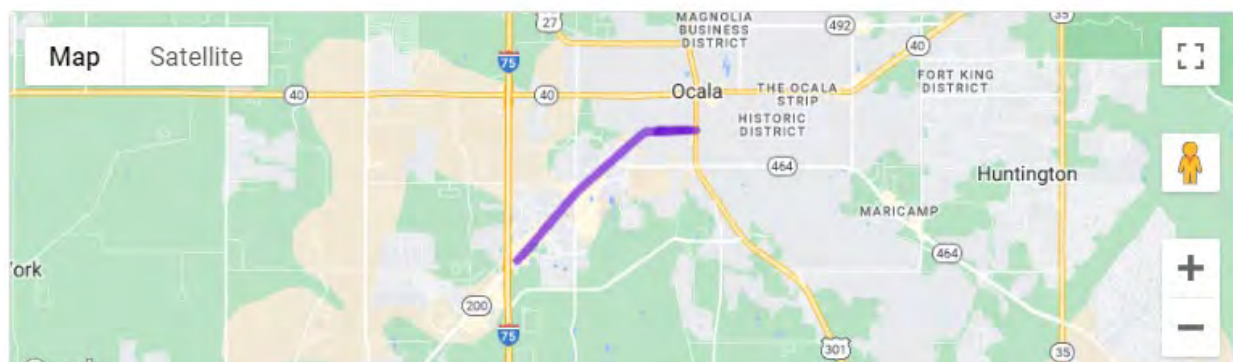


- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023
- Estimated Completion Date: Early 2025
- Construction Cost: \$31 million
- **Description:** This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to serve the traveling public better and meet current standards. Parking will be expanded for passenger vehicles, RVs, and trucks. Work will include resurfacing the existing truck parking to become the car parking lot, constructing new truck parking and ramps, renovating the building, adding new utilities and a perimeter wall, and other incidental construction. The rest area will be closed to the public until the project is complete.

Update: Contractor is completing building construction and then transitioning to paving.

[439234-1](#) | S.R. 200 Resurfacing from east of I-75 to U.S. 301

439234-1 SR 200 from east of I-75 to US 301



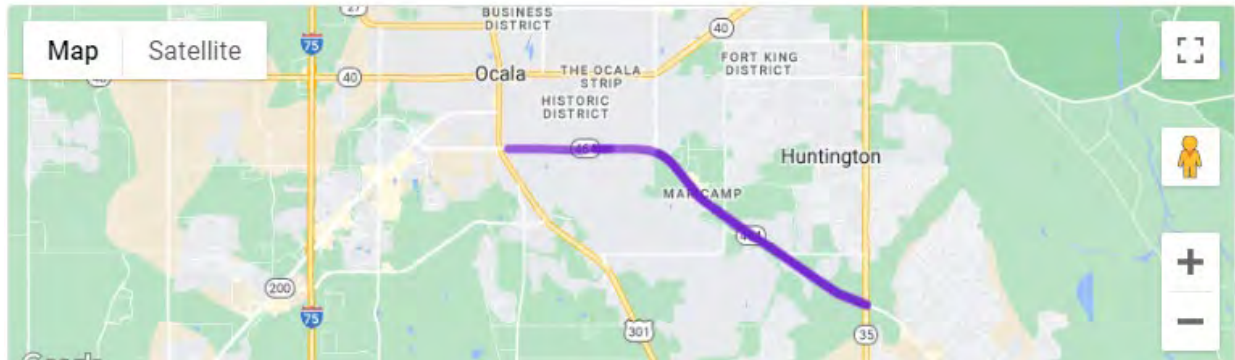
- Contract: E51F6
- Contractor: Anderson Columbia Co., Inc.
- Start Date: September 3, 2024
- Estimated Completion Date: Spring 2025
- Construction Cost: \$16.6 million
- **Description:** The purpose of this project is to provide safety and operational enhancements on State Road 200 (Southwest (SW) College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. To enhance safety, 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). Other improvements include traffic signal and lighting upgrades, drainage enhancements, and new signs, striping, pavement markings, and landscaping.

Update: Southwest 34th Avenue is now back open after 10 weeks. Lane closures for curbing and sidewalk construction continue.

[441141-1](#) | S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35

441141-1 SR 464 from SW 2nd Ave to SR 35

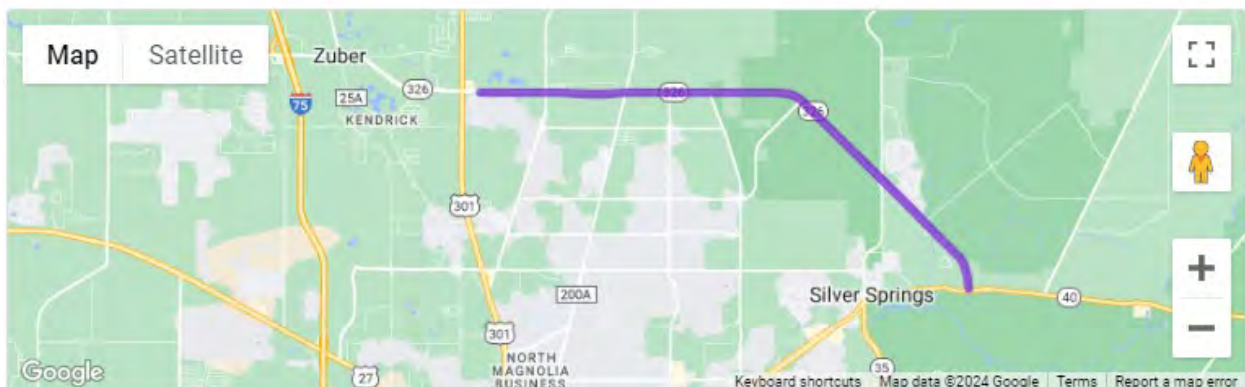


- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 23, 2023
- Estimated Completion Date: Spring 2025
- Construction Cost: \$26.1 million
- **Description:** The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to Baseline Road (S.R. 35). The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including 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 are also included.

Update: Contractor is working on signalization and turn-lane paving at the east end of the project.

[445217-1](#) | S.R. 326 Resurfacing from Northwest 12th Avenue to S.R. 40

445217-1 SR 326 from NW 12TH Ave to SR 40



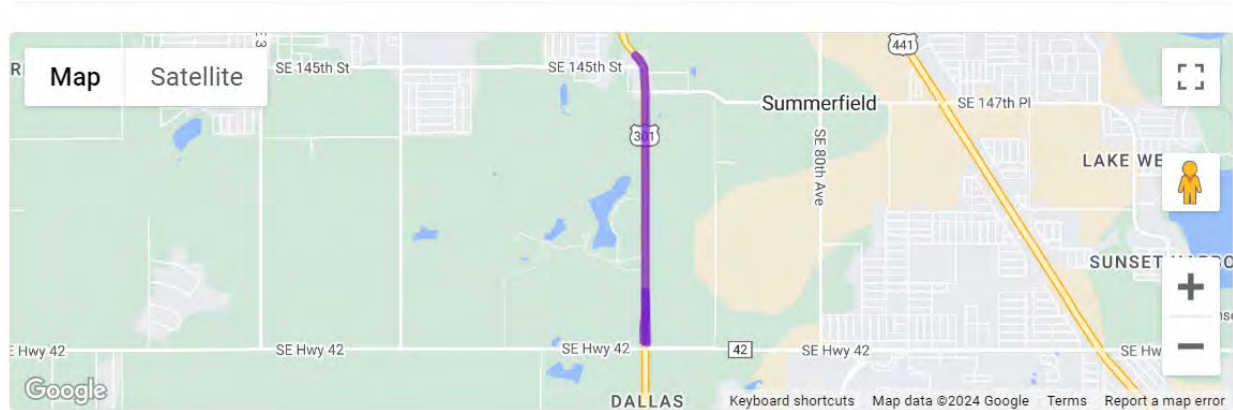
- Contract: T5786
- Contractor: C.W. Roberts Contracting, Inc.

- Start Date: October 14, 2023
- Estimated Completion Date: Early 2025
- Construction Cost: \$11 million
- **Description:** This project will make improvements to State Road (S.R.) 326 from Northwest 12th Avenue to S.R. 40 near Marion County. The project will extend the life of the existing roadway through milling and resurfacing all primary and secondary travel lanes. Construction improvements include replacing mailboxes, installing asphalt aprons at various locations, paving side street connections, and reconstructing driveways. The project will also replace signage as needed and add new pavement markings. An eastbound to northbound left turn lane will be added at Northeast 49th Street. At Northeast 40th Avenue Road, an eastbound to southbound right turn lane and a westbound to southbound left turn lane will be added. A new signal will be installed at the Northeast 25th Avenue and Northeast 36th Avenue intersections. New signal heads will allow for protected left turns at the Northeast 58th Avenue intersection.

Update: Contractor is working on roadway and signal activities. Contractor to continue signal work at most intersections. Paving operations ongoing.

[445302-1](#) | U.S. 301 (S.R. 35) Resurfacing from north of C.R. 42 to north of SE 144th Place Road

445302-1 US 301 (SR 35) north of CR 42 to north of SE 144 PL Road

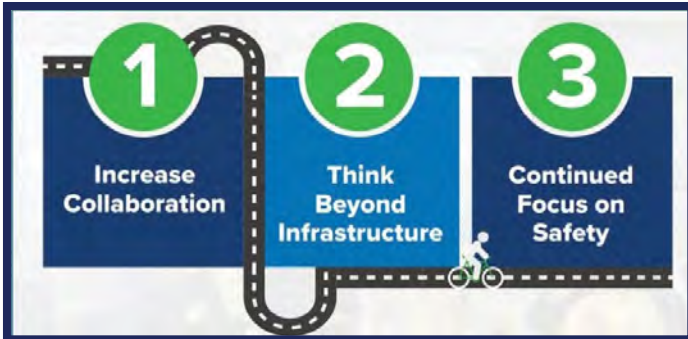


- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: August 28, 2024
- Estimated Completion Date: Spring 2025
- Construction Cost: \$5.6 million
- **Description:** This Florida Department of Transportation (FDOT) project will mill and resurface U.S. 301 (also known as State Road 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 will be added, including constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional improvements include widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as key holes) 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 will be added along the shoulders in specific areas to enhance safety. New signs and pavement markings will be placed throughout the corridor.

