



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
January 28, 2025
3:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea, Sr.
Commissioner Craig Curry
Councilmember Kristen Dreyer
Commissioner Ray Dwyer
Councilmember James Hilty
Councilman Tim Inskeep
Mayor Ben Marciano
Commissioner Matt McClain
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Councilmember Barry Mansfield

Others Present:

Rob Balmes, TPO
Liz Mitchell, TPO
Kia Powell, FDOT
Jon Scarfe, FDOT
Kathy Alexander-Corbin, FDOT
Mike McCammon, FDOT
Kellie Smith, FDOT
Nathan Gallops, Ocala Police Department
William Roll, Kimley-Horn
Sean Lanier, City of Ocala
Noel Cooper, City of Ocala
Steven Cohoon, Marion County
Sara Caron, Marion County
Adriann LeBlanc, ETM
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Carl Zalak called the meeting to order at 3:00pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

Liz Mitchell, staff member of the TPO, called the roll, and a quorum was present.

Item 3. Proof of Publication

Liz Mitchell stated that the meeting was published online on the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County websites on January 21, 2025 and shared on the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

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

Item 5A. Director Annual Performance Evaluation

Sara Caron, Director of Marion County Human Resources, presented on behalf of Amanda Tart, Marion County Assistant County Administrator, stating that 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's performance evaluation process.

On October 17, 2024, an evaluation form was distributed to each TPO Board member for completion, and each completed evaluation was included in the meeting agenda packet for the board members to review.

There were no comments from the TPO Board.

Ms. Dreyer made a motion to approve the Director Annual Performance Evaluation. Ms. Stone seconded, and the motion passed unanimously.

Item 5B. Revised 2025 TPO Board Meeting Schedule

TPO Director Rob Balmes said at the October meeting last year, the Board discussed the proposed schedule for the 2025 TPO Board meetings. The Board approved meetings in January, March, and May. However, concerns were raised regarding the scheduling of the June and November meetings.

TPO staff was asked to coordinate with county and city staff regarding schedules and calendars. After reviewing the calendars for Belleview and Dunnellon, staff proposed moving the June meeting from June 24th to June 23rd (Monday) to better accommodate scheduling conflicts.

It was noted that the June meeting is significant as it includes the adoption of the Transportation Improvement Program (TIP).

Additionally, the November meeting was originally proposed for November 20th but has been moved to November 13th to align with scheduling needs. This meeting would include the adoption of the Long Range Transportation Plan (LRTP).

An asterisk was placed on September 23rd, indicating that this date would include a LRTP public hearing and a regular meeting. The LRTP would be released at this meeting, with a detailed presentation on the document.

Mr. Bethea made a motion to approve the Revised 2025 TPO Board Meeting Schedule.
Ms. Stone seconded, and the motion passed unanimously.

Item 5C. Performance Management Targets

TPO Director Rob Balmes explained that federal law required TPOs/MPOs to conduct performance-based planning by tracking performance measures and setting annual safety targets. Since 2018, the TPO had been required to adopt safety targets annually, with no penalties for not meeting them.

For 2025, the TPO needed to submit safety targets to FDOT by February 28. The Board had historically adopted quantifiable targets rather than the state targets of zero for all measures. Three options were presented for 2025:

- **Option A:** 5% reduction from 2024 targets (recommended by staff)
 - 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).
- **Option B:** 5% reduction based on 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 FDOT's state targets of zero
 - 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 aligned with the Commitment to Zero goal of eliminating fatalities and serious injuries by 2045.

Mr. Balmes shared the recommendations from the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) with the Board. Both committees recommended the approval of Option A.

Additionally, the TAC recommended an update to the Safety Programs and Activities Summary Report produced in 2024. The update should emphasize accomplishments and focus on highlighting progress made through partnership efforts and the completion of projects with specific safety features.

TPO staff agreed to develop a refined version of the 2024 summary. The report could evolve into a more comprehensive annual safety report, expanding beyond a standard summary of crash statistics.

Ms. Dreyer stated that in her three years as a councilwoman, there had been two instances where she regretted a vote, one of which was the adoption of a declining target of 5%. She shared a personal experience from a ride-along with OPD, where she witnessed the aftermath of a fatal motorcycle crash involving a Marion County citizen.

She expressed strong opposition to setting a target that accepts 87 fatalities per year on the roadways, stating that she preferred Option C. While acknowledging the importance of tracking trends and data, she emphasized that she was not comfortable with any loss of life on the roadways.

Mr. Inskeep asked, given the advancements in vehicle safety technology and the crash data related to fleet vehicles, whether there was a clear understanding of why serious injuries and fatalities continue to rise.

Mr. Balmes acknowledged that this was an excellent question and stated that, while tracking fatalities internally and following news reports, a significant number of fatal crashes appear to be behavior-driven. He noted that factors such as speeding, aggressive driving, running red lights, and driving under the influence are frequently involved in severe crashes.

He referenced a fatal incident on State Road 40 from the previous year as an example. While he could not speak to all statistics at the moment, he emphasized that the annual safety report provides a detailed analysis of the causes of fatalities and serious injuries each year.

Mr. Bethea stated that when it came time to vote, he would prefer Option C, as he also supported a goal of zero fatalities. He emphasized that setting a goal of zero fatalities would encourage a stronger focus on achieving that outcome, rather than aiming for a percentage reduction or an accepted number.

Mr. McClain shared his perspective, stating that while pursuing a zero-fatality goal is honorable, he questioned whether it was the most effective approach. He referenced the concept of SMART goals (Specific, Measurable, Attainable, Relevant, and Time-bound), emphasizing that goals should be realistic and achievable.

He expressed that a gradual reduction approach made more sense to him, as it would provide a clear starting point and allow for measurable progress toward the ultimate goal of zero fatalities. However, he acknowledged that if the majority of the board supported a zero-fatality goal, he would respect that decision.

Mr. Curry stated that setting a target provides a clear goal to work toward in reducing fatalities and addressing the issue.

He acknowledged that some progress had been made this year and emphasized the importance of continuing these efforts.

He referenced District Secretary Tyler's program of action, noting that significant progress is expected within the next year. While he appreciated the intent behind a zero-fatality goal, he expressed a preference for setting a reasonable and attainable target.

Mr. Curry highlighted past trends, recalling that fatalities were once at 101 and have since decreased to around 90. He reiterated his belief that while striving for zero is important, a more incremental approach would be more realistic and effective.

Ms. Dreyer asked what specific actions were being taken to reach the established safety goal.

Mr. Curry highlighted ongoing district-level efforts, noting that each district has representation at the table. He referenced a recent meeting held by the Florida Department of Transportation Safety Office in Marion County, Ocala, which both he and Ms. Dreyer attended. He emphasized that a global analysis of safety concerns is currently underway and stated that he would bring additional materials to the next meeting for distribution to board members.

He acknowledged previous efforts, including those initiated when he was chair, to collaborate with the Sheriff's Office, OPD, and other agencies to improve safety awareness. He specifically mentioned the use of heat maps to identify the most dangerous intersections in Marion County and noted discussions with Mr. Balmes about developing a signage program to highlight high-risk intersections and encourage greater caution from drivers.

Mr. Curry concluded by stating that while significant efforts are being made behind the scenes, they have not been effectively communicated.

Ms. Stone addressed the educational component of roadway safety, noting that videos and awareness campaigns have been developed and that the TPO has been tasked with creating additional educational materials. She also mentioned events such as Walk Your Child to School Day and other school-based initiatives.

