



Technical Advisory Committee (TAC) Meeting
Marion County – Growth Services Building Training Room
2710 E. Silver Springs Blvd., Ocala, FL 34470

**January 13, 2026
2:30 PM**

AGENDA

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. [November 4, 2025 Meeting Minutes](#) (Page #3)
- 5. ACTION ITEMS**
 - A. [2026 Safety Performance Measure \(PM1\) Targets](#) (Page #13)
Recommended Action: Recommend Safety Target Option
 - B. [List of Priority Projects \(LOPP\) Policies and Procedures Update](#) (Page #42)
Recommended Action: Recommend Updates to LOPP Policies and Procedures
- 6. PRESENTATIONS**
 - A. [2026 Major Program and Project Activities](#) (Page #59)
A presentation by TPO staff
 - B. [2026 List of Priority Projects \(LOPP\) Schedule](#) (Page #62)
A Presentation by TPO staff
- 7. COMMENTS BY FDOT**
 - A. **FDOT Construction Report**
- 8. COMMENTS BY TPO STAFF**
 - A. [2026 TAC Members](#) (Page #64)
 - B. [Origin-Destination Study](#) (Page #66)
 - C. **TPO Website**
- 9. COMMENTS BY TAC MEMBERS**
- 10. PUBLIC COMMENT (Limited to 2 minutes)**

11. ADJOURNMENT

All meetings are open to the public. The TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@marionfl.org forty-eight (48) hours in advance, so proper accommodations can be made.

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

*The next regular meeting of the Technical Advisory Committee will be held on
March 10, 2026 at 2:30 p.m.*



Technical Advisory Committee (TAC) Meeting

Marion County – Growth Services Training Room

2710 E. Silver Springs Blvd., Ocala, FL 34470

2:30 PM

MINUTES

Members Present:

Xavier Balerdi
Steven Cohoon (*alternate Chris Zeigler*)
Noel Cooper
Tom Duncan
Kia Powell
Loretta Shaffer (*arrived at 3:02pm*)
Jeff Shrum
Bob Titterington (*arrived at 2:43pm*)
Chuck Varadin
Chad Ward

Others Present:

Rob Balmes, Ocala Marion TPO
Shakayla Irby, Ocala Marion TPO
Vince Dyer, Bike Walk Central Florida
Casey Griffith, Marion County Public Schools
Mo Ansari, Kimley-Horn

Item 1. Call to Order

Acting Chairman Noel Cooper called the meeting to order at 2:30pm.

Item 2. Roll Call

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

Item 3. Proof of Publication

Administrative Assistant Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on October 28, 2025. The meeting had also been published to the TPO's Facebook and X pages.

Item 4. Consent Agenda

Mr. Shrum made a motion to approve the Consent Agenda. Mr. Duncan seconded, and the motion passed unanimously.

Item 5A. Election of 2026 CAC Chair and Vice Chair

Mr. Shrum motioned to nominate Noel Cooper for Chair and Chuck Varadin for Vice Chair. Mr. Zeigler seconded the nominations, and the motion passed unanimously.

Item 5B. 2026 Meeting Schedule

Mr. Balmes said a proposed 2026 meeting schedule was presented, with meetings to be held in the Marion County Growth Services Training Room scheduled at 2:30 p.m. He noted that the room had been reserved for next year and that the proposed schedule included eight meetings to be held on the second Tuesday of each month.

Mr. Balmes also stated that Citizens' Advisory Committee (CAC) committee members had requested a joint meeting between both the CAC and TAC. He noted that, if agreed upon, the joint meeting would be scheduled for June 2026, consistent with prior years.

Mr. Shrum made a motion to approve the 2026 meeting schedule, including a joint meeting with the CAC to be held in June 2026. Mr. Duncan seconded the motion, and it passed unanimously.

Item 5C. Navigating the Future 2050 Long Range Transportation Plan (LRTP)

Mr. Balmes shared a presentation of the final presentation of the 2050 Long-Range Transportation Plan. He thanked the committee members for their involvement throughout the process, which began in April 2024, and expressed appreciation for their participation in workshops, meetings, and for providing feedback and guidance. He noted that the purpose of the presentation was to walk through the document and planning process and to seek the committee's endorsement of the plan and a recommendation to the TPO Board for adoption on November 13.

Mr. Balmes provided a brief recap of the funding overview, noting that projected federal and state revenues for Marion County from 2031 to 2050 totaled approximately \$624.2 million, based on year-of-expenditure dollars. He added that local funding sources, including sales tax revenues, impact fees, and fuel taxes, were projected to generate approximately \$2.4 billion. He emphasized the importance of the sales tax as a significant benefit to future transportation projects. In total, he stated that the plan identified approximately \$3 billion in revenue for projects through 2050.

Mr. Balmes also reviewed the cost-feasible projects map, explaining that it reflected projects funded through federal, state, and local revenues through 2050. He noted that the majority of projects were locally funded, with some positioned for potential federal and state grant opportunities. Projects fully funded by federal and state sources were shown on the 2050 Cost Feasible Roadway Projects map.

Mr. Balmes said the plan also identified several high-priority projects that were partially funded, noting that sufficient projected federal and state revenues were not currently available to fully complete them. He highlighted key corridors, including SR 200 from Citrus County to CR 484, U.S. 41, State Road 40, SR 326, portions of SR 40 and U.S. 301, and several interchange projects.

Mr. Balmes also discussed identified future study areas that had been referenced throughout the process. These included opportunities to improve east–west connectivity, a potential southeast connector, a West Beltway corridor study, and a potential future study of the SR 200 corridor. He explained that these areas were included as opportunities to further evaluate the transportation system through 2050 as funding and needs arose.

In addition, Mr. Balmes noted that the plan incorporated the current SunTran needs network for transit through 2050, consistent with SunTran’s adopted Transit Development Plan (TDP). He pointed out key focus areas, including the south and southwest portions of the county, the Belleview area, and identified microtransit zones. He added that SunTran was working toward updating its TDP within the next one to two years, and that the RTP would be amended accordingly once that update was completed.

Mr. Balmes also stated that the final Active Transportation Plan, which was presented previously and adopted by the TPO Board on October 28, was included in the document. He explained that trail, bicycle, and sidewalk projects from that plan were incorporated and would be amended as needed.

Mr. Balmes reviewed the extensive public outreach conducted as part of the planning process, which began in April 2024. He summarized activities that included a kickoff public survey, community workshops in fall 2024, a second public survey, a second community workshop, and a public open house held on September 30 following the release of the draft plan. He reported approximately 680 responses to surveys and comment maps, about 1,900 total attendees at public meetings and workshops, and participation in 27 additional community meetings and events, such as civic organization presentations. He credited both the consultant team and TPO staff for strong outreach efforts, including social media engagement.

Mr. Balmes concluded by stating that the plan was scheduled to be presented for full TPO Board adoption the following Thursday and that staff were requesting the committee's endorsement of the plan.

Mr. Casey Griffith of Marion County Public Schools inquired about the number of survey responses received.

Mr. Balmes responded that, when combining comments and survey responses, there were approximately over 700 responses in total.

Mr. Zeigler made a motion to endorse the Navigating the Future 2050 LRTP and recommended TPO board adoption. Mr. Duncan seconded the motion, and it passed unanimously.

Item 6A. Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP) Amendment #2

Mr. Balmes said that TIP amendments were typically reviewed by the CAC and TAC committees before being forwarded to the TPO Board for recommendation. He explained that, in this case, there was a need to expedite the amendment at the request of the Florida Department of Transportation (FDOT), which asked that the TIP be processed in October. As a result, the amendment was taken directly to the TPO Board at its October 28 meeting.

Mr. Balmes stated that he wanted to bring the amendment to the committee's attention for informational purposes, so members were aware of all TIP amendments being processed. He explained that the amendment involved a change to the 49th Street interchange at I-75, specifically related to additional right-of-way. He noted that the project had previously been programmed at \$21.3 million for right-of-way, along with a small portion for design-build support.

Mr. Balmes said the project was updated to reflect \$59.4 million for right-of-way, along with a little over \$2 million in other prior-year funds. He explained that much of the funding came from prior-year sources and that the update was made so the project would reflect the current five-year snapshot for fiscal years 2026 through 2030 and align with FDOT's cost estimates.

Item 6B. Florida Department of Transportation (FDOT) Fiscal Years (FY) 2027 to 2031 Tentative Work Program

Ms. Powell said she presented the District Five Tentative Work Program, which outlined the five-year plan for fiscal years 2027 through 2031. She explained that the program served as a roadmap for continued investment in and advancement of the transportation system over the coming years.

Ms. Powell stated that she shared the District Five website, noting that it included the virtual tentative work program, materials from the public hearing period, and detailed information about the plan. She added that the site provided county-specific reports, an interactive project map, and background on how the plan was developed, allowing users to learn more about projects across the district and region.

Ms. Powell explained that the Work Program was a needs-based, five-year plan that ensured the continued development and maintenance of Florida's transportation network. She noted that it was updated annually to reflect funding levels, priorities, and project progress, and that it covered highways, transit, seaports, airports, rail, and related planning, design, and construction activities.

Ms. Powell said that each district developed its own work program in coordination with local and regional partners and aligned it with the State's top investment priorities. She identified safety as the top priority, followed by system preservation and maintenance, capacity improvements to meet growth needs, and investments in aviation, transit, rail, ports, and other key systems.