Update: Crews continue paving operations and signal work.

COMPLETED PROJECTS:

- No new projects were completed at this time.



As we close out 2024, I want to commend the MPOs and TPOs around District Five (D5) for making great strides in our goals toward Vision Zero. The excellent work being done throughout D5 is commendable, and the 2025 Central Florida Strategic Safety Plan will build upon that by creating action steps to facilitate further advancements.

I urge you to look for opportunities to collaborate with each other and with partners in creative, impactful ways. Firstly, I want you to focus on targeted infrastructure. At the same time, think beyond infrastructure to change behaviors that will get us to our vision. Continue your focus on safety.

As we see in the great examples cited in this newsletter, a lot of this is already happening, like the success at Orange Blossom Trail and the grant that has been awarded to Palm Bay for making streets safer. The Central Florida Steering Committee will help us monitor our annual progress and keep us on track as we move ahead toward greater success in 2025. Thank you for your continued focus on safety.

John E. Tyler, P.E.

Secretary
FDOT District Five



RAISING THE BAR AT WEKIVA RIVER

Built across a federally designated wild and scenic river, Wekiva Parkway Section 6 is an iconic \$243 million design-build project near Sorrento, Florida. Firstly, it increases the Wekiva Parkway's capacity by extending its new four-lane toll road 6.85 miles. It features the Wekiva River Crossing, which comprises three cast-in-place segmental bridges that carry the roadway and a shared-use path over the picturesque and pristine Wekiva River.

This project pushes the boundaries of what is achievable in the segmental bridge industry with its precision-cast segments to the use of state-of-the-art construction robotics. The three signature bridges were built using top-down balanced cantilever construction to minimize environmental impacts by eliminating work in the water. At the same time, the team prioritized environmental conservation and ecological protection, implementing measures to minimize its impact on the delicate ecosystem.

Wekiva Parkway Section 6 project has received the Outstanding Major Project Award from the American Council of Engineering Companies of Florida (ACEC Florida) and received recognition from the 2024 East Central Florida Diamond Award in the Conservation and Countryside category.



FDOT Sends District 5 Vehicles and Heavy Equipment for Hurricane Relief

A team of 32 Florida Department of Transportation employees, with our fleet of vehicles and heavy equipment, left the FDOT Deland Operations Center at 1650 N. Kepler Road the morning of September 27, 2024, to assist with cleanup in the Big Bend area following Hurricane Helene. District 5 Secretary John Tyler was there for the send-off. Clearing trees and storm debris from roads helps ensure support services can access the communities, Tyler said. The crew is taking various equipment, including dump trucks and front-end loaders, to remove downed trees and other debris.

Taylor, Columbia, Hamilton, Madison and Suwannee counties had 99% of residents without electricity. "Central Florida was fortunately spared a lot of Hurricane Helene's greatest damage. But the communities up there, we're feeling for them and we're proud to send up a contingent of our DOT employees to help out," he said.

The FDOT crew members are from Central Florida, including DeLand, Brevard County, Orlando and Oviedo. The crew is part of a coordinated response around the state to help the affected areas recover, Tyler said, and will be joined by other FDOT crews from around the state.

"Under Governor DeSantis' leadership, FDOT was empowered to help the communities we serve beyond what is normally expected of us," said FDOT Secretary Jared W. Perdue, P.E.

"The resiliency of our state infrastructure proved essential in allowing us to quickly inspect all bridges and assess damages on interstates and state roads. Once critical infrastructure was inspected, the Department quickly turned our attention to offering assistance to our Big Bend communities whose resources were being stretched."

"It's important to remove debris as quickly as possible to make sure businesses can reopen and communities can rebuild," said Governor Ron DeSantis. Following Hurricane Idalia last year, Governor DeSantis highlighted state efforts of clearing debris from roads to expedite hurricane recovery. After Hurricane Helene, he launched Operation Blue Ridge for recovery assistance to North Carolina and Tennessee. This multi-state agency response included the Florida Department of Transportation, the Florida Division of Emergency Management, Florida State Guard, Florida National Guard, Florida Fish and Wildlife Commission, Florida Law Enforcement Coordination Task Force, and a Law Enforcement Strike Team. Weeks later, Governor DeSantis issued updates on state response and recovery efforts following Hurricane Milton, declaring a state of emergency for 51 counties. The Florida Department of Transportation has over 2,000 FDOT team members working directly on storm response. DeSantis said, "the Florida Department of Transportation has done a great job once again to support hurricane recovery."

MAKING STREETS SAFER AT ORANGE BLOSSOM TRAIL

FDOT's \$9 million investment in the Orange Blossom Trail Pedestrian Safety Improvements Project has made the 1.2-mile stretch of Orange Blossom Trail (U.S. 441) between Holden Avenue and 34th Street much safer.

The corridor has long been notorious for pedestrian and bicycle crashes, with 70 crashes resulting in 57 injuries and 13 fatalities between 2014 to 2019 alone. Since the project reached completion last year, no fatalities in this corridor have been reported, marking a drastic improvement. Additionally, feedback from the community has been overwhelmingly positive, with many pedestrians saying that they now feel safer navigating the corridor.

To reach this goal, the project introduced raised crosswalks to naturally slow traffic, new pedestrian signals, and additional midblock and signalized crossings, creating safer crossing opportunities with strategically placed fencing. The speed limit was also lowered to 30 mph and bus stops were relocated to safer locations. FDOT's success is now being recognized nationally and is being considered in other upcoming projects. For example, a similar approach is being discussed for projects at US 1 and LPGA in Volusia County.

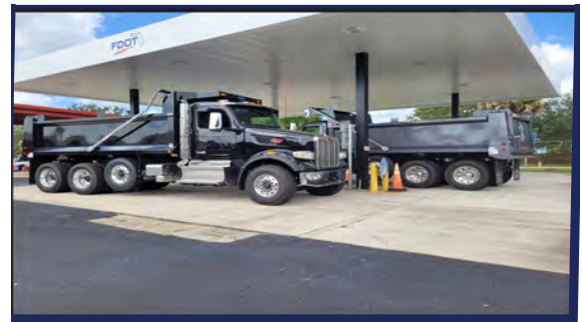
Watch the video about how the project evolved at <https://www.youtube.com/watch?v=hdGyA-oEx1M>. More information on the project is available on the project website at <https://www.cflroads.com/project/449403-1>.

NEW HEAVY EQUIPMENT RIGHT ON TIME

1 - 2025 Western Star Transport Tractor, 8 - K&K Systems Variable message boards; 4 - New Holland Work master 95 Cab W/Loader & Bucket, front sweepers and 15' Batwing mowers; 4 - 2025 Peterbilt 567 20 Yd Dump Trucks.

The Transport Tractor replaced our older units in the Fleet which will increase reliability and response times. The 8 new variable message boards were deployed the day we received them aiding in MOT for washed out road closures and other hazards improving public safety and awareness. The 4 New Holland tractors are being used for debris sweeping and mowing operations throughout District 5. The 4 Peterbilt dump trucks have been hauling post storm debris throughout District 5.

"Due to the aging FDOT fleet, anytime we can replace older equipment with more reliable equipment it's a win for FDOT. The new equipment received improves safety, personnel morale, production and allows staff to continue to complete Mission Critical assignments throughout the state."



SAFE STREETS UPDATE - PALM BAY

The City of Palm Bay has been awarded a \$2.4 million Safe Streets and Roads for All grant by the U.S. Department of Transportation to improve pedestrian safety along Emerson Drive.

The funding will be used to construct a 6-foot sidewalk along the east side of Emerson Drive, an area near two local schools with significant pedestrian traffic, particularly before and after school hours.

The project will include:

- Construction of a 6-foot sidewalk along Emerson Drive
- Installation of a pedestrian hybrid beacon
- Removal of a merge lane to reduce conflict points
- Crosswalks equipped with rectangular rapid-flashing beacons, shown to increase driver yield rates by up to 98%



These enhancements will significantly improve safety for students, pedestrians, and bicyclists in the corridor, which serves two local schools and sees high levels of foot traffic. The Space Coast Transportation Planning Organization (SCTPO) played a key role in securing funding, leading the effort by identifying this opportunity and providing essential data from its Vision Zero initiative.

APPORTIONMENT UPDATE

Florida’s population is at an all-time high, thanks to a massive influx of new residents from other parts of the US and abroad. As of July 2024, the latest data from the state Demographic Estimating Conference calculates that Florida now has 23,002,597 residents, making it the third most populous state in the nation.

Furthermore, Florida has been adding between 350,000 to 375,000 people each year for more than a decade and is expected to continue. With this growth in mind, Governor DeSantis has approved a revised approach for MPO membership composition and apportionment of the voting membership.

The revised apportionment will affect representation on boards, revisions to areas of oversight, and project prioritization. For example, River to Sea TPO boundary will expand by approximately 400 square miles, so that it now includes both Volusia and Flagler County in their entirety. There are also some changes to the designation of certain towns and cities. Deltona, for example, will still be part of the River to Sea TPO but its current and expected growth puts it in a different category.