She emphasized that behavior remains a key factor in roadway safety, agreeing with previous comments that many crashes are behavior-driven. She pointed out that older vehicles staying on the road longer may contribute to the issue, as they lack newer safety technologies. She noted that until newer vehicle models become more prevalent, safety challenges will persist.

Reflecting on past discussions, she acknowledged that the board has wrestled with setting safety targets for several years. While the aspirational goal is zero fatalities, she expressed that a realistic goal acknowledges behavioral challenges. She emphasized the importance of promoting better driving behavior, increasing sidewalks, and ensuring pedestrians use designated crossings.

She also highlighted ongoing safety projects in the community, including the construction of medians, which—despite complaints—are designed to enhance safety. She encouraged a cultural shift toward safer roadway habits, emphasizing the need for drivers to be more considerate and cautious.

Regarding the performance target options, she expressed support for Option A or B, stating that Option A is more aggressive, and she was comfortable pursuing that more ambitious reduction goal. However, she remained open to hearing further discussion from the board.

Mayor Marciano asked for clarification on the number of counties selecting Option C.

Mr. Balmes stated although he did not have the exact number he believed that 21 of the 27 MPOs in the state have adopted targets of zero.

Mayor Marciano expressed his belief in the importance of setting a clear goal, emphasizing that the zero-fatality goal sends a strong message. He acknowledged that the 21 MPOs who adopted this goal likely have valid reasons for doing so, and he supported the messaging behind it, stating that it helps to focus efforts on achieving the goal of zero fatalities.

He also mentioned the city's efforts to improve traffic safety, noting the implementation of a traffic unit and 500 traffic stops in the past two to three weeks. He highlighted the city's focus on addressing driver behavior through aggressive enforcement, believing that this approach would lead to a significant reduction in crashes.

Ms. Dreyer acknowledged the efforts being made to improve safety, noting that the planter boxes on State Road 200 were implemented to slow down traffic and reduce fatalities, as speeding is a contributing factor. She also mentioned the installation of a traffic circle on 44th, which was designed to replace a four-way stop where many T-bone crashes and fatalities occurred. She highlighted that while crashes didn't disappear, fatal crashes were reduced after the traffic circle was installed.

Ms. Dreyer emphasized the importance of addressing speeding and driver behavior, referring to heatmaps used to identify accident hotspots. She stressed that speeding should not be tolerated, as no destination is worth risking lives. Drawing from personal experience, she recalled the tragic sight of a mother and child killed in a crash, which reinforced her passion for zero fatalities.

She also raised the issue of population growth in the county, suggesting that while the number of fatalities might remain relatively flat, the growing population could mean that the goal of reducing fatalities is still important. Finally, she mentioned that the Ocala Police Department (OPD) provides regular updates on their efforts to combat speeding and reduce accidents, encouraging accountability within the community.

Ms. Stone acknowledged the city's role in addressing traffic safety, highlighting that the mayor oversees the police department, where much of the traffic enforcement occurs. She pointed out that outside the city limits, traffic enforcement is the responsibility of the sheriff, a constitutional officer, who is still attuned to traffic issues. However, she emphasized that dense traffic is mainly within the city limits, where the municipalities are located. She commended the city's efforts in tackling traffic safety.

Chairman Zalak reflected on the zero-fatality initiative, noting that it was introduced by FDOT and that each MPO had the option to adopt it. He acknowledged that while setting a zero-fatality goal sounds appealing, it may not lead to measurable changes. He pointed out that the zero number can become numb over time, meaning it might lose its impact or significance.

He further explained the need for a realistic goal that allows for proactive efforts and actionable plans, such as targeting specific intersections for safety improvements. He discussed the difficulty in measuring success with a zero goal, asking whether a 10% drop would be seen as successful, given that zero might be an unrealistic target.

Zalak mentioned that other MPOs had also chosen to adopt zero fatalities, but since there are no penalties or consequences for not meeting that target, many set it as a goal without actual expectation of achieving it.

Mr. Dwyer shared a recent incident in Belleview, where the fatality involved a man driving erratically with no license, traveling from Ocala to Belleview, and hitting a woman in the crosswalk. He highlighted the role of behavior in crashes, specifically referencing the increasing number of incidents related to fleeing and eluding in the area.

He suggested exploring stiffer punishments for offenses such as driving with a suspended license and fleeing from officers as a means to address and reduce such dangerous behaviors. He emphasized that these measures could contribute to a downward trend in fatalities and serious injuries.

Chairman Zalak suggested that the group consider exploring fines and penalties as a potential strategy this year, specifically for offenses such as driving with a suspended license and fleeing from officers. He recalled an earlier effort where both the Sheriff and Police Chiefs were invited to discuss what tools and local ordinances they might need to address traffic issues effectively.

He also emphasized the potential effectiveness of messaging in curbing dangerous behaviors, mentioning how seeing memorials or monuments on the roadside can impact drivers by reminding them of the consequences of fatalities and serious injuries. He proposed the idea of using signage at high-risk intersections that could list the number of serious injuries or fatalities that have occurred at that location, aiming to trigger caution in drivers and encourage them to slow down.

Mr. Dwyer suggested that such signage could particularly benefit younger drivers. He noted that when parents teach their children to drive, they often focus on the right turns only and safe routes, but adding signs that highlight the number of injuries or fatalities at specific intersections could have a significant impact. He emphasized that when drivers stop at these intersections, the visual reminder of the consequences could influence their behavior and encourage them to be more cautious.

Mr. McClain reflected on a point he raised the previous year about the 100 deadly days of summer, which is a period where a significant number of fatalities occur, particularly among teen drivers. He highlighted that a third of deaths among teens in the U.S. happen within a three-month period during summer when many teens are on the road more frequently due to school being out. He suggested that this issue could be highlighted more in future messaging to raise awareness and help people recognize that summer is an especially dangerous time for teen drivers.

Chairman Zalak proposed two ideas:

1. Targeted Messaging at Intersections: He suggested bringing back ideas to the TPO on targeted safety messaging at key intersections, possibly highlighting crash data or safety tips.
2. Messaging for the 100 Days of Summer: He also recommended working with all involved agencies to create strong, focused messaging for the 100 deadly days of summer to raise awareness about the heightened dangers during this period.

Ms. Dreyer supported the idea of collaborating with the school district, suggesting that if messaging about the 100 deadly days of summer were introduced before the summer break, it could be distributed to students earlier. She recalled a fatal accident involving a teenager shortly after the 100 deadly days conversation, and emphasized the importance of hitting the school district early to reach students with the message.

Ms. Stone mentioned that Marion County Public Schools would be having a meeting, which she believed was scheduled for 5 p.m. today at the facility.

Chairman Zalak expressed his agreement with the two ideas discussed and stated that Mr. Balmes would bring back some ideas at the next meeting. He highlighted the value of having an ongoing conversation, as it generates great ideas. He thanked everyone for their contributions to the discussion.

Mr. McClain suggested that the group could commit to the zero-fatality goal alongside other TPOs and MPOs, but also track an internal, more realistic goal, such as a 5% reduction in fatalities. He emphasized that this approach would allow for meaningful messaging while still tracking progress toward a manageable target.

Chairman Zalak expressed that there is nothing wrong with having a vision statement, such as envisioning a community that could eventually achieve zero fatalities. However, he emphasized that the team, staff, and all agencies should have a clear, measurable target, such as a 5% reduction in fatalities each year, considering the growth factor of the community.