Ms. Powell noted that the schedule for the current year was tighter due to the legislative session beginning in January, resulting in a compressed development cycle. She reviewed key dates, including the virtual public hearing held from October 20 through October 24, district submissions to Central Office on November 5, the public comment deadline of November 7, TPO objections due by November 21, and statewide review by the Florida Transportation Commission in December. She added that the statewide tentative final program was submitted to the Governor and Legislature in the spring, with final adoption of the five-year work program taking place on July 1.

Ms. Powell discussed several factors that influenced the District Five Work Program, including downward adjustments to statewide revenue projections, declining fuel tax revenues, a reduction in the transportation reserve surcharge, and legislative changes from HB 703 that reduced department revenues. She also addressed construction cost variability related to labor and material markets, noting that while some costs had stabilized, others remained unpredictable.

Ms. Powell explained that, given these financial considerations, the program focused on maintaining safety and preservation projects, minimizing disruptions through strategic phasing, preserving ongoing contractual commitments, and limiting the initiation of new project phases.

Turning to Marion County, Ms. Powell stated that the tentative five-year funding outlook included nearly \$500 million in total investment from fiscal years 2027 through 2031. She noted a significant increase in funding in 2030, driven primarily by two major projects: SR 40 from SW 110th Street to North/South SR 48, and SR 40 from the end of Ocklawaha to east of County Road 314. She said these projects represented major corridor improvements that enhanced mobility and safety for local and regional travelers.

Ms. Powell concluded by reviewing the funding breakdown for Marion County, noting that approximately 53 percent was dedicated to capacity improvements, 19 percent to preservation projects, 9 percent to multimodal investments including transit and aviation, nearly 9 percent to intersection improvements, 6 percent to bicycle and pedestrian projects, and the remaining balance to maintenance and miscellaneous projects such as rest area enhancements and landscaping.

Ms. Powell reviewed key projects and changes included in the Tentative Work Program, noting that comparisons to prior work programs were available on the District Five public hearing website. She explained that her overview focused on priority projects, newly added phases, and adjustments to previously adopted programming.

Ms. Powell highlighted the U.S. 41 widening project from SW 110th Street to north of State Road 40, which was intended to improve capacity and corridor operations. She noted that the design had transitioned from a suburban to an urban typical section south of State Road 40 to support a 45-mph target speed and that all required right-of-way had already been acquired. She discussed significant cost increases over time and explained that the project was approximately 90 percent designed. She added that FDOT was reviewing cost estimates and evaluating delivery strategies, including phased construction and additional cost-saving measures, while reaffirming the project's priority status for Marion County.

Ms. Powell also reviewed several intersection improvement projects, including U.S. 41 at NW 35th Street, U.S. 27 at NW 60th Avenue, and State Road 35 at State Road 464, along with their associated design and construction phases.

Ms. Powell discussed the addition of a truck parking facility project, which included design and construction phases and was identified as a multi-county effort involving Marion and Sumter counties. She also noted the inclusion of ten resurfacing projects totaling approximately \$92.2 million, as well as roadway resurfacing projects on State Road 35 and State Road 326.

Ms. Powell summarized several sidewalk projects near school areas, explaining that these projects were intended to improve pedestrian safety by reducing the need for students to walk along major roadways.

Ms. Powell concluded by addressing deferred and moved-out projects, explaining that some projects were shifted due to coordination with local agencies, scheduling adjustments, or prioritization needs. She clarified that certain projects were deferred by one or more years, while others were moved out of the five-year program but remained under consideration for future implementation.

Mr. Shrum asked where the truck parking along I-75 would be located and whether it would be in the rest area.

Ms. Powell explained that there would be additional truck parking in the rest area; however, the truck parking project was a separate effort. She stated that the only information available at the time was that the location was planned along I-75 between Marion and Sumter County, and she was unsure how many parking spaces would be included.

Ms. Shaffer stated that FDOT had completed the South Gateway project and finalized all related paperwork, and that work was now underway with FDOT on the Northern Gateway. She thanked FDOT for the work completed in the county, noting the balance required in their efforts, expressed appreciation for the county being made a priority, and shared positive feedback she had heard regarding the upcoming welcome center.

Ms. Powell thanked Ms. Shaffer and stated that she would be sure to pass along the appreciation to FDOT.

Item 6C. Bike/Walk Central Florida Best Foot Forward Updates

Mr. Vince Dyer with Bike Walk Central Florida presented an overview of Best Foot Forward, a pedestrian safety nonprofit focused on evaluating and improving crosswalk safety through education, enforcement, and engineering. He explained that the program is funded through local government partners and FDOT grants and has been operating in Marion County for two years, with FDOT Central Office approving one additional year of funding to continue crosswalk evaluations.

Mr. Dyer described the organization's methodology, which included staged pedestrian crossings to measure driver yield rates rather than using cameras. During the past year, Best Foot Forward monitored 107 crosswalks across nine counties, collecting data through more than 21,000 staged crossings. The data was used to assess safety conditions and make recommendations for improvements.

He reported that 21 engineering improvements were implemented across partner jurisdictions, resulting in an average 26 percent increase in driver yield rates. In addition, 241 low-cost engineering recommendations were made based on observed conditions. He noted that engineering interventions tend to produce more lasting improvements compared to enforcement alone.

Mr. Dyer discussed enforcement efforts, stating that the Marion County Sheriff's Office participated in all four enforcement periods during the year. Across the nine counties, 113 crosswalk enforcement operations were conducted, resulting primarily in warnings rather than citations. Data showed that repeated enforcement over multiple seasons and years consistently improved driver yield rates.

He also summarized education efforts, including sign-waving events and community outreach, which produced an average 11 percent improvement in driver yield rates at participating locations. He emphasized that combining education, enforcement, and engineering strategies produced the most effective and sustained results.

Specific Marion County crosswalk examples were highlighted, showing measurable improvements due to repeated enforcement or minor engineering adjustments, such as removing obstructed signage. Mr. Dyer noted that the average driver yield rate across all monitored locations was 49 percent, with higher rates typically seen at signalized intersections or locations with flashing beacons.

Mr. Dyer concluded by stating that Best Foot Forward would continue work in Marion County for one more year and invited committee members to suggest additional crosswalk locations for evaluation. He offered to share reports and follow up with anyone interested in more detailed data or recommendations.

Ms. Shaffer asked for clarification on the geographic areas covered by Bike Walk Central Florida.

Mr. Dyer explained that the program covered most of FDOT District Five, excluding Sumter County due to its designation among the top 25 deadliest areas. He added that the grant funding also included Polk County and that the program was expanding this year into Duval, Jacksonville, and St. Johns counties.

Ms. Shaffer asked a follow-up question regarding how many regions or FDOT districts the program currently serves statewide.

Mr. Dyer explained that Bike Walk Central Florida is now active in three FDOT districts, including long-standing partner areas.

Mr. Dyer also addressed questions about innovative and effective crosswalk treatments. He noted that while flashing beacons are highly effective, one of the most successful low-cost solutions observed has been the use of flexible delineators placed leading up to and within crosswalk centerlines. He stated that this treatment, applied on two- and three-lane roads with speed limits up to approximately 35 mph, achieved an average driver yield rate of 73%, comparable to rapid flashing beacons but at a lower cost.

Mr. Dyer also discussed recent improvements using pedestrian hybrid beacons on State Road 200. He reported that these beacons achieved an average yield rate of 89%, higher than the 85% yield rate at stop signs, making them particularly effective on wider roads with greater pedestrian use. He emphasized that data collection for these hybrid beacons has been ongoing for the past year and a half, and that starting with low-cost interventions is important to establish baseline safety before adding more expensive infrastructure.

Item 7. Comments by FDOT

Ms. Powell highlighted completed projects from October. She stated that the US 301 (SR 35) resurfacing project from north of CR 42 to north of SE 144th Place Road was completed, with final acceptance on October 10. She also noted that the SR 464 resurfacing project from US 301/US 27 to SR 35 was completed in October and received final acceptance on October 14.

Ms. Powell briefly highlighted a Silver Springs Pedestrian Access video, explaining that it provided a behind-the-scenes look at unique project work completed by FDOT at Silver Springs State Park. She noted that the video had been highlighted across the department and shared it with the committee for informational purposes.

Ms. Powell concluded by highlighting the department's November safety campaign, Driving Rising, noting that National Seatbelt Day was observed on November 14. She reviewed information shown in the campaign materials regarding seatbelt use by vehicle type and occupant age and reminded attendees of the importance of wearing seatbelts, emphasizing that seatbelt use saves lives and helps keep everyone safe.

Item 8. Comments by TPO Staff

Mr. Balmes stated that, following the development and adoption of the 2050 Long Range Transportation Plan (LRTP), TPO staff are making minor updates to the current List of Priority Projects (LOPP) Policies and Procedures Guidance document. Some elements of the current guidance still reference the 2045 LRTP, including goals and scoring criteria.

To support this update, a working group meeting will be held in December to develop proposed revisions to the guidance document. These revisions will be presented to the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and TPO Board in January, with the CAC and TAC providing recommendations for TPO Board approval.

Mr. Balmes also reported that FDOT is revising the schedule for updating the Central Florida Regional Planning Model, Version 8. Due to delays and the current adoption timelines of TPO 2050 LRTPs, a revised implementation schedule is being proposed. The model's base year is being updated to 2025, with the potential to include a 2055 forecast year, supporting the development of TPO/MPO 2055 LRTP projects.

A finalized schedule will be shared with TAC members once available. An initial task expected in early 2026 involves reviewing 2025 SE data, with further coordination anticipated in the near future.

Item 9. Comments by TAC Members

Mr. Xavier Balerdi reported that Angela Usher, Senior Deputy Director of Operations for Marion County Public Schools, is working to establish a Safe Routes to School coalition. The coalition aims to focus on school safety by forming a dedicated review committee to evaluate feasible improvements, explore funding opportunities, and address areas that may not meet state safety requirements.