ON THE CALENDAR

NOVEMBER

- 11/11 - 11/15 Crash Responder Safety Week
- 11/14 National Seatbelt Day
- 11/27 - 12/1 NHTSA Thanksgiving Holiday Travel Impaired Driving Enforcement
- 11/27 NHTSA Blackout Wednesday: Buzzed Driving is Drunk Driving
- 11/28 NHTSA Thanksgiving Holiday Travel: Buckle Up. Ever Trip. Every Time.
- 11/29 - 12/10 NHTSA Pre-Holiday Season: Buzzed Driving is Drunk Driving

DECEMBER

- 12/2 - 12/6 Older Driver Safety Awareness Week
- 12/11 - 1/1/25 NHTSA Holiday Season Impaired Driving Enforcement and Campaign



TO: Board Members

FROM: Rob Balmes, Director

RE: Safety Matters Update

Summary

Marion County, in partnership with the TPO, publicly released the Safety Matters initiative on December 31, 2024. A press release was shared with the media and general public, in addition to the establishment of a Safety Matters YouTube page. For the next several months, the Marion County Public Information Office and TPO will release a series of 10 safety education videos to the public. To view the Safety Matters YouTube page, please visit the following link. Also, videos and updates will be posted to Marion County and TPO social media pages.

TPO staff are seeking Board member participation in all 10 videos in some capacity. Board members will be contacted, if not already done, seeking your involvement.

<https://www.youtube.com/@SafetyMattersMarionCounty>

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



TO: Board Members

FROM: Rob Balmes, Director

RE: 2024 Annual Report

Summary

Included with this memo is the TPO's 2024 Annual Report. The report may also be found on the TPO's website: <http://ocalamariontpo.org/about-us/annual-report>

Attachment(s)

- 2024 Annual Report

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

2024 Annual Report

“Navigating the Future Together”

About the TPO

Established in 1981, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for the planning and prioritizing of state and federal funding 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.

There are over 400 TPO/MPO's throughout the United States and are represented in all 50 states. Florida is home to 27, the most of any state. Additionally, TPO/MPO's are required in areas with a population greater than 50,000.

Our Mission

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

Our Vision

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

A Message from the TPO Chair



The TPO serves as the lead planning agency for the development of the multimodal transportation system of Ocala/Marion County. Board leadership, in collaboration with our staff and partners, led to many accomplishments in 2024. This annual report provides a summary of our major activities.

As Ocala/Marion County continues to grow and develop, the transportation needs are extensive with implications to all modes of transportation – roadway, transit, bicycle and pedestrian. The TPO is thankful for the strong working relationships with the Florida Department of Transportation (FDOT), the cities of Belleview, Dunnellon, Ocala and Marion County, and our First Responders, who devote their lives daily to our communities. It is through partnerships that projects, such as the new interchange at NW 49th Street and I-75, the Santos to Baseline trail connection and the Moving Florida Forward Initiative on I-75 are fully funded and will soon become a reality.

As the blueprint for transportation planning, I led the kick-off in April of the TPO's Navigating the Future, 2050 Long Range Transportation Plan (LRTP). The 2050 LRTP is an 18-month project for the completion of a multimodal transportation plan for today through the year 2050. Some of the highlights of the project to date include an extensive public engagement process through surveys, partner meetings and a community-wide workshop.

It was my pleasure to serve as Chair of the TPO Board in 2024. I look forward to continuing to serve the TPO and building-upon our successful partnerships for the betterment of transportation in Ocala/Marion County.

Sincerely,

Kristen Dreyer
2024 TPO Board Chair
President Pro-Tem, City of Ocala Council

Boards and Committees

Our Governing Board

The TPO Board is the governing body responsible for the overall guidance of the transportation planning process in Marion County. This includes providing leadership and oversight for the development of transportation policies, plans, programs and strategies.

The TPO Board is comprised of 12 elected officials as voting members including the City of Ocala Mayor and four members of the Ocala City Council; all five Marion County Board of County Commissioners; and one representative each from the Belleview City Commission and the Dunnellon City Council. The Florida Department of Transportation District V Secretary, John Tyler, P.E., serves as a non-voting advisory board member.

TPO Governing Board members in 2024 included **Chairwoman Kristen Dreyer**, City of Ocala Councilmember; and **Vice-Chair Carl Zalak, III**, Marion County Commissioner.



Kristen Dreyer
Chair
City of Ocala



Carl Zalak, III
Vice-Chair
Marion County



Ire Bethea, Sr.
City of Ocala



Kathy Bryant
Marion County



Craig Curry
Marion County



Ray Dwyer
City of Belleview



James Hilty
City of Ocala



Tim Inskeep
City of Dunnellon



Barry Mansfield
City of Ocala



Ben Marciano
City of Ocala



Matt McClain
Marion County



Michelle Stone
Marion County





Our Transportation Disadvantaged Local Coordinating Board

The Transportation Disadvantaged Local Coordinating Board (TDLCB) assists the TPO in identifying local service needs and provides advice and direction to the Community Transportation Coordinator (CTC). Individuals with physical and economic challenges as well as, senior citizens facing mobility issues make up the transportation disadvantaged. The Board meets quarterly on the second Thursday of the coordinating month. Membership is comprised of one representative each from the City of Ocala, Marion County Public School Board, FDOT, SunTran, health, labor and not-for-profit organizations.

The members for 2024 included:

● Matthew McClain	Marion County Commissioner, Chair
● Andrea Melvin	Centers for Independent Living, Vice-Chair
Elizabeth Alacci	Department of Children and Families
Jeffrey Askew	Marion County Veterans Office
Christopher Carlisle	Marion County School Board
Carlos Colon	Florida Department of Transportation
Jeannette Estes	Agency for Persons with Disabilities
Susan Hanley	Department of Elder Affairs
Angela Juaristic	Ocala Housing Authority
Tiffany McKenzie	Central Florida Community Action Agency
Donnie Mitchell	Housing Finance Authority
Tom Duncan	City of Ocala –SunTran
Anissa Pieriboni	Florida Center for the Blind
Iris Pozo	CLM Workforce
Gisela Ruiz	Agency for Health Care Administration
Tracey Sapp	Department of Health
Vacant	Department of Education

Regional and Statewide Leadership

In 2024, the TPO participated in regional and statewide transportation planning and policy partnership organizations. Representatives from Ocala/Marion County included:



Central Florida MPO Alliance

City of Ocala Councilmember Ire Bethea, Sr.	Marion County Commissioner Michelle Stone
Marion County Commissioner Craig Curry	TPO Director Rob Balmes



The Florida Metropolitan Planning Organization Advisory Council (MPOAC)

MPOAC Governing Board Members	Staff Directors Advisory Committee Members
City of Ocala Councilmember Jim Hilty	Rob Balmes, TPO Director Sara Brown, TPO Alternate
Marion County Commissioner Michelle Stone, <i>Alternate</i>	

Our Committees



Citizens Advisory Committee

The Citizens Advisory Committee (CAC) is comprised of citizens that reside in Marion County and the three municipalities. CAC members advise the TPO Board on transportation programs and projects as part of the TPO planning process. All recommendations by the CAC are presented to the TPO Board. Members of the CAC in 2024 included:

- | | | |
|---|-------------------------|-------------------------|
| Travis Magamoll, <i>Chair</i> | Matt Fabian | Nick Mora |
| Steve Rudnianyn, <i>Vice-Chair</i> | Richard Howard | Michelle Shearer |
| Jim Belonger | Suzanne Mangram | |
| | Richard McGinley | |



Technical Advisory Committee

The Technical Advisory Committee (TAC) is comprised of professional staff members from local and state agencies. The TAC advises the TPO Board on transportation programs and projects from a technical and subject matter expert perspective. Recommendations by the TAC are also presented to the TPO Board. Members of the TAC in 2024 included:

- | | | |
|---|---|--|
| Jeff Shrum, <i>Chair</i>
City of Ocala Planning
Department | Tom Duncan
SunTran, City of Ocala | Chuck Varadin
Marion County Growth
Services |
| Tracy Straub, <i>Vice-Chair</i>
Marion County
Administration | Kia Powell
Florida Department of
Transportation (non-voting) | Chad Ward
City of Dunnellon |
| Noel Cooper
City of Ocala Engineering | Loretta Shaffer
Marion County Tourism | |
| Christopher Carlisle
Marion County School
Board | Bob Titterington
City of Belleview | |

Navigating the Future: 2050 LRTP

TPO Begins Navigating the Future: 2050 Long Range Transportation Plan

On April 23, led by **Chair Kristen Dreyer**, the TPO kicked-off of **Navigating the Future: 2050 Long Range Transportation Plan (LRTP)**. The meeting was open to the general public.

Navigating the future is the TPO's federal and state required long-range planning document. The LRTP serves as the 25-year framework for the investment in transportation improvements in Marion County for all modes of transportation – roadway, transit, bicycle and pedestrian.

In 2024, the TPO made progress toward completion of the LRTP with a major emphasis on data collection and analysis work, population and employment forecasting, revenue projections, and public and partner agency engagement. This included a public survey, online comment map and community workshop held on September 18 at the College of Central Florida. The TPO also participated in local stakeholder meetings.

In 2025, the TPO will release a draft LRTP document at a public hearing in September for a 30-day review. The LRTP is anticipated to be adopted by the TPO Board in November 2025.

For further information and project updates, visit the **Navigating the Future 2050 LRTP** webpage:

<https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan



LRTP Community Workshop Event



Navigating the Future 2050 LRTP Schedule

Transportation Improvement Program

Fiscal Years 2025 to 2029

The **Transportation Improvement Program (TIP)** is the TPO's annually adopted short-term funding plan for transportation projects that receive federal and state and local match funding in Marion County. The TIP consists of projects programmed for funding over five years. This TIP cycle included fiscal years (FY) 2025 to 2029.