Mr. Inskeep acknowledged the importance of having goals but pointed out that in the past, goals were always accompanied by specific programs and processes to achieve them. He expressed some confusion about the zero-fatality goal, as there seems to be no clear program or process in place to reach it. He understood the sentiment behind aiming for zero, but he emphasized that realistically, the processes and programs in place are more likely to lead to a 5% reduction, which should be the achievable goal.

Mr. Curry made a motion to approve Option A: a 5% reduction to the prior year targets for the 2025 Safety Performance Management Targets. Ms. Stone seconded the motion.

The motion passed, with Mayor Ben Marciano, Councilmember Kristen Dreyer, and Councilmember Ire Bethea Sr. opposed.

Chairman Zalak emphasized that none of the group is truly satisfied with the current plan, especially when it comes to public information. He suggested bringing back marketing ideas and using next year's efforts to improve the approach. He proposed categorizing every intersection and roadway improvement, focusing on those that enhance safety. This would provide a better framework to measure progress, aiming for a 4-5% reduction in fatalities. He asked for agreement on moving forward with this approach in the next year's planning process.

Mr. Curry reflected on the significance of the discussion, noting that the Commitment to Zero began when Commissioner Stone was chair of the TPO. He acknowledged the gradual, year-by-year progress the TPO had made. He expressed excitement about the current conversation and buy-in, highlighting that whether the group aims for zero or another target, the ultimate goal is the same: reducing fatalities.

He emphasized that achieving this goal will require collective effort from everyone, analyzing community conditions, and coming up with recommendations. He also recalled past efforts, noting that a comprehensive list of actions was already in place, and praised Councilwoman Dreyer for taking the initiative to work with city council on heatmaps and other specifics. He appreciated the progress the TPO has made over time.

Chairman Zalak suggested bringing back a couple of items for further discussion. He asked for assistance from Ms. Dreyer with messaging and to work through that aspect of the plan. He also requested that Mr. Dwyer help bring back recommendations regarding fleeing and eluding from a law enforcement perspective. He emphasized the importance of continuing to work on this as a priority and requested that Mr. Balmes include updates on the Commitment to Zero plan in each agenda for board meetings moving forward.

Ms. Stone requested that the congestion management plan be considered as a starting point. She suggested incorporating the fatalities at those intersections into the plan and also recommended including the demographics of the fatalities, such as age brackets, to better understand where and to whom these incidents are occurring across the county.

Mr. Bethea raised a concern about keeping track of electronic devices and apparatuses, such as electronic bicycles, that are increasingly being used on the roads. He described a situation where, while waiting at a red light, a bicycle could unexpectedly zoom past at high speeds, creating potential hazards when drivers are not anticipating such rapid movement. He suggested that while fatalities might not be a major concern yet, injuries could still be occurring due to these vehicles' presence on the roads.

Mr. Dwyer clarified that the crash report itself has designated sections for tracking pedestrian and bicyclist incidents. These sections also allow for the tracking of factors such as whether the person was using a cellphone at the time of the crash. He noted that this information is supposed to be collected and recorded by the state when the officer completes the report, making it possible to analyze those factors.

Chairman Zalak asked whether the laws would apply if an officer observes someone on a scooter using an electronic device improperly or engaging in unsafe behavior, indicating that laws should be enforced on the scene in such situations.

Mr. Dwyer acknowledged that while it is possible for officers to issue tickets to individuals on bicycles for violations, such as rolling through stop signs or causing near accidents, the challenge in places like Belleview is that many of the cyclists are homeless individuals. He pointed out that even if tickets were issued, these individuals often would not be able to pay them, as their licenses were typically already suspended, and this did not effectively change their behavior.

Ms. Dreyer responded to Councilman Bethea's request and suggested that it was possible to track fatal accidents involving electric bikes and partner with the Ocala Police Department (OPD) to gather data on the number of calls related to electric bikes. This collaboration would help in understanding the extent of issues related to electric bikes in the area.

2025 Pavement and Bridge and System Performance Targets

TPO Director Rob Balmes explained that federal law required State DOTs and TPOs/MPOs to conduct performance-based planning by setting data-driven targets. In 2017, the Federal Highway Administration (FHWA) established the Pavement and Bridge Condition Performance Measures (PM2) and System Performance Measures (PM3) to assess conditions and reliability for the National Highway System (NHS). There were no penalties for failing to meet these targets.

On December 16, 2022, FDOT set new statewide two- and four-year targets for PM2 and PM3, which the TPO Board adopted on March 28, 2023. These targets were required to be included in the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).

At the 2024 mid-point review, FDOT revised three targets, requiring TPO Board action by March 1, 2025:

- **PM2** – % of NHS Bridges in Poor Condition: revised from $\leq 10.0\%$ to $\leq 5.0\%$
- **PM3** – % of Person-Miles Traveled on the Interstate That Are Reliable: revised from $\geq 70.0\%$ to $\geq 75.0\%$
- **PM3** – % of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable: revised from $\geq 50.0\%$ to $\geq 60.0\%$

PM2 measured the condition of pavement and bridges, classifying them as good, fair, or poor. PM3 assessed system performance by measuring travel time reliability for all vehicles and freight trucks. The latest available data for Marion County from 2023 was provided by FDOT.

Ms. Stone made a motion to approve the three revised statewide targets for PM2 and PM3 for submission to the Florida Department of Transportation, and inclusion in the TIP and LRTP. Mr. Curry seconded, and the motion passed unanimously.

Item 6A. Florida Department of Transportation (FDOT) Fiscal Years (FY) 2026 to 2030 Tentative Work Program

Kathy Alexander-Corbin, FDOT District 5 Office, provided a presentation on the Tentative Five-Year Work Program for fiscal years 2026–2030 in Marion County. The FDOT District 5 Tentative Work Program Public Hearing took place from December 2 to December 6, with a Public Hearing Open House held both virtually and at the District Headquarters in DeLand on December 4, 2024.

The slideshow presentation was included in pages 18-33 of the meeting minutes for reference.

Ms. Alexander-Corbin noted on the County Breakdown slide of the presentation that in FY 2028/29, there was a dip in funding (\$15,005,771) due to resurfacing projects not being scoped out for that year, resulting in many projects not being included in the total. She also pointed out that FY 2029/30 showed a significant increase in funding (\$248,729,635), primarily due to large capacity projects in Marion County, particularly those related to I-75.