The coalition will assess crosswalks, identify safety concerns within the ten-mile walk zone, consider parent complaints, and conduct community outreach. Successful coalitions typically include school officials, engineers, law enforcement, and city and county representatives.

Mr. Balerdi noted the importance of forming the coalition in time to submit applications for Safe Routes to School projects, with the January 30th deadline approaching. Collaboration with school principals, community traffic safety teams, and law enforcement was emphasized to ensure continuous evaluation and preparation for future funding opportunities.

Mr. Shrum encouraged Mr. Balerdi to attend the Community Traffic Safety Team (CTST) meetings, noting that these meetings bring together key stakeholders and would be a valuable forum for discussing the Safe Routes to School coalition.

Mr. Varadin announced that the Silver Springs Community Redevelopment Agency (CRA) and the Marion County Growth Services team received an award from the Florida Redevelopment Association (FRA) for their 2024 Master Plan update. He noted that the recognition has generated momentum for the CRA, with upcoming projects including a new hotel and crosswalk improvements.

He emphasized the importance of strategic alliance partnerships and collaboration across departments, highlighting that the combined efforts are creating visible, positive impacts in the community. Mr. Varadin stated that the focus now is on implementing the next phase of the plan to continue making a difference.

Mr. Varadin inquired about the status of the bridge at SW 66th Street that had recently been struck and damaged.

Approved –

Ms. Powell noted that an official update regarding planned work on the bridge over SW 66th Street was recently shared with a few commissioners. While an exact timeline has not been set, she confirmed that the project is on FDOT's radar and that she will share the update with Mr. Balmes to distribute to the committee.

Ms. Shaffer announced that the annual meeting will be held on December 11th at the World Equestrian Center, which is helping to sponsor the event. She stated that invites would be sent to the committee and encouraged everyone to attend, noting that the meeting will highlight FDOT's accomplishments, strategic partnerships, and the contributions of attendees.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Acting Chairman Cooper adjourned the meeting at 3:48pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2026 Safety Performance Measure Targets

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 in 2018 involved the assessment of roadway Safety (PM1).

Safety (PM1)

The TPO is required to annually adopt safety targets for five performance measures. The TPO must submit safety targets to the Florida Department of Transportation (FDOT) Central Office by February 27, 2026. There are no federal penalties for not meeting safety targets. The following table summarizes the five required safety performance measures used to set annual targets.

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

In 2026, the TPO Board may continue to adopt one of two options:

1. Develop quantifiable annual safety performance targets.

or

2. Adopt state targets established by the Florida Department of Transportation (FDOT)

Presently, FDOT has annually adopted targets of 0 for all five performance measures.

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Since 2018, the TPO has applied a data-driven methodology to adopt safety targets, and track progress over time while demonstrating accountability to the public. The methodology used for two proposed options in 2026 is included in the memo packet. On February 25, 2025, the TPO Board adopted the following safety targets. Results are also shown for the most recent five-year rolling average (2020 to 2024) period, and preliminary statistics for 2025 (through October 31).

Safety Performance Measure	2025 Targets	2020-2024 5-Year Ave.	Target Met	*2025 Results
#1 - Fatalities	87	103	No	68
#2 - Fatalities per 100 Million VMT	1.79	2.14	No	---
#3 - Serious Injuries	373	347	Yes	203
#4 - Serious Injuries per 100 Million VMT	7.63	7.22	Yes	---
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	50	52	No	45

*As of October 31, 2025. Full year available in spring 2026.

2026 Safety Target Options

TPO staff are proposing two Safety Target options:

Option A. Adopt declining safety targets based on a 5% reduction to prior year (2025) targets. This option supports the Commitment to Zero Safety Action Plan goal of Zero Fatalities and Zero Serious Injuries by 2045. This methodology was used in 2025.

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

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

Option A: Proposed 2026 Safety Targets

Safety Performance Measure	2026 Targets (not to exceed)	Adopted 2025 Targets	Change +/-
#1 - Fatalities	83	87	-4
#2 - Fatalities per 100 Million VMT	1.70	1.79	-0.09
#3 - Serious Injuries	354	373	-19
#4 - Serious Injuries per 100 Million VMT	7.25	7.63	-0.38
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	48	50	-2

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Option B: Proposed 2026 Safety Targets

Safety Performance Measure	2026 Targets (not to exceed)	Adopted 2025 Targets	Change +/-
#1 - Fatalities	0	87	-87
#2 - Fatalities per 100 Million VMT	0	1.79	-1.79
#3 - Serious Injuries	0	373	-373
#4 - Serious Injuries per 100 Million VMT	0	7.63	-7.63
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	0	50	-50

Attachment(s)

- Safety Target Presentation
- 2026 Safety Target Methodology
- FDOT Transportation Performance Management Fact Sheet

Recommended Action

Recommend a 2026 Safety Target Option for TPO Board adoption.

Safety (PM1) Performance Targets

CAC and TAC Meetings
January 13, 2026

We recognize that crashes are preventable, and our choices matter to our lives and the lives of others.

We pledge to make safety a priority, to focus on driving, to slow down, be aware of our surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around us.

- Annual Federal requirement
- Track progress and accountability to the public
- Integration into TPO LRTP and TIP
- No penalties for not achieving targets

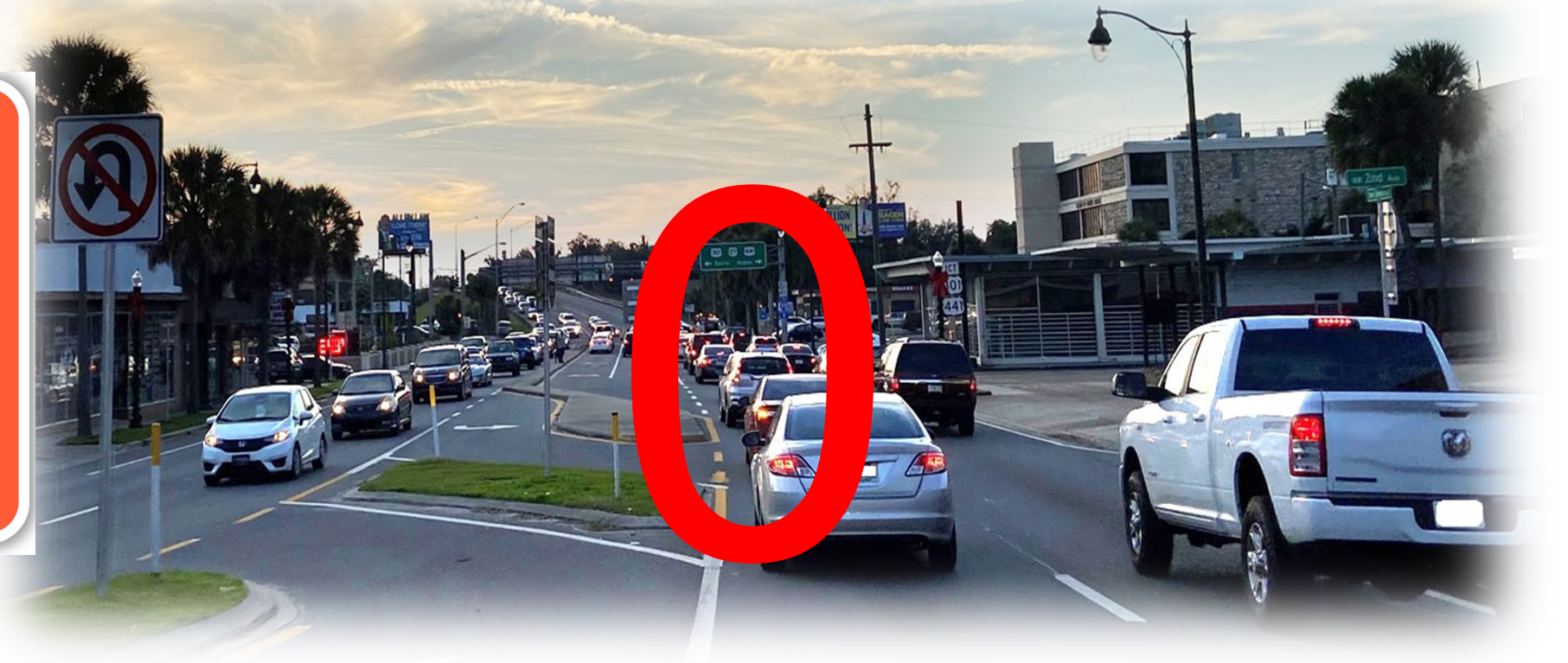
Committee & Board Action

- TAC and CAC recommendations, January 13
- Board action on January 27
- Submission of PM1 Targets to FDOT by February 27, 2026

TPO Safety Goal

Commitment to Zero

*Commitment to Zero is
Ocala Marion TPO's
call to action to
eliminate traffic-
related fatalities and
serious injuries by **2045***



Performance Measures

- Federally required to track and evaluate progress toward achieving the overall goal using five safety performance measures (metrics)