When adopted on June 25, the FY 2025 to 2029 TIP included a total investment of \$624.6 million (58.6% state; 36.1% federal; 5.3% local). With the adoption of TIP Amendment #2, the Moving Florida Forward I-75 South Portion Improvement project added \$232,191,543 in state funding to the TIP.

TIP 5-Year Investment Breakdown



I-75 Projects

\$263,366,390



Bicycle/Pedestrian Projects

\$12,602,972



U.S. Route Projects

\$ 157,212,699



Aviation Projects

\$15,237,500



State and Local Projects

\$117,451,093



Transit, Funding and Grants

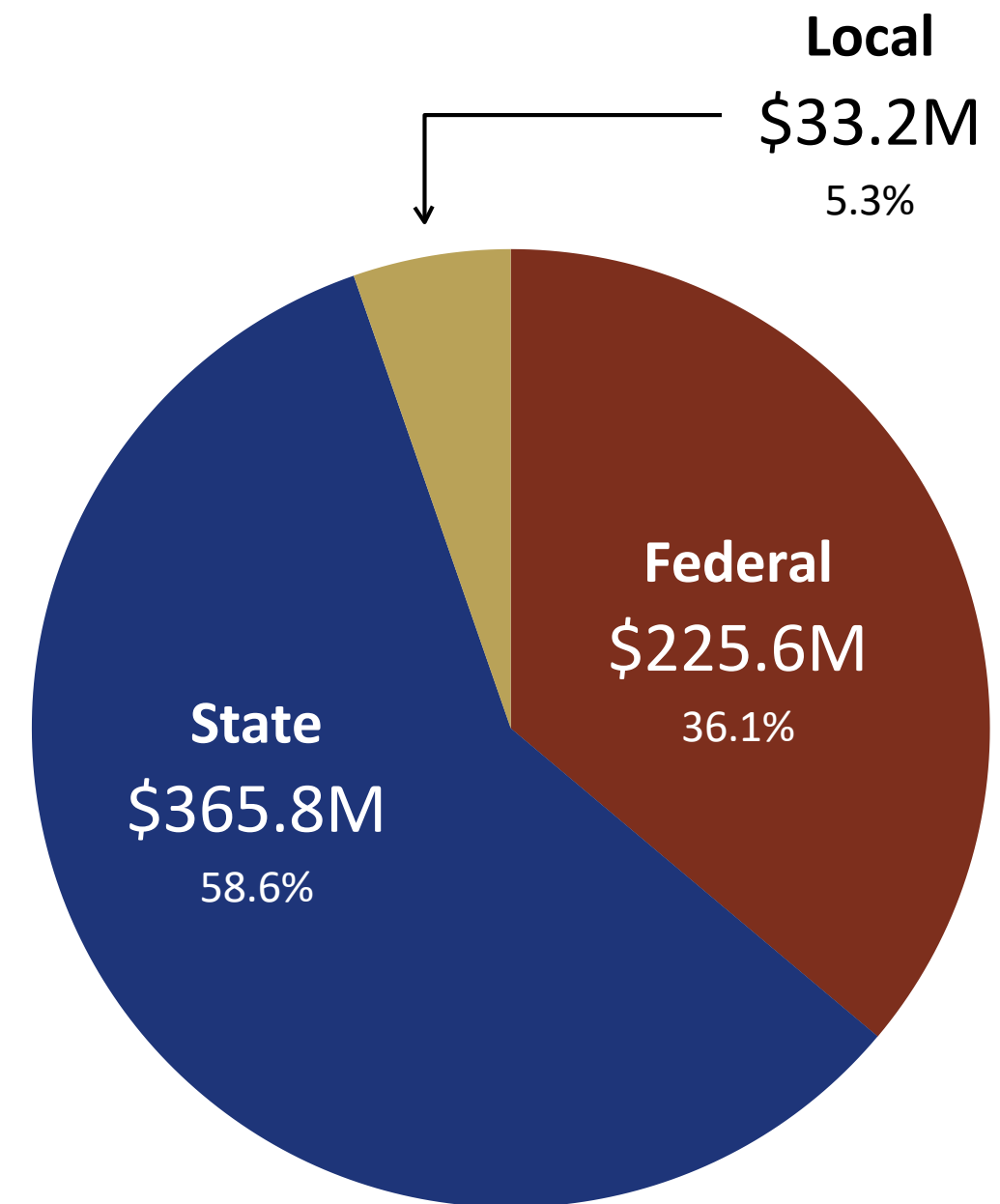
\$34,770,908



ITS and Maintenance

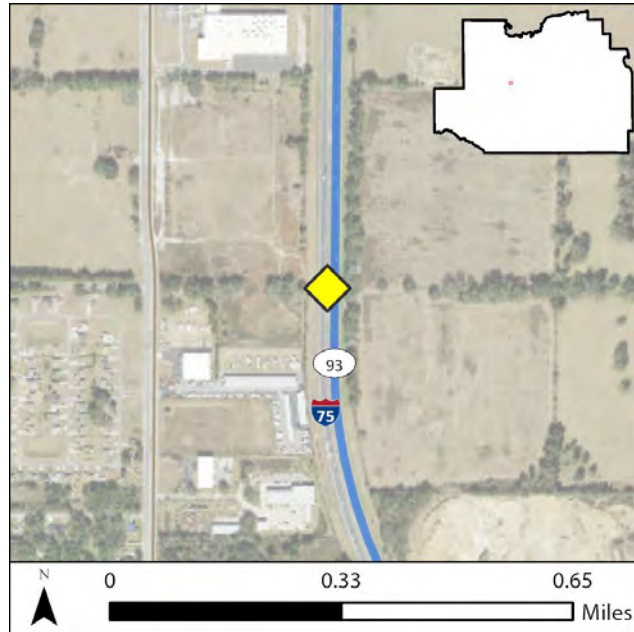
\$23,996,483

The TIP document and online interactive map of projects are available at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>

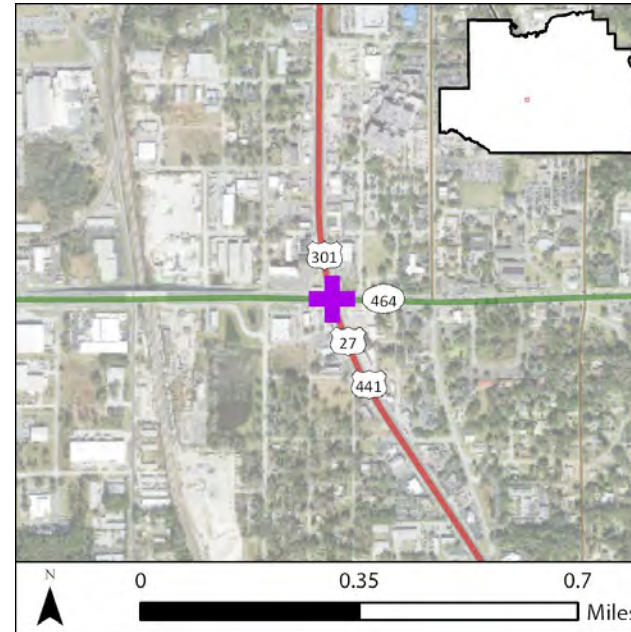


**Total Investment:
\$624.6 million**

Transportation Improvement Program – Highlights



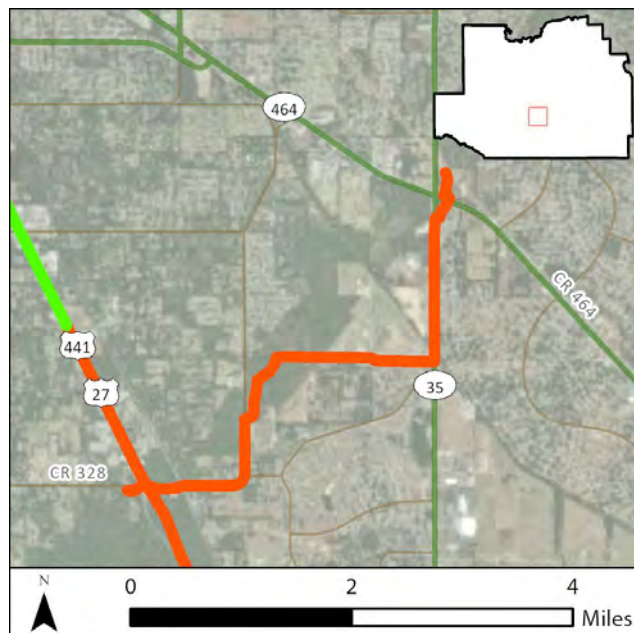
I-75 at NW 49th Street Interchange
Project Cost: \$121,279,072



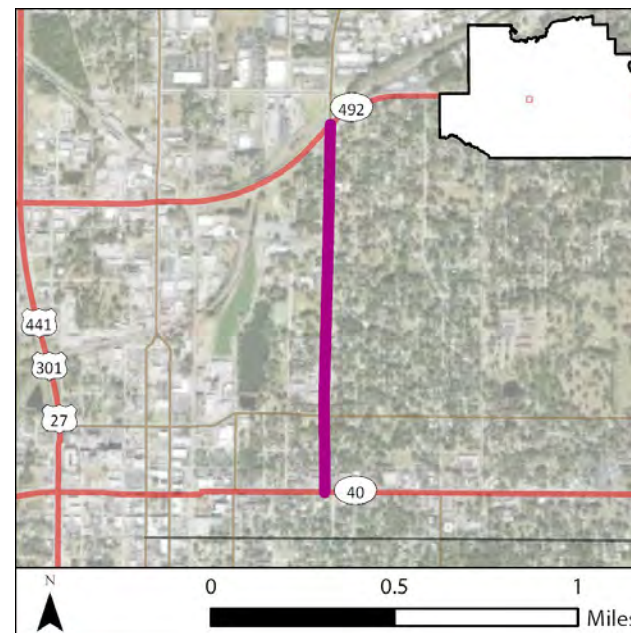
US 441 at SR 464 Traffic Operations
Project Cost: \$4,392,757