Additions to the work program included the following:

- Resurfacing projects
 - 450948-2: SR 40 from SE 196 Terrace Drive to Lake County Line
 - 454214-1: S.R. 200 (US 441/301/27), from NW 2nd Street to CRE 200-A (NW 20th Street)
 - 454215-1: S.R. 35 (US 301), from SE 142nd Place to S.R. 500 (U.S. 27/441)
- Capacity
 - S.R. 40, from end of 4-lanes to east of C.R. 314
 - S.R. 200, from Citrus County Line to C.R. 484
- Roadway/ Intersection
 - C.R. 475-A Lane Departure – Local agency project with Marion County
 - SE 100th Avenue – Local agency project with Marion County
 - S.R. 40, from U.S. 441 to 25th Avenue
 - Interstate 75, from S.R. 200 to S.R. 326
- Aviation
 - Marion-Ocala International Airport Fuel Farm
 - Marion-Ocala International Airport Runway
- Pedestrian/ Bicycle
 - Belleview to Greenway Trail from SE 102nd Place to U.S. 441

Deferred projects included the following:

- Marion-Ocala Int'l Taxiway improvements from FY 25/26 to FY 26/27
- Marion-Ocala Int'l Airport Rescue and Firefighting Facility (ARFF) Building from FY 26/27 to FY 29/30
- SR 45 (US 41), from SW 110th St. to north of SR 40 from FY 28/29 to FY 29/30
- Interstate 75, from SR 40 interchange to SR 318 interchange from FY 27/28 to FY 28/29
- Interstate 75, from SR 200 to south of flyover from FY 27/28 to FY 28/29
- Interstate 75 at SR 484 from FY 27/28 to FY 28/29
- SR 40, from SW 80th Avenue to SW 52nd Avenue from FY 25/26 to FY 27/28
- SR 464, from SR 200 to SR 25/SR 500 from FY 26/27 to FY 28/29
- SR 35 (US 301), from Sumter County Line to CR 42 from FY 26/27 to FY 27/28

Deleted projects included the following:

- SR 60th Ave., from SW 54th St. to SECO Energy driveway
- US 301 (US 27/US 441) Phase II

Ms. Alexander-Corbin mentioned that in 2023, the City of Ocala was awarded \$104,000 for the Safe Streets for All (SS4A) program. She further noted that in 2024, Marion County was awarded \$19,020,640 through the SS4A program for the implementation of safety improvements on Maricamp Road.

Mr. Curry noted that FDOT recently completed a project at the intersection of State Road 40 and US 301/27, which appeared to address pedestrian safety. However, he observed that the design was causing traffic issues, particularly for vehicles turning left from south to north.

He shared that he personally experienced delays, having to wait through two traffic signal cycles to access the left-turn lane, which was empty at the time.

He expressed concern that the design might be creating congestion rather than improving traffic flow.

Mike McCammon, Operations Engineer for FDOT in Ocala, acknowledged receiving feedback at the last meeting regarding the project at State Road 40 and US 301/27. He shared that FDOT had discussions and proposed potential fixes to the city. As a result, they plan to remove part of the concrete island, cutting it back about 150 feet to allow more vehicles to enter the left-turn lane.

Additionally, he mentioned concerns about a large right-turn movement at the intersection, where cars are unable to enter the right-turn lane due to queuing. While FDOT may not currently own the necessary right-of-way to address this immediately, they are exploring solutions. The planned median work will include the removal of a pedestrian crossing that was previously present but widened during construction.

McCammon confirmed he had personally experienced the same congestion issues and expressed hope that this interim improvement would help. He also noted the possibility of a future project to further improve the right-turn lane movement.

Chairman Zalak responded that this was good news and asked how long it would take to implement the changes.

Mr. McCammon stated that the project falls under their push-button program, which allows for relatively quick adjustments using available traffic funds. Given that the initial design did not work as intended, they are prioritizing the changes and aiming to begin construction this summer, rather than the typical one- to two-year timeline for push-button projects.

Due to time constraints, Ms. Alexander-Corbin informed the board that they could watch the FDOT hurricane response video at their leisure.

Ms. Stone expressed her appreciation for the report from FDOT on State Road 40 and US 301/27.

Item 6B. Navigating the Future 2050 Long Range Transportation Plan (LRTP) Vision, Goals, Objectives and Initial Revenue Projections

TPO Director Rob Balmes introduced William Roll, Project Manager with Kimley-Horn, for the Navigating the Future 2050 Long-Range Transportation Plan (LRTP). Mr. Roll presented the draft plan, outlining its vision, goals, and objectives, as well as the 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. Additional information on the LRTP project was available on the TPO website: <https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>

The slideshow presentation was included in pages 34-59 of the meeting minutes for reference.

Item 6C. 2025 TPO Major Activities

TPO Director Rob Balmes provided an annual summary of major programs and projects planned for 2025 to meet organizational goals and state and federal requirements. TPO staff discussed the document and how committee members would be involved in providing feedback throughout the year.

Key activities and milestones included:

- Safety (PM1), Pavement and Bridge (PM2), and System Performance (PM3) Targets
- Navigating the Future 2050 LRTP
- FDOT/TPO Joint Certification
- Commission for Transportation Disadvantaged Coordinator (CTC) Review
- Annual List of Priority Projects (LOPP) and Regional Priorities
- Transportation Improvement Program (TIP)
- Transportation Disadvantaged Service Plan (TDSP) Updates
- Active Transportation Plan
- TPO Website Project
- Traffic Counts Online Map and Report
- Commitment to Zero Safety Dashboard and Annual Report
- Roll Forward TIP Amendment
- 2045 LRTP Amendment (if necessary)
- Freight Analysis Study (Tentative)
- Congestion Management Plan (CMP) Update (Tentative)

Item 6D. Quarterly Budget Status Update

Ms. Mitchell, the TPO Grants Coordinator, directed the board to the financial status report included in their packet. The report covered the period from July 1st to November 30th, 2024, providing a breakdown of funds expended during that time, along with a summary at the bottom.

Item 7. Comments by FDOT

Updates on SR 200 and US 441/SR 40 projects

Mr. McCammon provided an update on the State Road 200 construction project, which is currently underway. The project is primarily a resurfacing effort but also includes significant safety improvements, such as filling sidewalk gaps and narrowing lanes to encourage slower speeds. Between 2014 and 2023, the corridor experienced 956 serious injuries and eight fatalities, underscoring the need for these enhancements.

The project will introduce a median along most of the corridor from Pine Avenue to I-75, except for a section near the Acura and Toyota dealerships, which will retain its existing bidirectional turn lanes. The design aims to improve traffic safety by controlling turning movements and reducing serious crashes. Some areas will feature landscaping, while others will have concrete surfaces.

To construct the median, the inside lanes will be temporarily closed in 1,000 to 1,500-foot sections, with each section taking about 10 days to two weeks to complete. Work will occur in both day and night shifts to minimize disruptions, though some delays and frustrations are expected. Construction on the medians is anticipated to begin in late March or early April, depending on weather conditions.

Additionally, three pedestrian signalized crosswalks will be installed along the corridor, similar to the one in Dunnellon. A public information specialist is available to address community concerns, and a public meeting on the project is scheduled for February 26th at the College of Central Florida. An online component will also be available for those unable to attend in person.

Mr. McCammon also provided an update on the intersection improvement project at SE 464 and US 441. Meetings are planned with city staff to review the original design from 2015-2016 and determine if adjustments are needed to better serve the community.

Comments by Kia Powell, FDOT District 5 MPO Liaison

Ms. Powell provided an update on current construction projects, noting that six projects are ongoing with intermittent road closures. She encouraged anyone with questions to reach out after the meeting for further details. Additionally, she reminded the board about the opportunity to participate in the 2055 Florida Transportation Plan, directing those interested to visit FloridaFTP.com for meeting dates, comments, and virtual sessions.

Chairman Zalak requested an update on the 484 under I-75 project.

Mr. McCammon further clarified the timeline for the 484 under I-75 project. He expects to have the redesign ready in the next month, followed by a week or two to price it out. Depending on the materials and lead times for any special acquisitions, he anticipates the project will take 60 to 90 days to get started. Once work resumes, it is estimated to take about 3 to 4 months to complete.

Ms. Powell mentioned that the board members have the quarterly FDOT Compass Points newsletter, which they can review. The newsletter highlights ongoing projects across the district and upcoming events.