Five Safety (PM1) Performance Measures

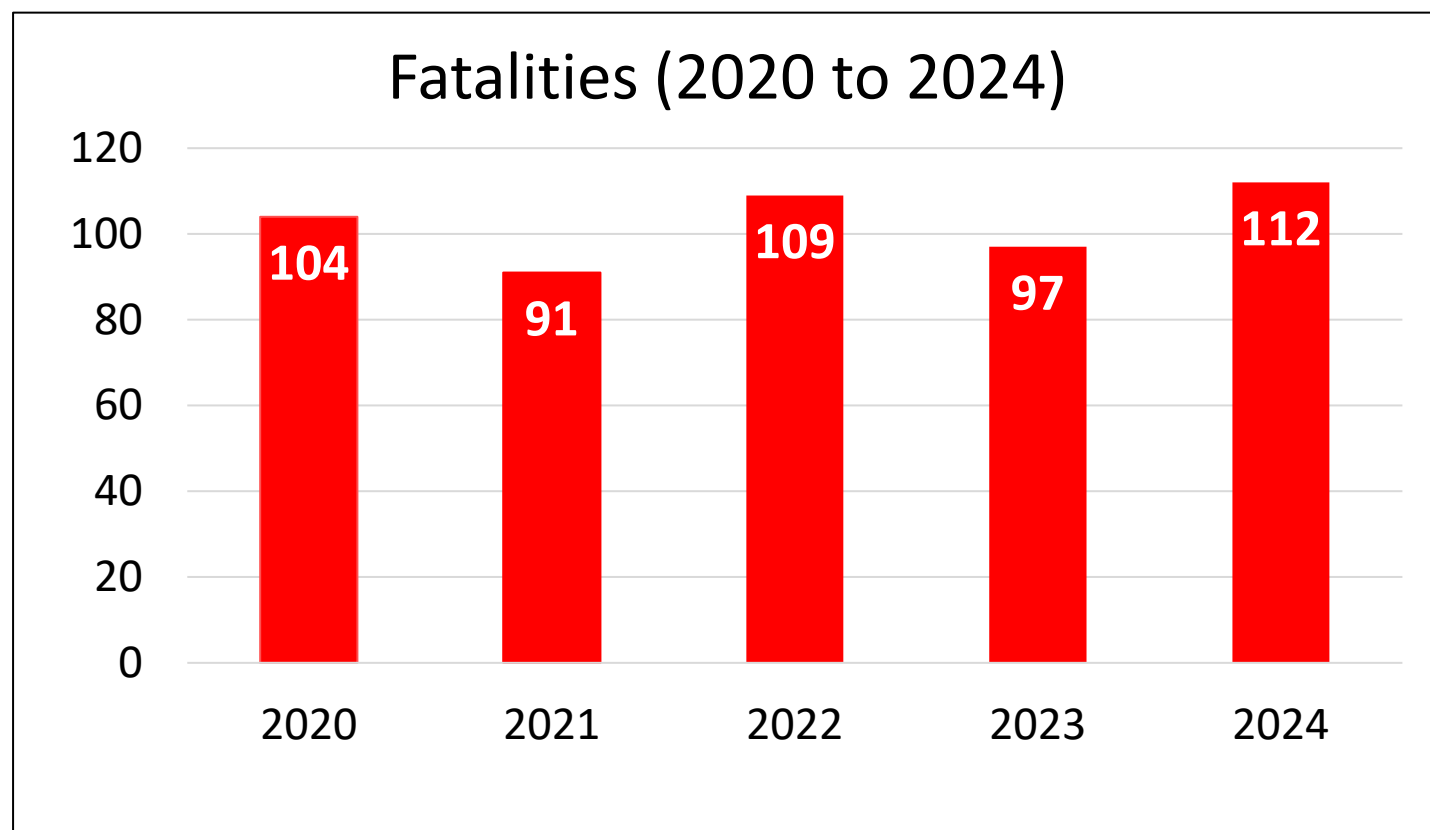
Safety Performance Measure	Description
1. Fatalities	Total number of fatalities involving a motor vehicle crash
2. Rate of Fatalities	Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Serious Injuries	Total number of serious injuries involving a motor vehicle crash
4. Rate of Serious 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

- The establishment of annual milestones toward achieving the goal for all five of the performance measures
- Adopted annually by the TPO Board

Review of Fatal and Serious Injury Crashes on *Public Roadways in Marion County 2020 to 2024

*Excludes private roads, private driveways, parking lots, rail lines, U.S. Forest roads, off road vehicles (e.g., ATV's)

2020 to 2024 Fatalities

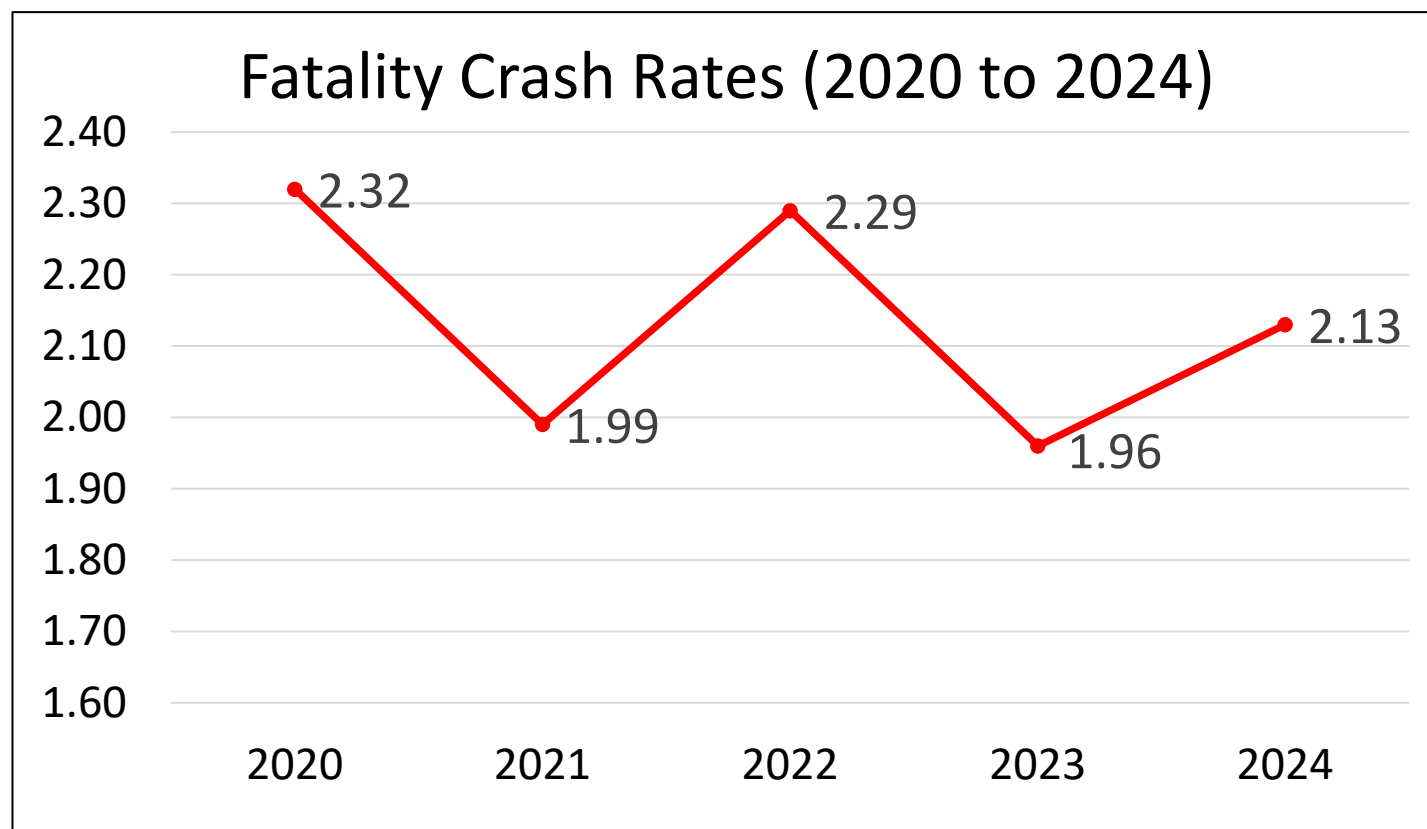


2025: 68 (through October 31)