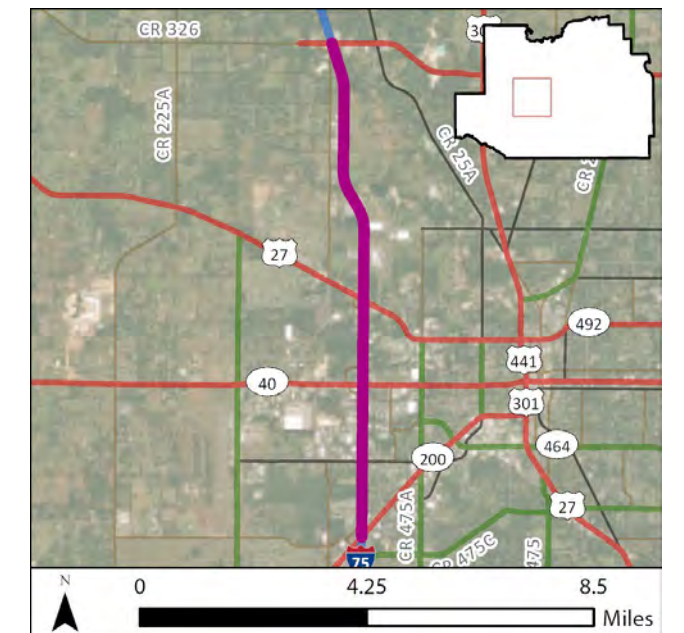
SR 40 at SW 27th Avenue Intersection Safety
Project Cost: \$2,517,072



Cross Florida Greenway Santos to Baseline
Project Cost: \$5,600,000



NE 8th Avenue Roundabouts
Project Cost: \$4,452,800



I-75 Auxiliary Lanes
Project Cost: \$337,189,023

Planning Activity Highlights

Traffic Counts Report and Map

In the summer of 2024, the TPO completed the annual Traffic Counts Report and Dashboard. Traffic counts are used by various agencies and organization in Marion County and the surrounding area to help plan for future development. The report and dashboard focused on the traffic counts between 2019 to 2023. This year for the online dashboard the TPO included a 2023 Traffic Counts Volumes map in addition to the Traffic Counts Location Map.

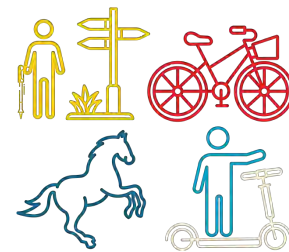
To view the Traffic Counts Report and Dashboard click on the link below:
<https://ocalamariontpo.org/transportation-statistics/>

Active Transportation Plan

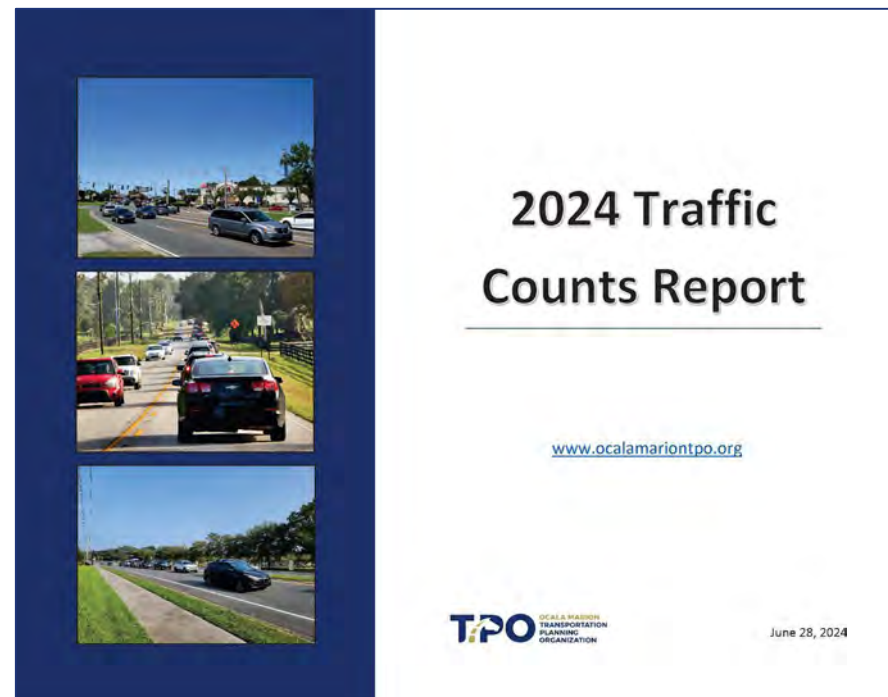
In August 2024, the TPO launched the Active Transportation Plan (ATP). The ATP will focus on human-powered mobility, such as biking, walking, or rolling. This plan will also include equestrian riders. The year long project will create a resource and comprehensive recommendations for improving the existing active transportation system in Marion County, including all unincorporated areas and the cities of Belleview, Dunnellon, and Ocala. The ATP is anticipated to be adopted in Fall 2025.

To learn more about the Active Transportation Plan visit the website:

<https://storymaps.arcgis.com/stories/aa237ac93733438e8190d47593ce6530>



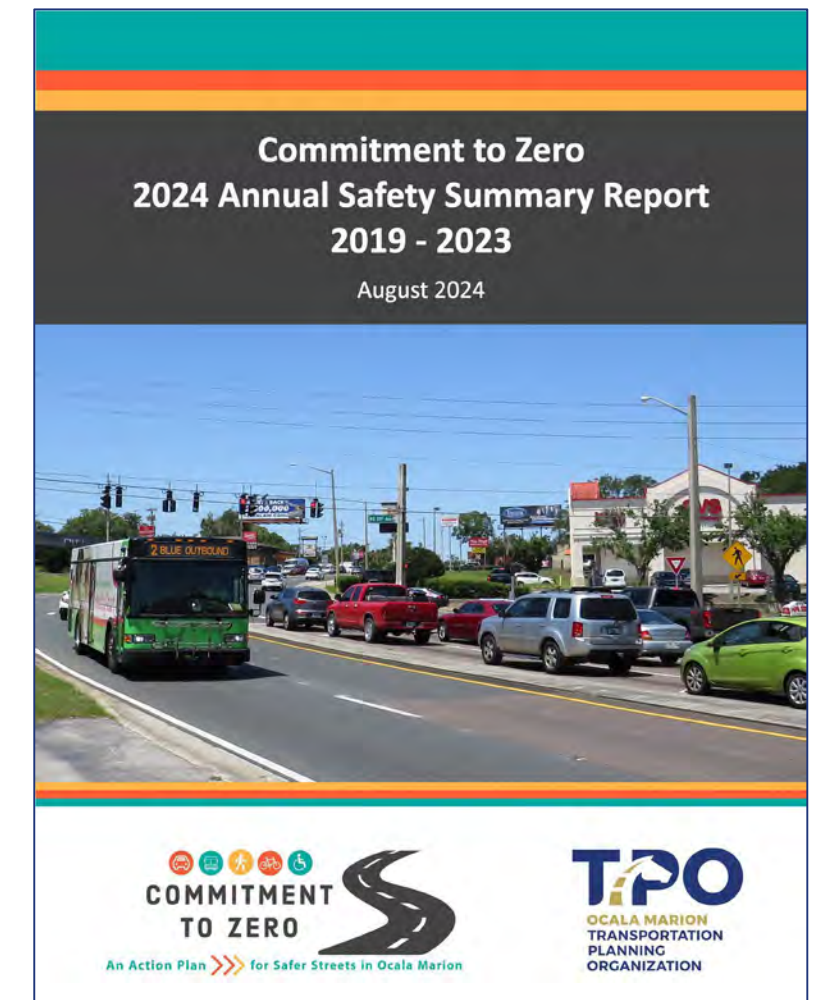
ACTIVE TRANSPORTATION PLAN



Annual Safety Report

In 2024, the TPO completed an annual update to the Commitment to Zero Safety Summary Report. There was also an update to the Commitment to Zero Online Dashboard and Executive Summary. This year the focus of the summary report and tools were mostly on fatal and serious injury crashes in Marion County. This update was completed in support of the TPO's ongoing Commitment to Zero Safety Action Plan implementation.

The annual summary report, online dashboard, and executive summary can be found at: <https://ocalamariontpo.org/safety-plan/>



Transportation Disadvantaged

TDLCB Workshop

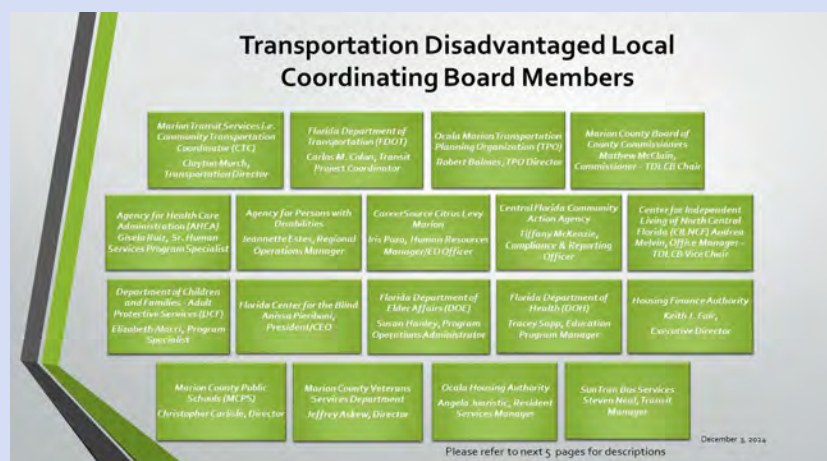
In June, the annual TDLCB workshop involved a tour of Marion Transit Senior Services facilities. Board members were able to see first hand all aspects of the operation, the call-in process, trip scheduling, and pick-up and return home services for riders.