Item 8. Comments by TPO Staff

Mr. Balmes provided several staff updates, including:

Safety Matters Video Series: The series, originally envisioned by Commissioner Curry, has released two videos, with two more expected in February and six additional ones planned afterward. The goal is to have all 12 TPO board members participate.

Annual Report and LRTP Workshop: The annual report highlighting major activities was included in the packet, along with a flyer for the LRTP community workshop scheduled for February 25th at the Mary Sue Rich Center.

Priority Projects Process: A schedule for the annual priority projects process was shared to ensure everyone is aligned with the timeline.

(Metropolitan Planning Organization Advisory Council) MPOAC Updates: The MPOAC meeting was canceled due to weather but is expected to be rescheduled for February 27th. Additionally, the Executive Director, Mark Reichert, resigned at the end of the year, and a search for a replacement is underway.

Staff Changes: Transportation Planner Sara Brown had taken another job and was no longer with the TPO.

Federal Funding Update: A temporary pause on all federal funding grants had been imposed as part of an executive order. Federal agencies were required to compile information on grant programs, which may impact federal funding for the TPO. A webinar later in the day would provide more details, and further updates will be shared.

Item 9. Comments by TPO Board Members

Ms. Stone discussed the current approach to the 2025 list of priority projects, which consolidates projects into one top 20 list. She noted that the TPO, along with Lake Sumter, is one of the only TPO's that still operates with a single combined top 20 list, while other districts separate projects by category, such as highways or trails. Ms. Stone requested to make these changes to avoid potentially losing funding due to the combined top 20 list.

Mr. Balmes clarified that while there is a top 20 list, the TPO also submits a total of seven separate lists to FDOT each year. These include the top 20 list and six other specialized lists, such as the Strategic Intermodal System (SIS), Non-Strategic Intermodal System (SIS) Capacity, Safety and Operations, Trails, Bicycle and Pedestrian, and Planning.

Mr. Curry inquired whether combining the projects into a single top 20 list results in any loss of funding for the projects.

Mr. Balmes explained that combining the top 20 list does not result in any loss of funding for the projects. He mentioned that he meets annually with the secretary and their staff to review all the lists and projects, ensuring they are thoroughly vetted. He also noted feedback received from both city and county staff, including suggestions to revisit the scoring and ranking criteria and reassess the lists. This feedback is part of the effort to improve the priority projects process, especially as it relates to the cost-feasible plan, which will shape future project lists.

Kellie Smith, Planning & Environmental Management Administrator for the Florida Department of Transportation, clarified that the request to focus on the number one project came from a different secretary, related to funding changes and grants. She emphasized the importance of flexibility in how the projects are prioritized, noting that the approach is up to the board and TPO staff, with input from the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC). She also mentioned that Lake Sumter MPO is the only other one using a top 20 list, while other MPOs prioritize projects separately by category. Ultimately, the decision on prioritization should be based on what is most beneficial to the board.

Chairman Zalak shared his thoughts on the issue, noting that having a top 20 list makes sense given the different funding sources and priorities. However, he also raised a concern that having a project, such as a trail, ranked number 15 on an overall list might not align with its priority status if it's the number one priority within its specific category. He suggested that it might be beneficial to have the lists functioning separately to better match the project's criteria and priorities.

Ms. Smith emphasized that communication with local agencies and the partnership with the TPO are crucial for progress. She noted that having multiple lists can encourage conversations in different ways, whereas a top 20 list sends a clear message. Ultimately, she explained, it comes down to what the board wishes to present.

Mr. Steven Cohoon, TAC Chair and Marion County Engineer, recommended moving away from the top 20 list and prioritizing projects based on their type. He noted that focusing solely on the top 20 can cause other important projects, like state or trail projects, to be overlooked. He suggested that different types of projects, even those not directly affecting county staff, should be prioritized as part of the TPO's broader goals. He also mentioned that Marion County and City of Ocala are close to reaching a census threshold in the years to come and that would provide access to different funding sources, and he believes it's beneficial to start aligning with the practices of other MPOs and TPOs in preparation for this shift.

Ms. Stone suggested that separating projects by type—such as trail projects and highway projects—would streamline the process, making it easier to review and understand. This approach would eliminate the need to sift through acronyms and clarify the project's category within the top 20 list, simplifying the overall review.

Ms. Dreyer suggested that instead of making a decision on the matter immediately, the city should be given the opportunity to discuss it further.

Chairman Zalak proposed that the best course of action would be to bring the matter back in the next or following meeting. He suggested sending it back to the TAC and CAC for further discussion, allowing a couple of months for review before March. The decision would be made as an action item after further discussions.

Mr. Balmes emphasized the importance of following the proper process when making recommendations. He explained that the respectful and appropriate approach is for the committee to make a formal recommendation, which is then shared with the chairman for consideration to be placed on the agenda. This ensures that board members have advance notice and the opportunity to review and discuss the matter with their staff, rather than introducing it unexpectedly at the end of a meeting.

Chairman Zalak agreed to bring the item back in March for further discussion.

Ms. Dreyer expressed her appreciation to FDOT for their willingness to address concerns regarding the State Road 40 and US 441 intersection, as well as the continuous updates on State Road 200.

Chairman Zalak echoed her appreciation to FDOT as well.

Item 10. Public Comment

Adrian LeBlanc, a resident at 1074 Southeast 59th Street, encouraged the board to reconsider the target reduction.

She emphasized that while a 5% reduction may save five lives, it still falls short of preventing the 92 deaths, which are above the state average.

LeBlanc acknowledged the difficulty in addressing issues like distracted driving and speeding but stressed that the efforts from engineering, enforcement, and education are all working together. She urged that a better standard or goal be set, as he believes a 5% reduction is insufficient.

Item 11. Adjournment

Chairman Zalak adjourned the meeting at 5:00 p.m.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