Average Fatalities
103 per year

Fatalities grew at an
average rate of 2.9%
per year from
2020 to 2024

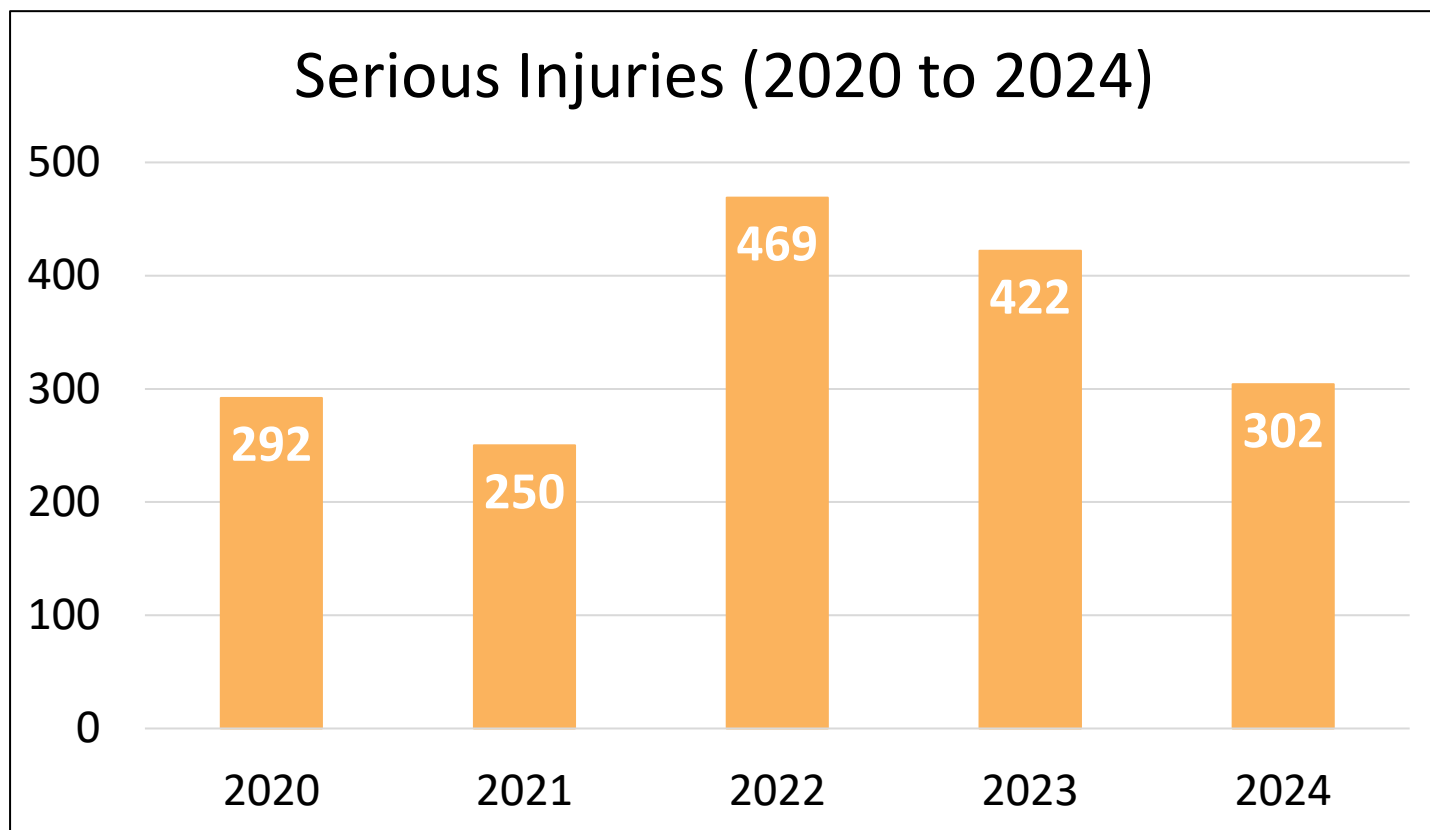
2020 to 2024 Fatality Rate



**Average Fatality
Rate
2.1**

**The Statewide
average Fatality
Rate 1.5**

2020 to 2024 Serious Injuries

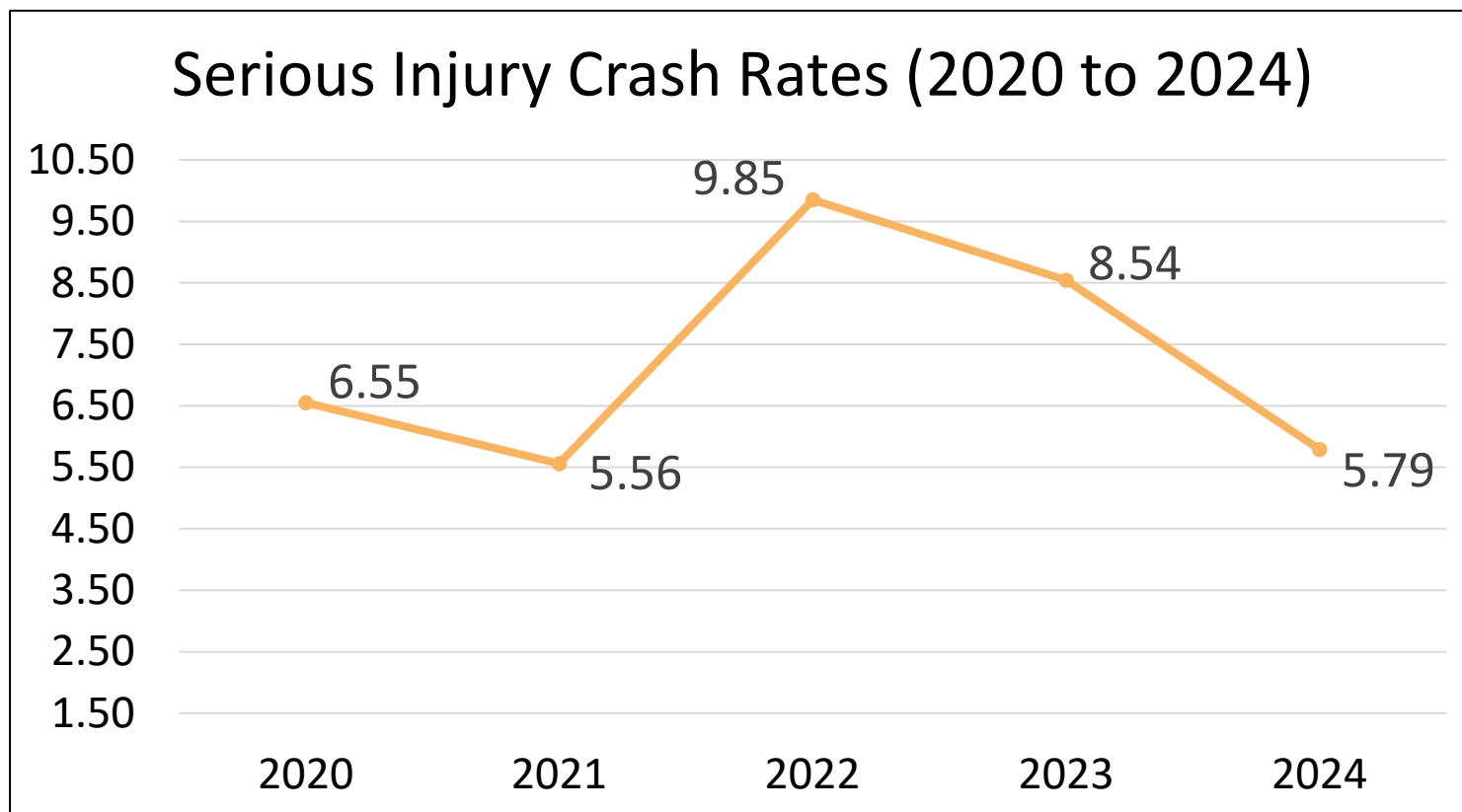


2025: 203 (through October 31)