Community Transportation Coordinator (CTC) Annual Evaluation

An annual review of the CTC (Marion Transit) was conducted by the TDLCB and the TPO in all areas of operation. This was accomplished through interviews, audits, quality checks, rider surveys, and ride-a-longs on the buses for observation. The evaluation allows Marion Transit to regularly make changes in accordance with rider's needs. The results showed another successful year for Marion Transit.

Transportation Disadvantaged Board Members Chart

The TDLCB Board created a members chart highlighting each of the agencies that make up the board, to assist them with getting better acquainted with each other. The Chart gives a brief explanation of what each agency consist of, the individual representatives, and their duties.



The chart is available at: <https://ocalamariontpo.org/wp-content/uploads/2024/10/TDLCB-Members-Chart.pdf>



Award to Commissioner Michelle Stone

The TPO awarded Commissioner Stone for six years of Service and exemplary leadership on the TDLCB Board. The award was presented to her by the current TDLCB Chair, Commissioner Matt McClain.



Community Engagement

Marion County Alumni Academy

March 19

The TPO presented to the Marion County Alumni Academy, outlining their role in local transportation planning. The presentation covered key projects, goals, and collaborative efforts with local governments to improve transportation infrastructure, as well as ways for the community to get involved in shaping future developments.



Bike Lane Design Contest

May 10

The TPO partnered with FDOT for a bike lane design contest at Ward Highlands Elementary. Students showcased their creativity by using a bike lane marking template to create unique designs. The winning designs were then installed by the FDOT maintenance crew on a bike lane next to the school, promoting both artistic expression and bicycle safety.



National Stop on Red Week

August 4 through August 10

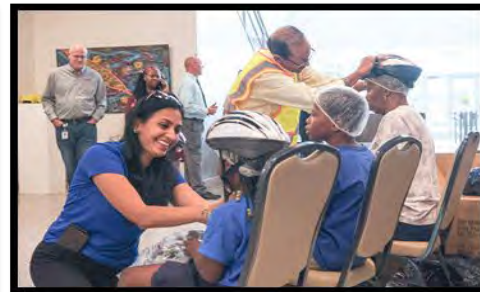
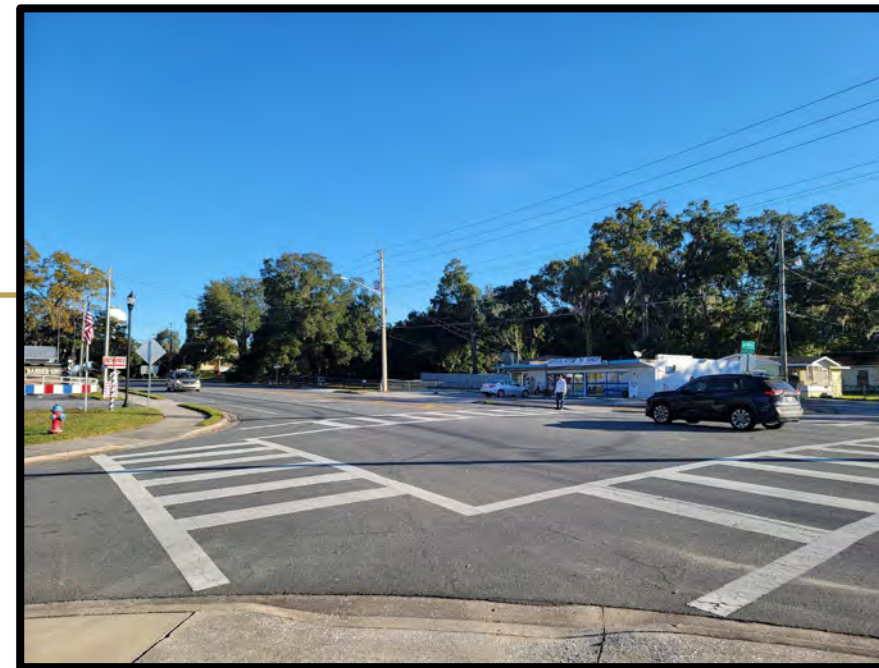
National Stop on Red Week raises awareness about the dangers of red-light running. The Ocala Marion TPO, National Coalition for Safer Roads (NCSR), and Florida Department of Transportation (FDOT) collaborated on a "Stop on Red Pop-Up Event" at State Road 40 and NE 25th Avenue on August 8, 2024. The event aimed to educate the public, with attendees including first responders, government officials, and TPO Board Member Mayor Ben Marciano.

Community Engagement

Bike-Walk Central Florida

July 30 and November 18

The TPO partnered with Best Foot Forward and the Ocala Police Department to raise awareness about the importance of drivers slowing down and yielding to pedestrians in crosswalks. The Operation Best Foot Forward initiative focuses on educating drivers and addressing these unsafe behaviors. Best Foot Forward also involved an evaluation of crosswalks across Marion County for future safety improvements.



Mobility Week

October 25 through November 2

Mobility Week encourages Floridians to reduce congestion and support the environment through walking, biking, transit, and carpooling. The TPO collaborated with FDOT, the City of Ocala, and SunTran to host local events. During Mobility Week, FDOT District Five Secretary Tyler visited Ocala for a tour and helmet fitting.

- October 28 from 3:00pm to 5:00pm – Helmet Giveaway
- October 29– Try Transit Tuesday

More Ways of Engagement



Marion County Planning Officials Training – Florida Chapter of the American Planning Association

In February 2024, the TPO participated as a lecturer on the topic of transportation. Participants included elected officials, planning advisory board members and professional planners.



Florida Metropolitan Planning Organization Advisory Council (MPOAC) Noteworthy Practices Showcase

In November 2024, the TPO presented on Communicating Traffic, Safety, and Congestion to Our Community at the MPOAC Noteworthy Practices Showcase in November 2024.

Fast Facts 2024



340,408
Number of licensed drivers
in Marion County



494,070
Number of registered vehicles
in Marion County



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

The Ocala Marion Transportation Planning Organization (TPO) is responsible for coordinating transportation projects, including highway, transit, rail, bicycle, pedestrian, and paratransit, throughout the county. The TPO allocates federal and state transportation funds and works to improve the region's transportation system by developing a variety of plans and programs.

5,941
Bellevue

2,015
Dunnellon

419,510
Population of
Marion County
2024 BEBR Estimate

69,556
Ocala

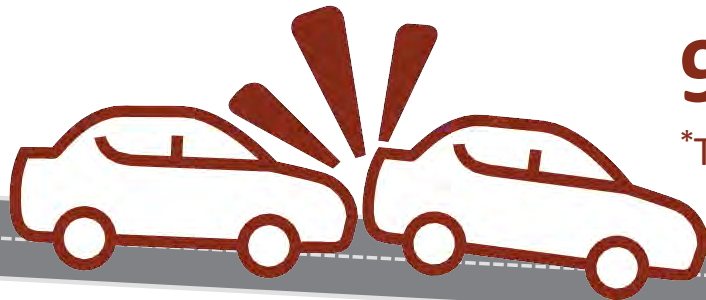
341,063
Unincorporated



120+ Miles of bike lanes in
Marion County



280+ Miles of sidewalks in Marion
County

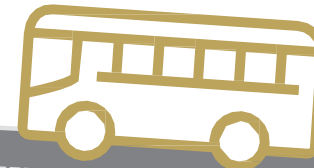


9,524
*Total Crashes

238,664
SunTran
Passengers
Annually

7

Fixed SunTran Bus
Routes



78,014
Marion Transit
Passengers
Annually

Rail Lines in
Marion County

51
Miles of Class A rail
lines



102
Miles of rail lines

100

*Fatalities

422

*Serious Injuries

*2023 Crash Data

Highest Average Daily Traffic
on I-75

113,500

Total Vehicles
per Day

29,400

Trucks per Day



58,465

Ocala International
Yearly Operations

38,603

Marion County
Yearly Operations

4.94 Billion

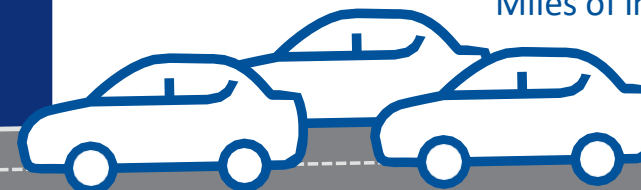
Total Annual Vehicle
Miles Traveled

38.3

Miles of Interstate (I-75)

4,051

Miles of Roadway



Data Sources: Marion Transit; SunTran; City of Ocala; Marion County; Florida Department of Transportation; Florida Highway Safety (FLHSMV); Bureau of Economic and Business Research (BEBR); Signal Four Analytics; University of Florida Signal Four; Federal Transit Administration; Federal Aviation Administration (FAA)

Updated December 2024



www.ocalamariontpo.org



2710 E. Silver Springs Blvd
Ocala, FL 34470
(352) 438-2630




Ocala Marion TPO – Contact Us

Pursuant to Title VI of the Civil Rights Act of 1964 and nondiscrimination statutes, regulations and authorities, 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. Anyone requiring special assistance under the Americans with Disabilities Act (ADA) or language assistance (free of charge) should contact: Liz Mitchell, Title VI/Nondiscrimination Coordinator, 352-438-2630.