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

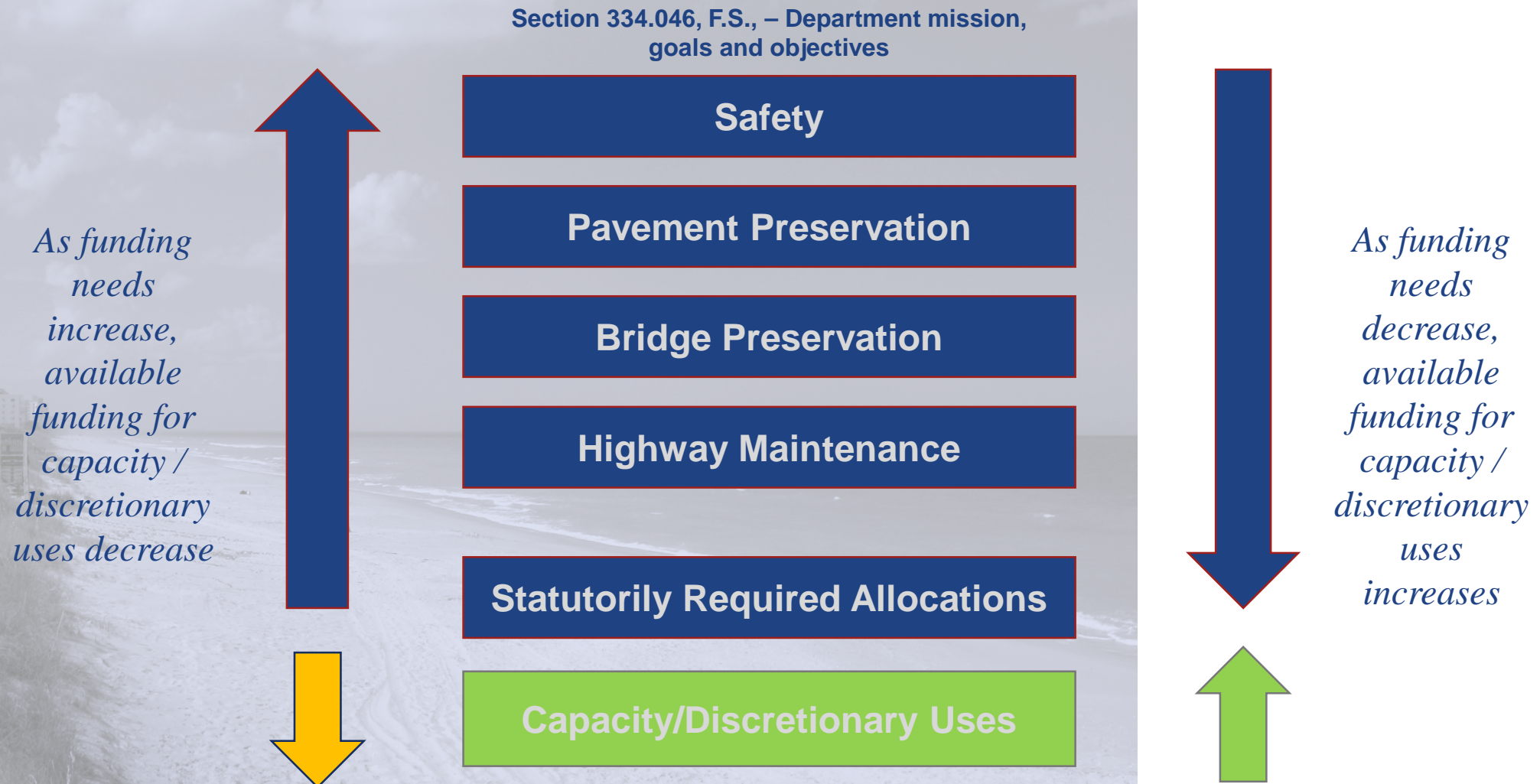


Districts submit TWP to Central Office
(Jan. 15th)



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

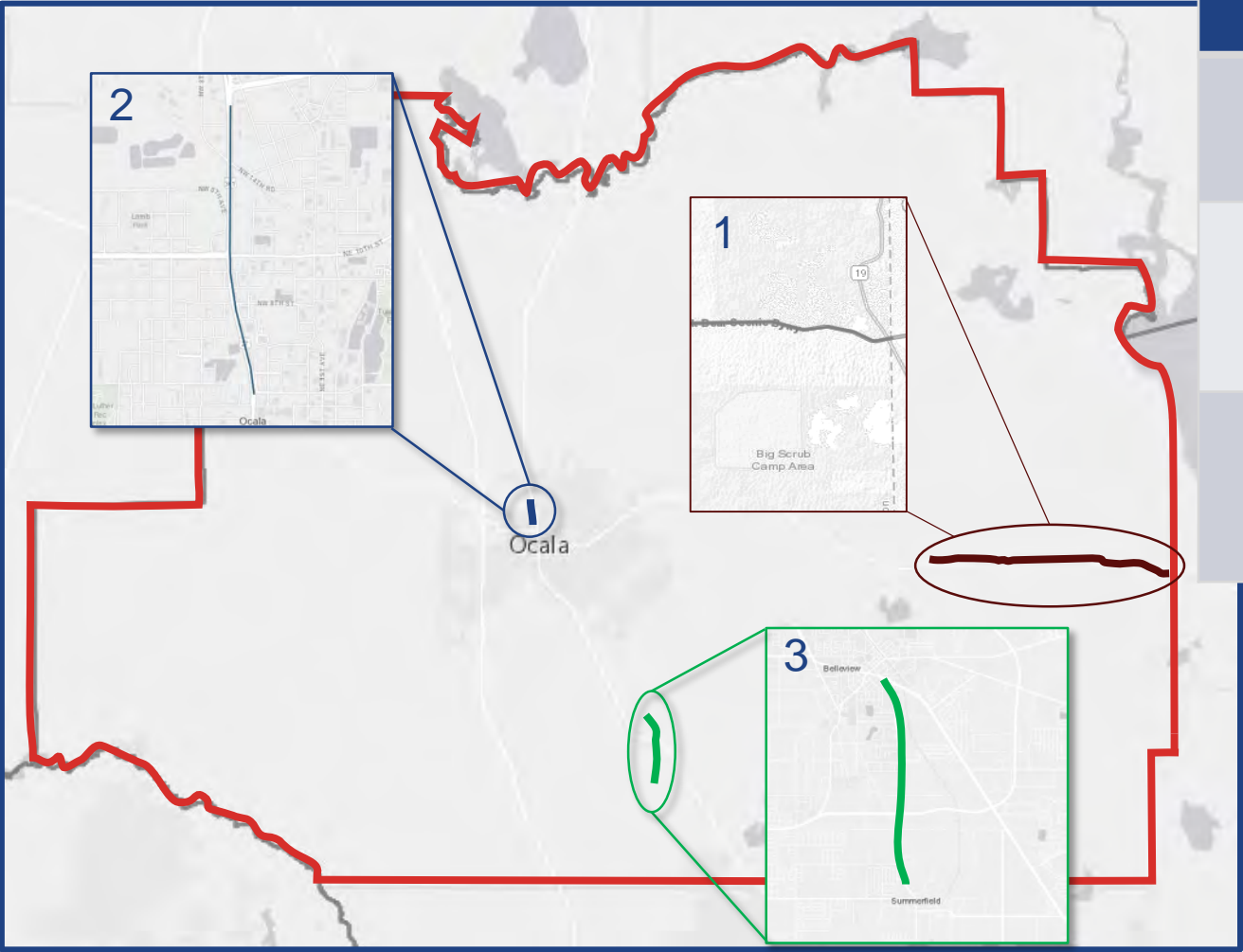


If a previously programmed project is NOT mentioned, there have been no changes.