**Average
Serious Injuries
347 per year**

**Serious Injuries
declined in 2023 and
2024 after a significant
increase in 2022**

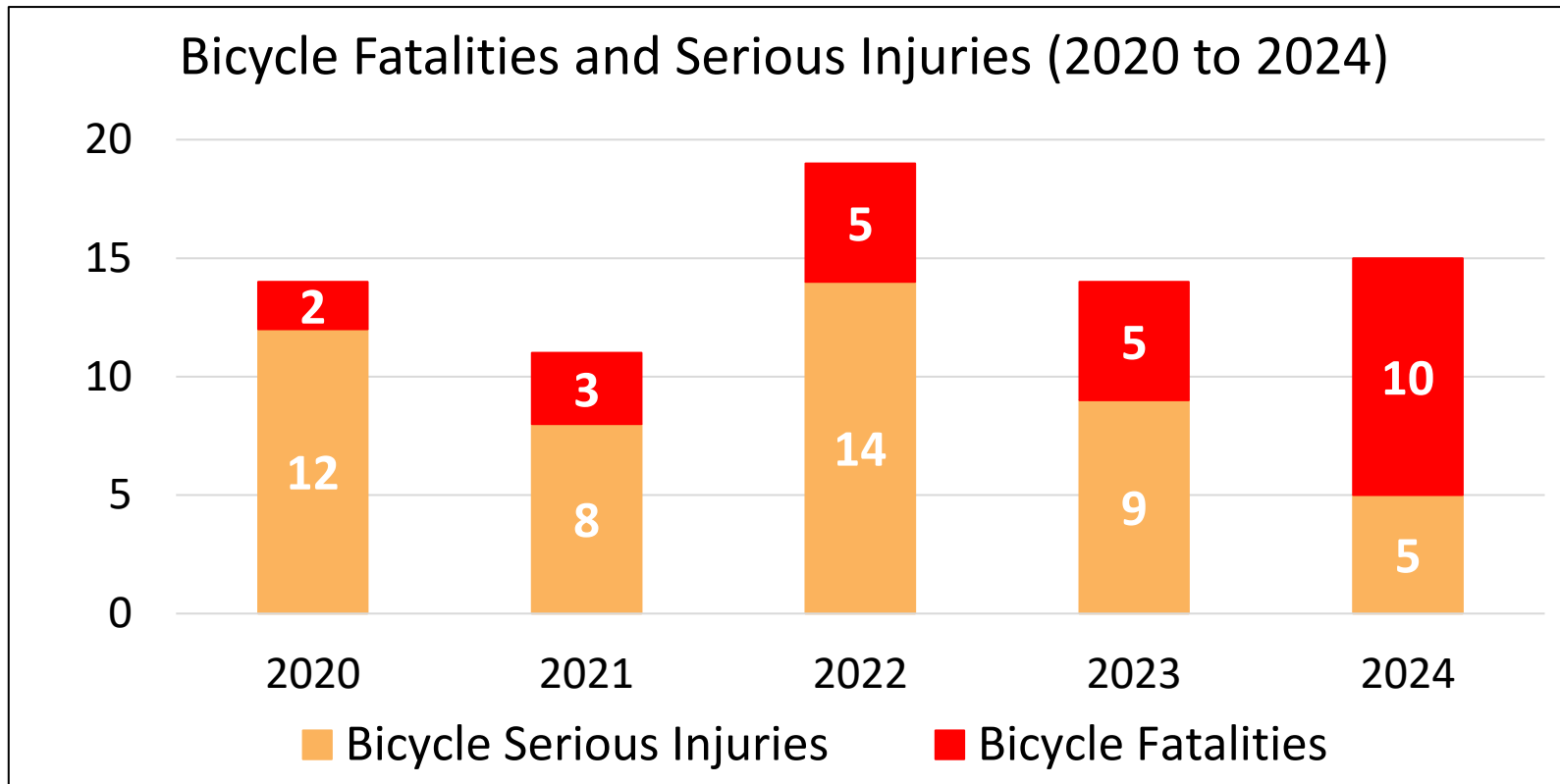
2020 to 2024 Serious Injury Rate



**Average Serious
Injury Rate
7.2**

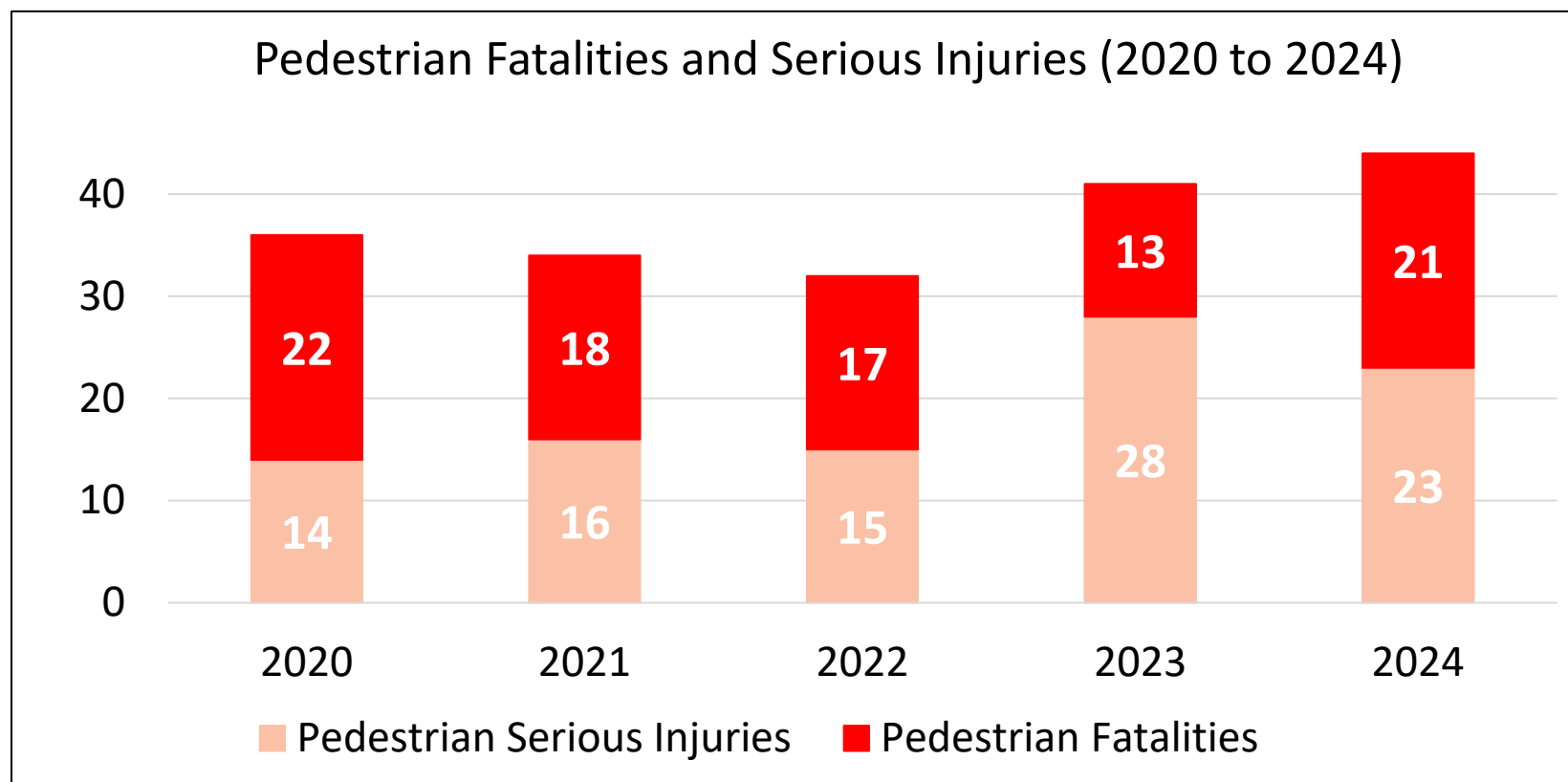
**The Statewide average
Serious Injury Rate
6.9**

2020 to 2024 Non-Mot. Serious & Fatalities



**Average Bicycle
Fatalities and
Serious Injuries
15**

2020 to 2024 Non-Mot. Serious & Fatalities



Average Pedestrian
Fatalities and
Serious Injuries
37

**Average of 52
Bike/Ped Fatalities &
Serious Injuries year**

2025: 45 bike/ped fatal and serious injuries (through October 31)

2025 Targets & Results

Safety Performance Measure	2025 Targets	2020-2024 5-Year Ave.	Target Met	*2025 Results
#1 - Fatalities	87	103	No	68
#2 - Fatalities per 100 Million VMT	1.79	2.14	No	---
#3 - Serious Injuries	373	347	Yes	203
#4 - Serious Injuries per 100 Million VMT	7.63	7.22	Yes	---
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	50	52	No	45

*As of October 31, 2025. Full year available in spring 2026.

2026 Safety (PM1) Target Options

Option A: 5% Reduction to Prior Year Targets

- Apply a **5% reduction** to all **2025 Targets**.
- Same methodology as 2025.
- Continue 5% declining targets to be aligned with the Commitment to Zero goal of 0 Fatalities and 0 Serious Injuries by 2045.

Option A

2026 Targets

Safety Performance Measure	Proposed 2026 A Targets	Adopted 2025 Targets	Change +/- 2026 A
#1 - Fatalities	83	87	-4
#2 - Fatalities per 100 Million VMT	1.70	1.79	-0.09
#3 - Serious Injuries	354	373	-19
#4 - Serious Injuries per 100 Million VMT	7.25	7.63	-0.38
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	48	50	-2

Option B: Adopt State Targets of Zero (0)

- If TPO Board adopts state targets, we must continue annual targets of 0 for all five performance measures until changes are made by FDOT.

Option B

2026 Targets

Safety Performance Measure	Proposed 2026 B Targets	Adopted 2025 Targets	Change +/- 2026 B
#1 - Fatalities	0	87	-87
#2 - Fatalities per 100 Million VMT	0	1.79	-1.79
#3 - Serious Injuries	0	373	-373
#4 - Serious Injuries per 100 Million VMT	0	7.63	-7.63
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	0	50	-50

2026 Recommendation(s)

TPO Staff recommends **Option A** to continue a focus on declining annual targets

**Committee (CAC, TAC) Recommendation
Requested to TPO Board**

2026 SAFETY TARGET (PM1) METHODOLOGY

The TPO developed federally required safety targets (PM1) for 2026 using two proposed methodology options. 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: Adopt a 5% Reduction to Prior Year Targets (2025)

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 toward reaching this goal. By setting declining annual targets, this option also ensures the elimination of setting targets equal to or higher than prior year(s).

Option A includes the prior year targets adopted by the TPO Board in 2025 as a baseline. Five percent (5%) reductions are then applied to all five performance measures to set proposed 2026 targets as displayed in Table 2.

Table 2: Option A 2026 Performance Measures and Targets

Safety Performance Measure	Proposed 2026 Targets (not to exceed)	Adopted 2025 Targets
#1 - Fatalities	83	87
#2 - Fatalities per 100 Million VMT	1.70	1.79
#3 - Serious Injuries	354	373
#4 - Serious Injuries per 100 Million VMT	7.25	7.63
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	48	50

OPTION B: Adopt FDOT State Targets of 0

Option B was developed to be in alignment with the Florida Department of Transportation (FDOT) targets. FDOT adopts state level targets of 0 for all five performance measures, as part of the Target Zero initiative. Table 3 summarizes the methodology.

Table 3: Option B 2026 Performance Measures and Targets

Safety Performance Measure	Proposed 2026 Targets (not to exceed)	Adopted 2025 Targets
#1 - Fatalities	0	87
#2 - Fatalities per 100 Million VMT	0	1.79
#3 - Serious Injuries	0	373
#4 - Serious Injuries per 100 Million VMT	0	7.63
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	0	50

Table 4 provides a summary of crash results from the five safety performance measures and respective targets.