For other information or needs, contact the TPO at: 352-438-2630 or ocalamariontpo@marionfl.org


TPO Staff

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Director

 352-438-2631


 Rob.Balmes@marionfl.org

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Transportation Planner

 352-438-2632


 Sara.Brown@marionfl.org

Shakayla Irby
Administrative Specialist III/
Social Media Coordinator

 352-438-2633

 Shakayla.Irby@marionfl.org

Liz Mitchell
Grants Coordinator/ Fiscal
Planner/Title VI

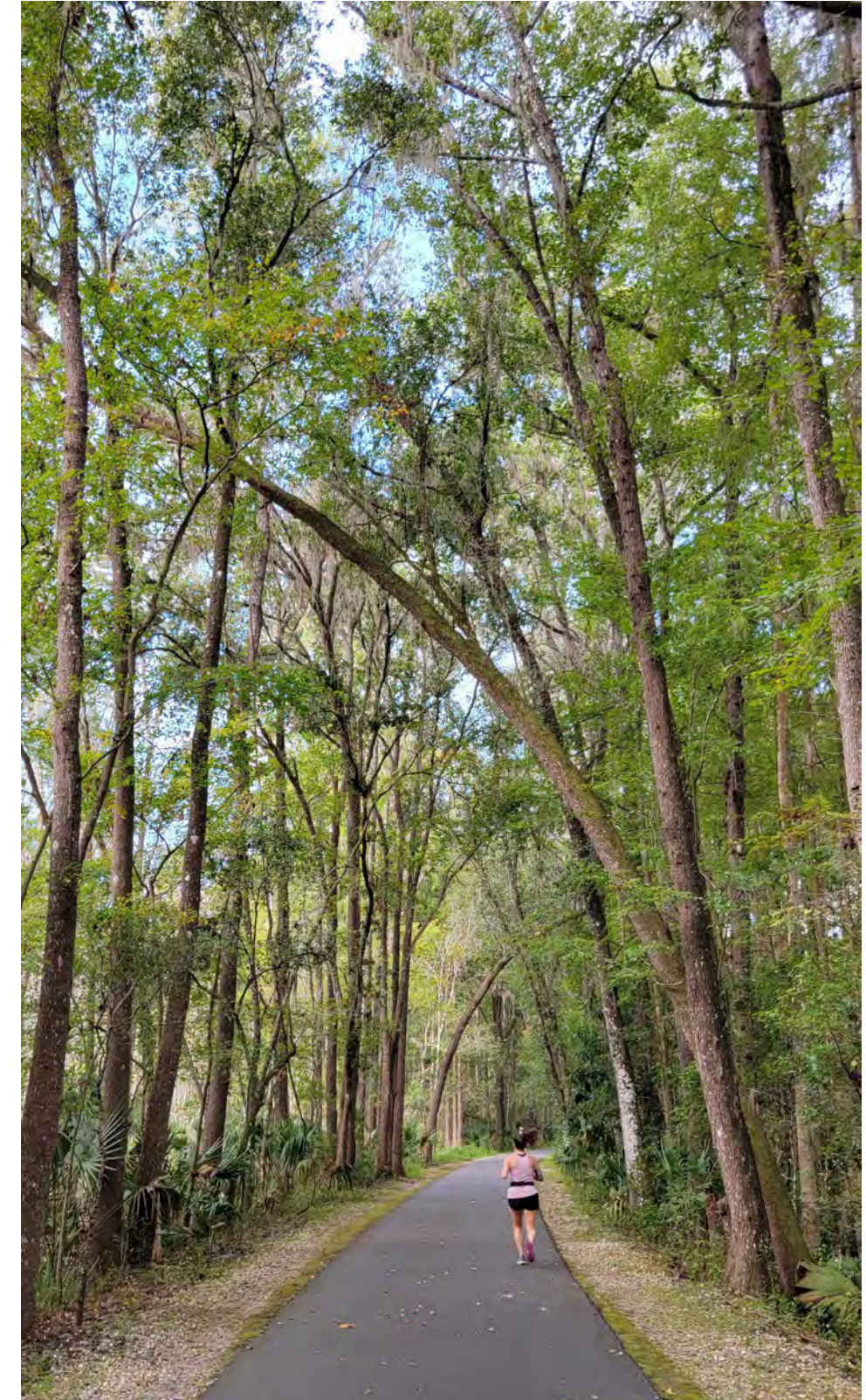
 352-438-2634

 Liz.Mitchell@marionfl.org



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Ocala, FL 34470

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ocalamariontpo.org





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Ocalamariontpo.org

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@OcalaMarionTPO



TO: Board Members

FROM: Rob Balmes, Director

RE: 2050 Long Range Transportation Plan (LRTP) Workshop #2

Summary

The TPO has scheduled Community Workshop #2 for the 2050 LRTP at the Mary Sue Rich Center at Reed Place. The event will be held on February 25, 2025 from 5:00 pm to 7:00 pm. The meeting will be an open house format for the general public.

Attachment(s)

- 2050 LRTP Community Workshop #2

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

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Community Workshop #2

Please join us at a Community Workshop for the 2050 Long Range Transportation Plan (LRTP) – Navigating the Future. The LRTP serves as a comprehensive framework for guiding transportation improvements in Marion County over the next 25 years and includes all modes of transportation – roadway, transit, bicycle, pedestrian, trails and freight.

The Community Workshop will be an open house format with display boards, comment tables and maps. Participants will have opportunities to share feedback on transportation priorities, investment decisions, and project needs for the future.

The meeting is open to all members of the public. For more information or to request special accommodations, please contact the TPO at: 352-438-2630 or OcalaMarionTPO@marionfl.org.

JOIN US!

DATE: FEBRUARY 25, 2025

TIME: 5:00PM - 7:00PM

**VENUE: MARY SUE RICH CENTER AT REED PLACE
1821 NW 21ST AVENUE, OCALA, FL 34475**

2050 LRTP WEBSITE





TO: Board Members

FROM: Rob Balmes, Director

RE: List of Priority Projects (LOPP) 2025 Schedule

Summary

Per the TPO Board adopted List of Priority Projects (LOPP) Policies and Procedures, TPO staff shall provide a schedule to all partner agencies at the beginning of the calendar year. Please find included with this memo the 2025 schedule.

Attachment(s)

- 2025 LOPP Schedule

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



List of Priority Projects (LOPP) 2025 Schedule

LOPP Activity	Milestone Dates
LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions. Review prior project rankings and applications	January 14
Meetings and coordination with local jurisdictions (Bellevue, Dunnellon, Ocala, Marion County)	February
Coordination with FDOT to review Work Program schedule and project application requirements	March - April
Deadline for new projects, project updates and priorities, and local application commitments	No later than March 31
Finalize Draft LOPP Project Lists and rankings	No later than April 30
Presentation of Draft LOPP to TPO Board/Committees	May 13, 27
Close of Committee and public comment on Draft LOPP and rankings at TAC and CAC meetings	May 13
Local Jurisdiction new and resubmittal FDOT Project Applications due to the TPO	No later than June 15
Presentation of Final LOPP to TPO Committees	June 10
Adoption of Final LOPP by TPO Board	June 20 or 23
Submission of new and resubmittal project applications to FDOT Grant Application Process (GAP) online portal	No later than June 30
Submission of TPO Board Adopted LOPP to FDOT	No later than June 30

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



TO: Board Members

FROM: Rob Balmes, Director

RE: MPOAC Updates

Summary

Effective December 5, 2024, Mark Reichert resigned as Executive Director of the Florida Metropolitan Organization Advisory Committee (MPOAC). Per the current Chair of MPOAC, a process to hire a new Executive Director is underway. Further updates will be provided to TPO Board members when made available.

Included with this memo is the 2024 MPOAC Annual Report.

Attachment(s)

- 2024 MPOAC Annual Report

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



MPOAC 2024 ANNUAL REPORT

Florida Metropolitan Planning Organization Advisory Council (MPOAC)

605 Suwannee Street, MS 28B
Tallahassee, FL 32399-0450
www.mpoac.org
850-414-4037

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KEY EFFORTS	05
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ABOUT THE MPOAC

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 27 MPOs and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.

The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process.

The MPOAC comprises a 27-member Governing Board consisting of locally elected officials from each MPO and a Staff Directors' Advisory Committee of the staff directors from each MPO. The MPOAC works with national and statewide organizations and other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.

MISSION

The MPOAC improves transportation planning and education by engaging and equipping its members to deliver results through shared innovations, best practices, enhanced coordination, communication, and advocacy.

MESSAGE FROM THE CHAIR



Reflecting on this past year, we are at a crossroads of significant challenges and remarkable resilience within the MPOAC. We have continued to work diligently, responding to changes in the ever-increasing, complex, and evolving landscape of urban areas in Florida. This includes adapting to the 2020 Census apportionments in cooperation with FDOT and supported by the Governor, as we spoke with one voice.

Our commitment to representing the needs and interests of Florida's 27 metropolitan planning organizations (MPOs) has never been stronger. Our efforts have underscored the importance of our mission and fortified our resolve. We have forged ahead with key initiatives and collaborations, showcasing our organization's resilience and adaptability.

This Annual Report is a testament to our dedication to fostering stronger partnerships, implementing best practices, and enhancing coordination. As we look to the future, I am filled with optimism about our ability to navigate these challenges and continue to improve transportation planning and advance the delivery of critical infrastructure programs in Florida. We are prepared to meet the increasing needs of regional coordination, training, and best practices.

Leading statewide coordination and staying abreast of national developments will be key as we look to the future. Thank you for your continued support and commitment to our mission.