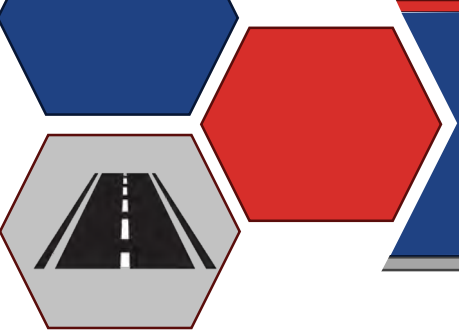
Additions

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



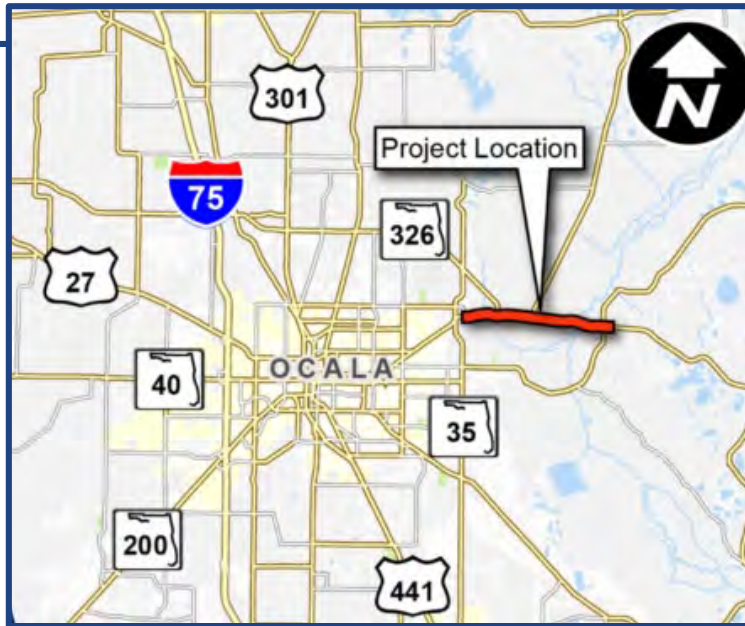
Additions

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

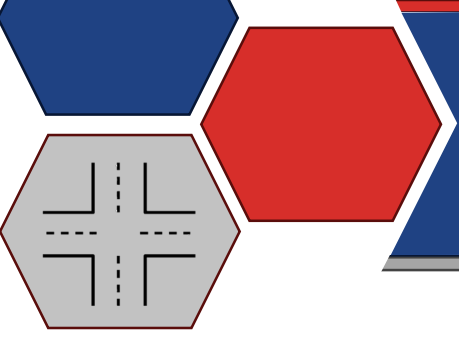


FM# 238651-1

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

Bellevue 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

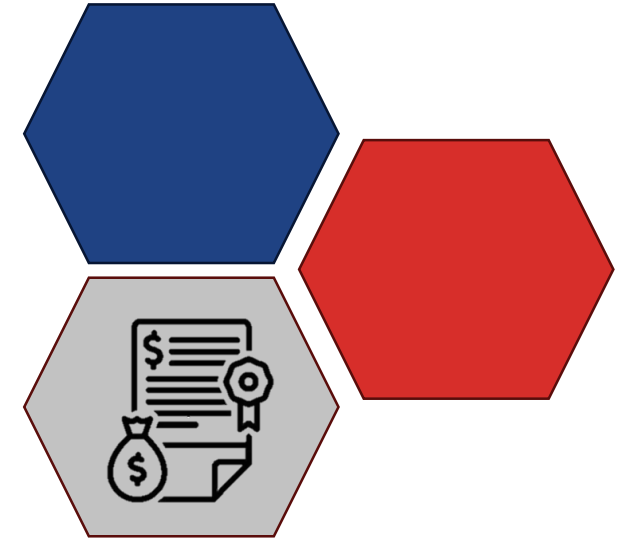
- Safe Streets for All (SS4A)
 - City of Ocala
 - \$104,000

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



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



NAVIGATING THE FUTURE

2050

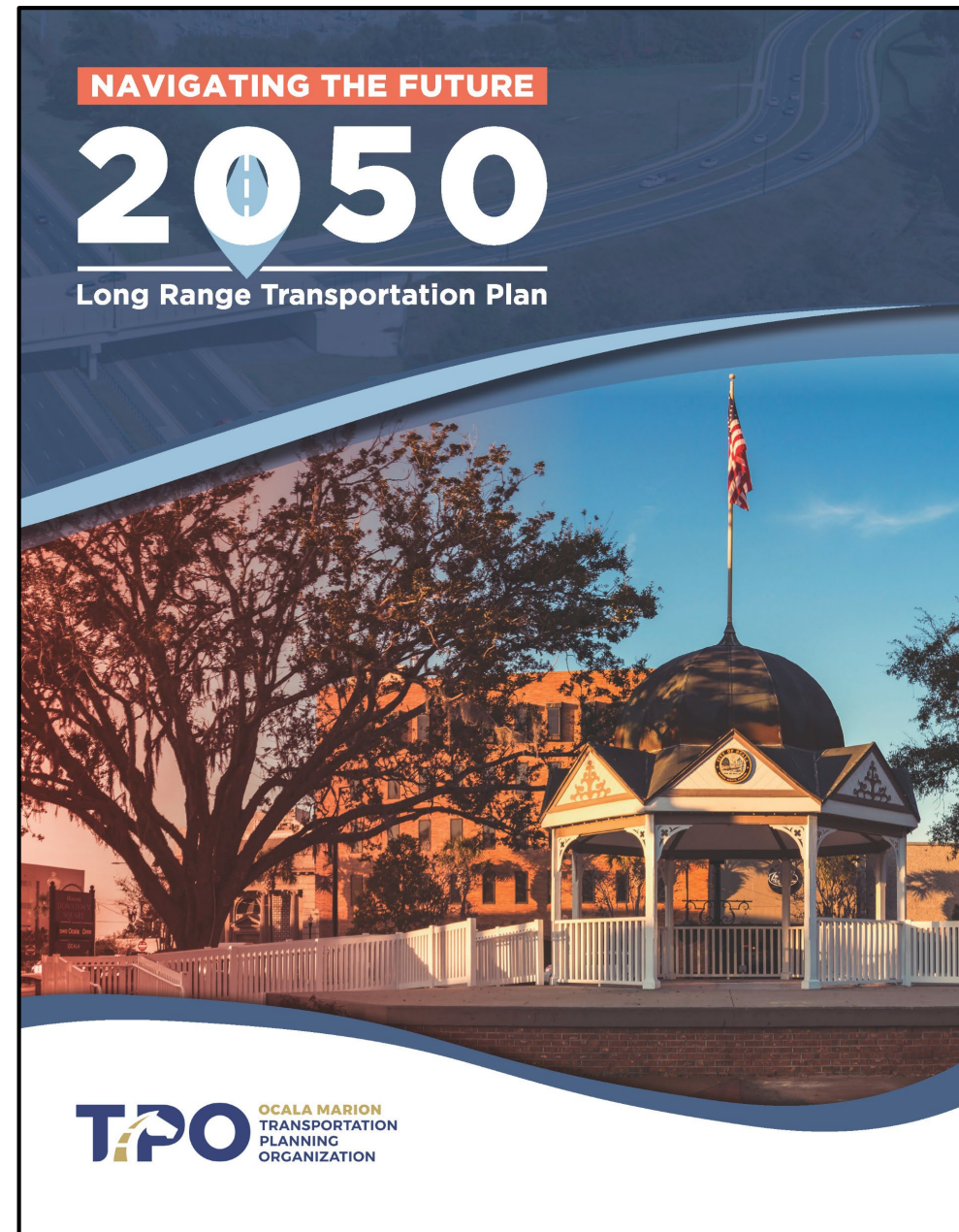
Long Range Transportation Plan

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)