Table 4: 2020 to 2024 Crash Data and Targets

December 31, 2025

***2020 to 2024 Crash Data on Public Roadways of Marion County**

Performance Measure	2020	2021	2022	2023	2024	5 Year Ave.	2025 Targets	2026 A Proposed 2026 Targets	2026 B Proposed 2026 Targets
#1 - Fatalities	104	91	109	97	112	103	87	83	0
#2 - Fatalities per 100 Million VMT	2.32	1.99	2.29	1.96	2.13	2.14	1.79	1.70	0
#3 - Serious Injuries	292	250	469	422	302	347	373	354	0
#4 - Serious Injuries per 100 Million VMT	6.50	5.47	9.85	8.54	5.75	7.22	7.63	7.25	0
#5 - Number of non-motorized (bicycle & pedestrian) fatalities and serious injuries	50	45	51	55	59	52	50	48	0

Data Source

Signal Four: <https://signal4analytics.com>

*Excludes private roads, private driveways, parking lots, rail lines, U.S. Forest roads

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) REQUIREMENTS

THIRD REPORTING PERIOD (2026 - 2029)

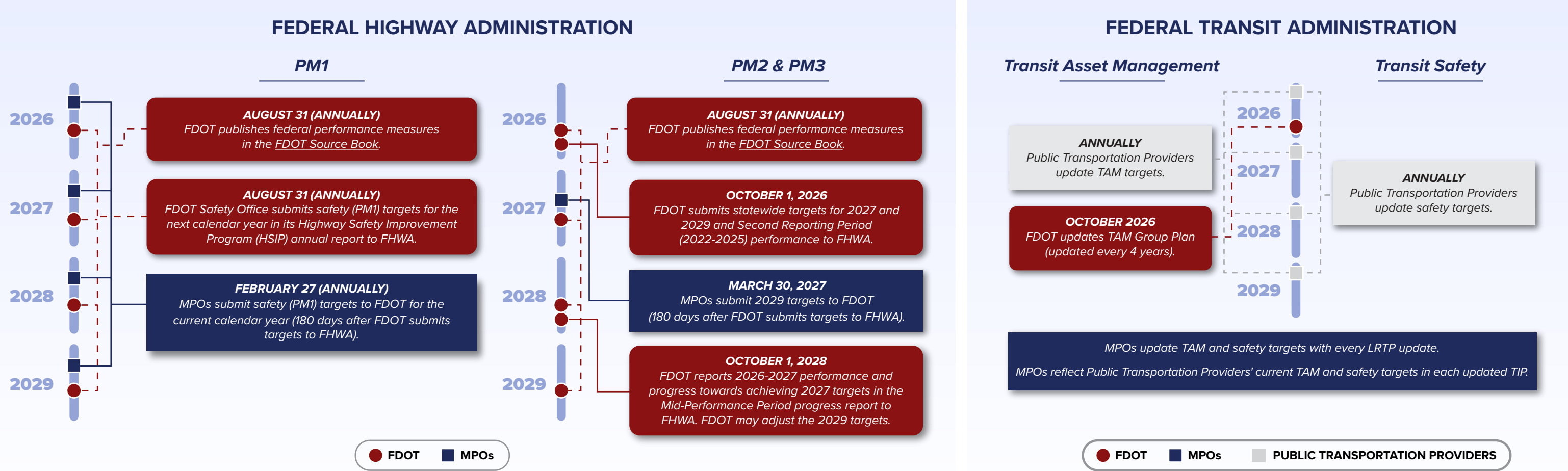
TPM FRAMEWORK

Federal transportation law requires state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and public transportation providers to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. TPM uses past performance levels and forecasted conditions to measure progress toward strategic goals as a means to guide investments.

Three Federal Highway Administration (FHWA) Performance Measures (PM) rules and two FTA transit rules establish performance measures to assess highway safety (PM1), bridge and pavement condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The FHWA and FTA Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). This document highlights key target-setting provisions of the FHWA and FTA performance management requirements for state DOTs, MPOs, and public transportation providers. Please refer to the five accompanying factsheets (linked in the graphic to the right) for key information related to the three FHWA performance measure rules and the two FTA transit rules.



TIMELINE FOR TPM ACTIONS



TPM REQUIREMENTS | Third Reporting Period (2026 - 2029)



MPO TARGET SETTING OPTIONS

FDOT, the MPOs, and public transportation providers set their respective performance targets in coordination with one another. All MPOs establish a target for each applicable performance measure by one of these two options.

Support the target established by FDOT or the public transportation provider(s).
The MPO agrees to plan and program projects so that they contribute toward the accomplishment of the state or public transportation provider(s) target.

OR

Establish own target.
The MPO coordinates with FDOT or the public transportation provider(s) regarding the methodology used to develop the target and the proposed target prior to establishing a final target.

For the PM1, PM2, and PM3 measures, MPOs must set their targets no later than 180 days after FDOT sets its targets. For the transit asset management and safety measures, MPOs are not required to set transit targets annually each time the public transportation provider(s) establishes targets. Instead, MPO transit targets must be submitted when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) targets in the updated TIP.

TPM PERFORMANCE REPORTING

Long Range Transportation Plan

The LRTP must:

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

Transportation Improvement Program

The TIP must:

- Reflect the investment priorities established in the LRTP.
- Be designed such that once implemented, it makes progress toward achieving the performance targets.
- Include a description of the anticipated effect of the TIP toward achieving the performance targets, linking investment priorities to performance targets

Templates with model language for performance measures and targets are provided for both the [Long Range Transportation Plan](#) and [Transportation Improvement Program](#) on the Performance Data Integration Space.

Assessment Of Significant Progress

FHWA periodically assesses FDOT’s progress toward statewide targets. FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

Rolando Valdes
Transportation Performance Coordinator

Florida Department of Transportation
Rolando.Valdes@dot.state.fl.us | (850) 414-4802



TO: Committee Members

FROM: Rob Balmes, Director

RE: List of Priority Projects (LOPP) Policies and Procedures Update

TPO staff are proposing an update to the LOPP Policies and Procedures document, and submission of a formal recommendation to the TPO Board. Based on the adoption of Navigating the Future 2050 Long Range Transportation Plan (LRTP), the Policies and Procedures document requires an update. This process will ensure full alignment between the 2050 LRTP, LOPP and Transportation Improvement Program (TIP)/FDOT Five-Year Work Program development process.

A working group was established to advise the TPO in making updates/revisions to the Policies and Procedures document. This group met on December 9, 2025. Based on TPO proposed changes and feedback from the working group, a revised LOPP Policies and Procedures document is included with this memo. All proposed revisions are noted in tracked changes or highlighted with red font for ease of review.

Attachment(s)

- List of Priority Projects (LOPP) Policies and Procedures – Proposed Revision

Recommended Action

Endorsement and revision recommendation(s) to the TPO Board for updates to the LOPP Policies and Procedures document.



List of Priority Projects (LOPP)

Policies and Procedures Guidance

Adopted on April 26, 2022

Updated on August 27, 2024

Updated on May 27, 2025

Updated January 27, 2026

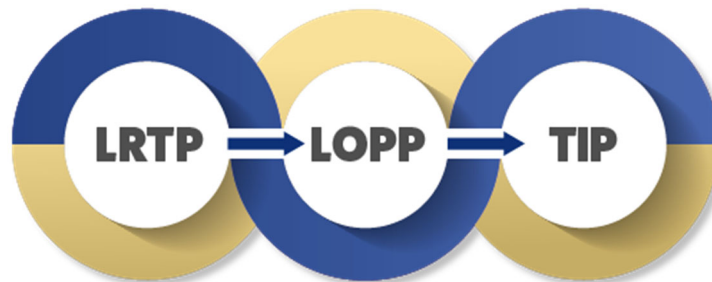
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's planning area. **A well-organized LOPP process is critical to obtaining federal and state funding.** This *LOPP Policy and Procedures Guide* is intended to provide the TPO and partner local governments with guidance to implement a successful process that is predictable and consistent from year-to-year.

Purpose of the LOPP

The LOPP serves as the bridge between the TPO's Long Range Transportation Plan (LRTP) and the annual selection of projects by FDOT for inclusion in the Five-Year Work Program which the TPO's Transportation Improvement Program (TIP) will align with.



STATUTORY REQUIREMENTS

Per Section 339.175(8), Florida Statutes, all Florida MPOs/TPOs are required to annually develop and submit a list of priority projects to FDOT. The prevailing principles to be considered by MPOs/TPOs when developing a list of project priorities are:

- Preserving existing transportation infrastructure
- Enhancing Florida's economic competitiveness
- Improving travel choices to ensure mobility

The LOPP must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved MPO/TPO long-range transportation plan;
2. The Strategic Intermodal System Plan [s. 339.64];
3. The priorities developed pursuant to the Transportation Regional Incentive Program (TRIP); [s. 339.2819(4)]
4. The results of the transportation management systems; and
5. The MPO's/TPO's public-involvement procedures.

ALIGNMENT WITH OTHER PLANS

As noted above, it is critical for projects submitted within the LOPP to be aligned with the TPO's LRTP. Similarly, the projects that are being advanced should be consistent with the respective local government's Comprehensive Plan. A key concept for transportation projects being prioritized and programmed for funding is *planning consistency*.

It is important for projects to be described consistently as they proceed from the LRTP Cost Feasible Plan to the LOPP, the TIP, and ultimately into project development. This is a requirement for federally funded projects so changes to a project beyond certain thresholds will require amendments of the LRTP and TIP to ensure planning consistency is maintained.

LOPP Process

The LOPP process is continuous and dynamic, with the highest priority projects advancing each year as funding is programmed and the project phases move forward. The highest priority projects in the LOPP will typically remain at the top of a given list from year-to-year until they move forward to be programmed for funding in the FDOT Work Program and TIP. Reaffirming priorities annually provides greater predictability for local sponsors, improves coordination with FDOT, and improves prospects for project funding. Once a project has been fully funded through construction in the FDOT Work Program/TIP [and is completed], it will no longer remain on the LOPP. Projects will typically advance more quickly or be ranked higher on a list based on prioritization factors such as the amount of local funding available (*see LOPP Prioritization and Ranking section*).

SCHEDULE AND KEY MILESTONES

The success of the annual LOPP process depends on a schedule that involves effective coordination, communication, and prioritization. It is critical for the approved annual LOPP with associated documentation for all priority projects to be ready for submission to FDOT by the annual deadline which is typically July 1. The annual LOPP process will follow the detailed schedule in the table as follows.