Commissioner Mayra Uribe
Governing Board Chair, MPOAC

MPOAC EXECUTIVE COMMITTEE



**Commissioner
Mayra Uribe**
Governing Board Chair
MetroPlan



**Mayor
Dick Ryneason**
Governing Board
Vice-Chair
Okaloosa-Walton TPO



**Councilmember
Andrea Young**
At-Large Member
Space Coast TPO



Dave Hutchinson
Staff Director Chair
Sarasota Manatee MPO



Kandase Lee
Staff Director
Vice-Chair
Florida-Alabama TPO

OPERATIONS

Over the past year, the MPOAC focused on strengthening internal processes and enhancing collaboration with FDOT. Key operational activities centered on improving efficiency, transparency, and responsiveness to better serve Florida's 27 MPOs. The following section highlights our major operational efforts and achievements during the past year.

CONTINUED COORDINATION AND COLLABORATION WITH FDOT

The MPOAC continued biweekly meetings with Huiwei Shen, Chief Planner of the FDOT. These regular interactions enable the organizations to align goals, exchange valuable insights, and effectively work together to address MPOs' transportation challenges. This partnership is instrumental in achieving the MPOAC mission of improving transportation planning and education.

UPDATED THE STRATEGIC DIRECTIONS PLAN

In 2024, the MPOAC successfully updated its Strategic Directions Plan, the first revision since 2016. This critical update aligns our goals with the evolving needs of Florida's MPOs, ensuring that we remain responsive to the state's rapid growth and complexities. The plan defines three goals and associated strategies that serve as a framework for future MPOAC initiatives and focus on achieving results.

BUILDING STRONGER RELATIONSHIPS WITH TRANSPORTATION INTEREST GROUPS

Floridians for Better Transportation
Florida Public Transit Agency
AMPO
NARC
ITS Florida
Florida Association of Counties
Florida League of Cities



LEGISLATIVE SESSION MONITORING

During the 2024 legislative session, the MPOAC actively tracked proposed legislation aimed at eliminating the organization and altering MPOs operations. The MPOAC Executive Committee held numerous meetings with FDOT leadership and monitored legislative updates in an effort to keep our members informed.

MPOAC WEBSITE REDESIGN

In 2024, the MPOAC completed a full redesign of its website, enhancing its functionality and user experience. The updated site features a more intuitive layout, improved accessibility to information, and streamlined navigation, making it easier for users to access key resources. The MPOAC will continue to update the website to support greater engagement with MPO members.

KEY EFFORTS

Weekend Institute 2024



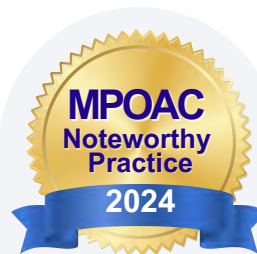
February 2024



March 2024



May 2024



Noteworthy Practices Portal

To effectively recognize best practices across all MPOs, the Noteworthy Practices Group agreed to develop an online portal for noteworthy practice submissions and virtual presentations.

The purpose of the Noteworthy Practices Portal is to highlight the good work of the MPOs in Florida, allow members of the MPOAC to learn from each other, and elevate the state of the practice of metropolitan transportation planning across the state. Selected practices will be shared in a webinar series, providing a platform for detailed discussion and Q&A sessions. The frequency of these webinars will depend on the volume of submissions received. The North Florida TPO hosts the Noteworthy Practices Portal and webinars. **The first webinar, hosted on July 15, 2024, highlighted the following noteworthy practices:**



Seven-layer Cake
Emerald Coast Regional Council



Developing Strong Media Relations
Space Coast TPO



Scheduling Reports & Project Status
Palm Beach TPA

KEY EFFORTS

Research and Technical Assistance

Research and technical support efforts are the backbone of our mission. The MPOAC took on several initiatives to help improve transportation planning in our state. These initiatives help us stay informed, collaborate effectively, and find innovative solutions to transportation challenges.

The MPOAC is collaborating with the University of South Florida's Center for Urban Transportation Research on the following research initiatives:

Noteworthy Practices Performing MPO Administrative Functions

This research project aims to identify and document noteworthy practices in MPO administrative functions across Florida. By studying current methods used by Florida's 27 MPOs, the project seeks to provide recommendations for improving efficiency in federal reimbursement, grant management, and personnel management. The outcomes of this research can assist MPOs in adopting best practices, helping them save time and resources while enhancing administrative effectiveness. This research will be completed by August 2025.

MPO List of Project Priorities (LOPP) Development Practices

The MPO LOPP Development Practices is a synthesis of how MPOs across Florida develop their List of Project Priorities (LOPP) and communicate these priorities to FDOT District Offices. The research identifies best practices that ensure clarity and effectiveness in project prioritization through surveys and detailed assessments.

The results can help MPOs improve their communication and coordination with FDOT, ultimately leading to better alignment of regional transportation needs with the state's work program.

OUTREACH, ENGAGEMENT, AND PARTNERSHIPS

At the heart of the MPOAC's mission lies a fundamental commitment to outreach, engagement, and building partnerships. These endeavors are the cornerstones of our ability to effectively serve MPOs and address the intricate challenges of transportation planning. This section summarizes pivotal activities to our success and how they play a vital role in connecting with stakeholders and fostering collaboration.

Member Highlights

Several of the Staff Directors and MPO staff serve a leadership role on national organizations. The following members serve on the National Association of Regional Councils' (NARC) Executive Directors Council:

**Aileen Bouclé, Second Vice Chair NARC
Executive Directors Council,
Miami-Dade TPO**

**Gary Huttman, Regional Representative
for District V (GA, FL),
MetroPlan Orlando**

**Gregory Stuart, Regional Representative
for District V (GA, FL),
Broward MPO**

The following members serve in various capacities on the Association of Metropolitan Planning Organizations (AMPO) Boards and Committees:

**Gary Huttman, Committee Member for
the AMPO Policy Committee,
MetroPlan Orlando**

**Gregory Stuart, Treasurer for the AMPO
Board of Directors,
Broward MPO**

**Mark Reichert, Committee Member for
the AMPO Policy Committee and
Emerging Technologies Interest Group,
MPOAC**

**Paul Calvaresi, Committee Member for
the AMPO Policy Committee,
Broward MPO**

Florida Association of Counties Podcast

Commissioner Mayra Uribe, Chair of the MPOAC, and Mark Reichert, MPOAC Executive Director, were guest speakers on the County Conversations Podcast hosted by Eric Poole, the Executive Director for the Institute for County Government. The podcast focused on the role of MPOs in Florida's transportation planning process. The podcast was published on May 02, 2024 and is available on Studio 67's County Conversations podcast webpage.

MPO Finance Workshop

The Palm Beach TPA and FDOT hosted a training workshop on MPO finance processes and requirements, including the UPWP, Federal grants, reimbursements, invoicing, and other financial topics applicable to Florida MPOs. The workshop was held on Monday, December 18, 2023, for all MPOs in Florida and FDOT staff. The workshop was broadcast virtually to facilitate participation across the state. A session was held on Tuesday, December 19, 2023 for District 4 MPOs and FDOT Staff. Presentations are available on the Palm Beach TPA website.

OUTREACH, ENGAGEMENT, AND PARTNERSHIPS

Florida Transportation Commission Annual Presentation

In compliance with new requirements under House Bill 425, the MPOAC has strengthened its coordination with the Florida Transportation Commission (FTC). The Executive Director, Mark Reichert, presented to the FTC on February 22, 2024, ensuring alignment between MPOs' long-range and the Florida Transportation Plan. Mr. Reichert will present annually to the FTC during their November meetings.

Space Florida Presentation

To meet new legislative requirements under house Bill 7041, the MPOAC appointed Georganna Gillete, Space Coast TPO Executive Director, as the MPOAC's liaison with Space Florida. This liaison role facilitates a partnership between space Florida and the MPOAC to coordinate and specify how aerospace planning and programming will be part of the state's cooperative transportation planning. Space Florida presented at the January 25, 2024, MPOAC Quarterly Meeting, providing insights into its planning initiatives and future outlook.

The MPOAC membership toured the Suntrax Facility as part of its October 2023 Quarterly Meetings.

Suntrax Facility Tour

The MPOAC hosted its October 2023 Quarterly Meetings at the SunTrax Facility in Auburndale, FL. The meeting included a tour of the SunTrax Facility. SunTrax is a large-scale, innovative facility developed by Florida's Turnpike Enterprise (part of the Florida Department of Transportation), dedicated to the research, development, and testing of emerging transportation technologies in safe and controlled environments.



LOOKING AHEAD

Reflecting on the achievements and the strides the MPOAC has made this past year, it's equally crucial to set sights on the horizon. This section unveils the journey ahead for the MPOAC's future activities and initiatives: As we reflect on our achievements and the strides we've made this past year, it's equally crucial to set our sights on the horizon. This section unveils the journey ahead for the MPOAC. Here, we outline our future activities and initiatives:



**STRATEGIC DIRECTIONS PLAN 2024
IMPLEMENTATION**



**CONTINUE TO BUILD ON OUR POSITIVE
RELATIONSHIP WITH FDOT**



**MPOAC'S REVIEW OF LRTPS ALIGNMENT WITH THE
FLORIDA TRANSPORTATION PLAN**



WEEKEND INSTITUTE SESSIONS



**ENHANCING PARTNERSHIPS WITH OTHER INTEREST
GROUPS AND ASSOCIATIONS ON THE IMPORTANT
ROLES OF MPOS IN TRANSPORTATION PLANNING**



DEVELOP STAFF TRAININGS

Mark Reichert
MPOAC Executive Director

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Ryan Kordek
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Colleen Nicoulin
 River to Sea TPO

Georganna Gillette
 Space Coast TPO

Peter Buchwald
 St. Lucie TPO

Staff Directors' Advisory Committee Membership as of August 2024