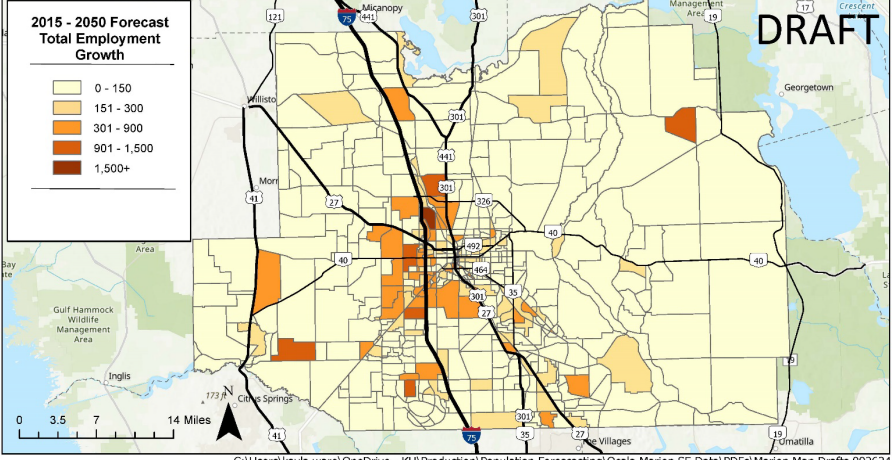
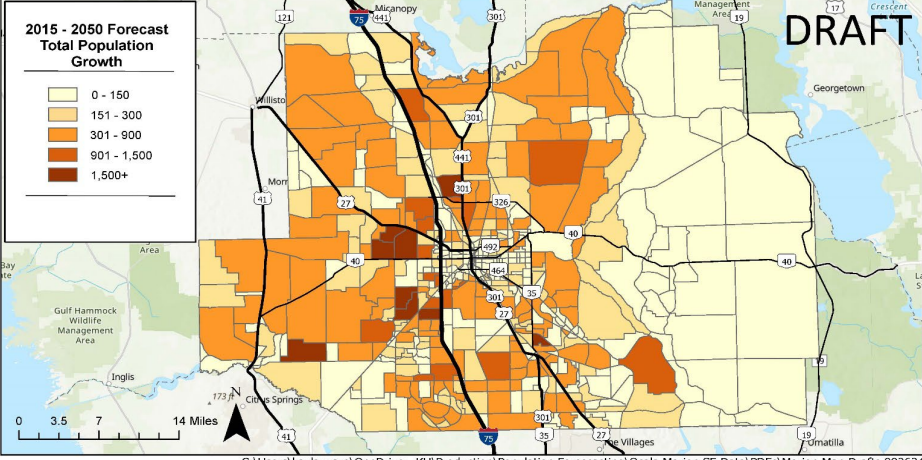
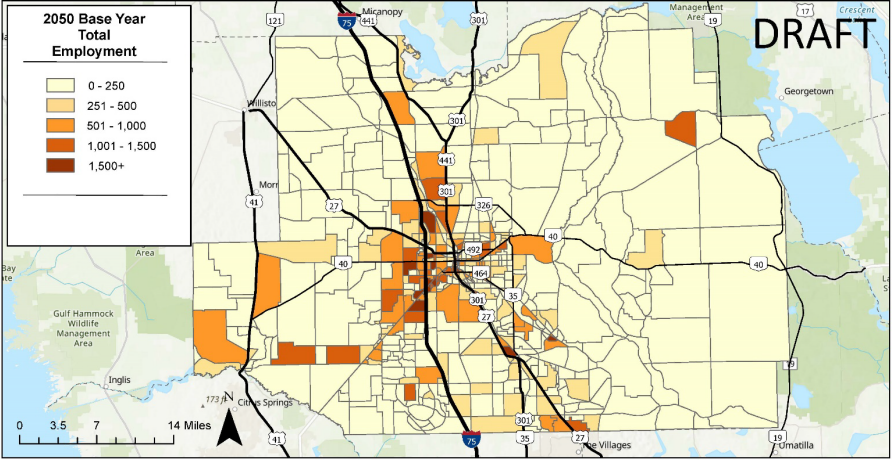
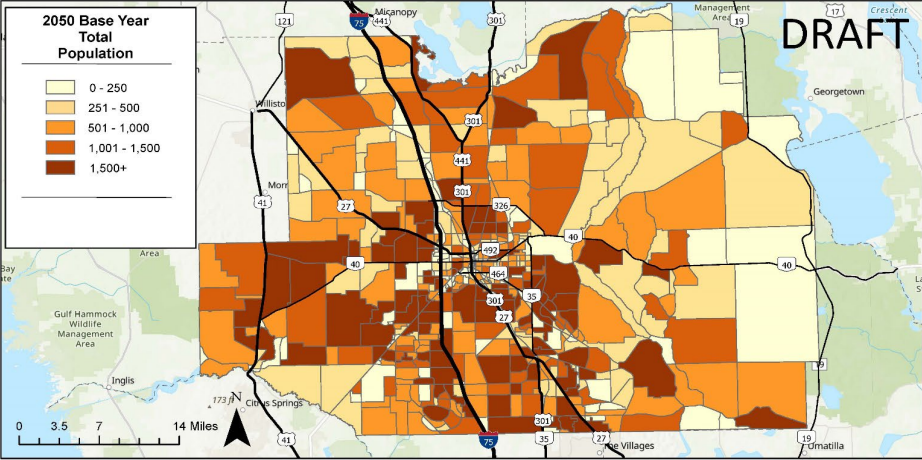
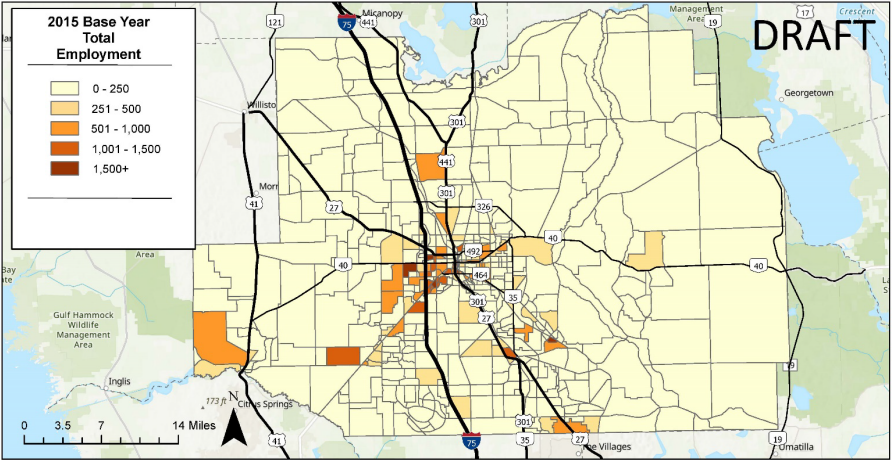
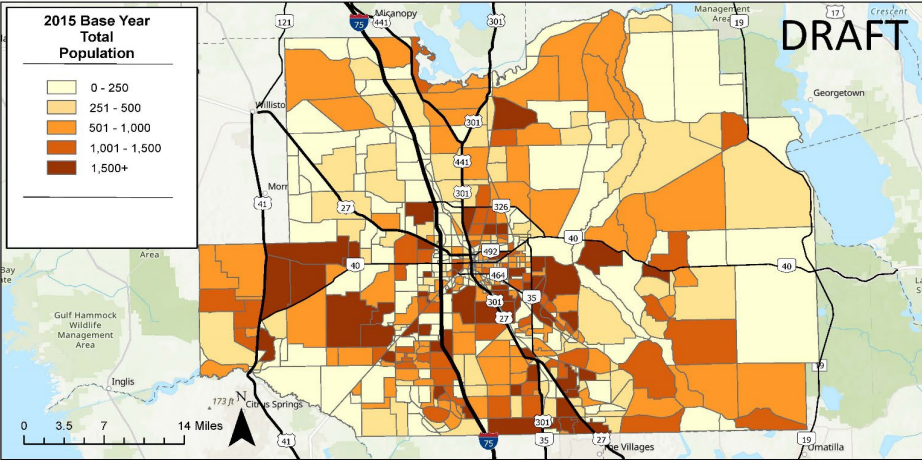
**Based on SIS Second Five Year Plan FY 2028/2029 - FY 2032/2033 and SIS Cost Feasible Plan 2035-2050*

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