ANNUAL LOPP 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
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 local priorities list, 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
Close of committee and public comment on Draft LOPP and rankings at TAC and CAC meetings	May
Local Jurisdiction new and resubmittal FDOT Project Applications due to the TPO	No later than June 15
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
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

AGENCY ROLES AND EXPECTATIONS

The LOPP is a collaborative process between the TPO, Marion County, the cities of Belleview, Dunnellon, Ocala, and the Florida Department of Transportation. The following represents the general roles of each agency in the development of each year's LOPP.

Ocala Marion TPO

The TPO serves as the facilitator of the LOPP process and is responsible for the following activities:

- Support jurisdictions in the identification of projects eligible for consideration in the LOPP
- Provide information and guidance related to available project funding sources and applicable processes
- Leads project scoring and ranking process in collaboration with project sponsors
- Develops and presents LOPP project lists to TPO Committees and Board
- As-needed support for the development of FDOT Project Applications for Local Off-System projects
- Submission of all Project Applications to FDOT GAP online portal
- Submission of annual TPO Board adopted LOPP to FDOT

Local Jurisdictions

During each year's LOPP process, Marion County, Belleview, Dunnellon, and Ocala are expected to provide and/or participate in the following:

- Submit a prioritized list of projects that has been approved by its respective board or administration as defined in this guidance
- Participate in TPO-led meetings related to initial list reviews, project prioritization, and FDOT Project Application needs
- Preparation of complete and accurate Project Applications for submission to the TPO

Florida Department of Transportation

FDOT can provide valuable information to the TPO and project sponsors during the LOPP process. This includes providing cursory reviews of draft priority lists, confirming application requirements, and providing guidance and consultation on the organization of the various project lists.

SUBMISSION OF PROJECTS

The process for the annual LOPP begins with each jurisdiction submitting a list of its highest priority projects for consideration. By submitting this list early in the process and discussing at a coordination meeting, the TPO can lead an efficient approach to analyze projects and appropriately direct the efforts of local governments in the development of only the necessary applications and information. An FDOT Project Application must be completed or updated for all projects being submitted for Local Off-System funding consideration. Projects that are in the current version of the LOPP should still be included in lists submitted by project sponsors. This helps the TPO and FDOT to determine if a new Project Application is required or if an existing application only needs updated information for re-submission, such as updated project schedule or estimated costs.



Organization of the LOPP

The LOPP includes the following eight lists by project category:

1. Strategic Intermodal System (SIS)
2. Non-SIS Capacity
3. Safety and Operations
4. Trails
5. Bicycle and Pedestrian
6. Planning
7. Bridge
8. Transit

LOPP Project Funding Opportunities (New section)

This section summarizes grant programs and estimates of funding available in Marion County through the LOPP process. The information is derived from consultation with FDOT District Five Work Program staff, federal/state revenues identified in the Navigating the Future 2050 Long Range Transportation Plan (LRTP) and the TPO Transportation Improvement Program (TIP). Funding programmed to projects through the annual FDOT Work Program may vary depending on available revenues, state mandated requirements (e.g., resurfacing, safety, maintenance), legislative activities, federal authorization, costs, and other factors. Therefore, estimated available revenues are subject to change and should be referenced as general guidance. Funding estimates are districtwide and include all five TPO/MPO agencies and nine counties located in FDOT District Five.

The following programs and funding sources exclude the Strategic Intermodal System (SIS), Safe Routes to School, SUN Trail, and Safety grants, which involve a separate process.

Grant Programs and Funding Sources

State

County Incentive Grant Program (CIGP): State funding in support of transportation facility improvements, including roadways and transit, located on the State Highway System (SHS). A local roadway may be funded if the project demonstrates traffic congestion relief on the SHS. CIGP funding is competitive with no specific formula or annual allocation to projects in Marion County. Funding is allocated to each FDOT District for programming on eligible projects. Municipalities in Marion County may also receive CIGP funding through an application with the County. A 50% local match is required. Review [Florida Statute \(F.S.\) 339.2817](#) for eligibility requirements.

Annual Districtwide Estimated Funding (CIGP): \$5 to \$10 million

State Highway System (SHS): State funding programmed by FDOT to roadway improvement projects on the state highway system, not part of the Strategic Intermodal System (SIS).

Annual Districtwide Estimated Funding: Varies

Transportation Regional Incentive Program (TRIP): The TRIP program provides state funding for leveraging investments in regionally significant facilities (roads, transit). Improvements should be to facilities that function as part of an integrated national, state or regional system. Local governments are eligible and must ensure the project is listed on the adopted Central Florida MPO Alliance TRIP List or has received a letter of support from two neighboring contiguous counties. A 50% local match is required. TRIP is competitive, with no specific formula or annual allocation to projects in Marion County. Funding is allocated to each FDOT District. [Review F.S. 339.2819](#) for eligibility requirements.

Annual Districtwide Estimated Funding: \$10 to \$15 million

Federal

Surface Transportation Block Grant (STBG): Federal funding based on formula for system preservation and multi-modal capital projects on the federal-aid eligible network, including roadways, bridges, pedestrian and bicycle infrastructure and transit. Funding is available for local and state-maintained facilities. Local recipients of STBG funding require Local Agency Program (LAP) certification. Once the project is federalized, it must follow all applicable federal regulations/guidelines.

Annual Districtwide Estimated Funding: Varies

Transportation Alternatives (TAP): Federal funding administered by FDOT for non-motorized transportation (pedestrian, bicycle, trail/path) projects. Local recipients of TAP federal funding require LAP certification. Once the project is federalized, it must follow all applicable federal regulations/guidelines.

Annual Estimated (Non-Urbanized) Funding in Marion County: \$2 to \$10 million

LOPP Prioritization and Ranking

The ranking methodology for the TPO's List of Priority Projects was developed to guide a clear and fair process to annually score and rank projects. This methodology was approved by the TPO Board on April 26, 2022 and January 27, 2026. The ranking methodology is intended to:

- Support the goals of the TPO 2045-2050 Long Range Transportation Plan (LRTP);
- Provide a clear and transparent process that is easily implementable by TPO staff;
- Provide a balance of quantitative criteria and flexibility to strategically prioritize projects;
- Leverage accessible and readily available data from sources such as the LRTP, Congestion Management Process (CMP), and Safety Action Plan to facilitate project ranking; and
- Place increased-an emphasis on improving congestion and mobility, safety, and resiliency and reliability of the transportation network. This emphasis also corresponds to supporting all modes/types of transportation, including roadway, freight, transit, bicycle and pedestrian.

RANKING ELEMENTS

Development of the LOPP will consist of ~~two~~ a three-fold approach to comprehensively screen and rank projects:

1. Local Agency Priorities
2. Criteria Score
3. Strategic Refinement

Each of these components serves as tools for the TPO in the development of ranked project lists, and is described as follows.

Local Agency Priorities

As outlined in the Agency Roles and Expectations section, each local agency is requested to submit a prioritized list of local projects to the TPO that have been approved through their respective board or administration. This list of projects will support the TPO's understanding of current local priorities.

Criteria Score

The criteria score is a quantitative component that evaluates projects based upon specific criteria outlined and described in the next section. There are a total of ~~400~~ **60** points available for the quantitative score for roadway projects, and **50** points available for the quantitative score for bicycle/pedestrian, and trail projects. Each of the criteria categories have been selected to advance the TPO's LRTP goals, federal performance measures (where applicable), and other local/TPO priorities.

Strategic Refinement

This component recognizes that when the Draft LOPP **ranked lists are presented**, there may remain a desire to make refinements to the rank of an individual project or small number of projects based upon strategic needs. This refinement would be conducted only if necessary, to address factors not otherwise adequately captured in the development of the Draft LOPP. This step would be considered during Draft LOPP review by the CAC, TAC, and Board during their May meetings.

- The CAC and TAC will evaluate the Draft LOPP and determine if there are any strategic refinements to the priority order for an individual project or small number of projects. If so, any recommended adjustments will require committee vote to be formal recommendations that are transmitted to the Board.

- The Draft LOPP and any CAC/TAC recommended strategic refinements will be reviewed by the TPO Board. The Board will first consider the Draft LOPP for approval and then separately consider any recommended strategic refinements for approval.

The TPO will update the LOPP based upon the actions of the Board. The CAC, TAC and Board will review the Final LOPP for approval during their June meetings.

CRITERIA SCORE METHODOLOGY

The Criteria Score consists of ~~twelve (12)~~ criteria applied to roadways and bicycle/pedestrian/trail projects and are summarized in the Criteria Scoring Matrix (pages 11-12). The criteria are described as follows.

Prior Year Rank

1. Prior Year Rank Measure

This scoring criteria recognizes the rank of a given project in the prior LOPP. Consideration of a project's prior ranking helps support program stability and predictability by acknowledging the TPO's previously approved position of projects. Prior year rank also emphasizes the primary goal of moving projects toward full implementation.

Projects receive points based upon their prior LOPP ranking in a respective list according to the following:

- Prior Year LOPP ranking of 1-5 = 10 points
- Prior Year LOPP ranking of 6-10 = 8 points
- Prior Year LOPP ranking of 11-15 = 6 points
- Prior Year LOPP ranking of 16-20 = 4 points
- Prior Year LOPP ranking above 20 or not ranked = 0 points

Project Cycle

2. Project Phase Measure

This scoring criteria evaluates the status of projects in their development phase and allocates more points to projects that are further along in project development. Points are allocated based on a project's highest funded or completed phase. The project development cycle includes the following phases:

- Planning or Feasibility Study [optional]
- Environmental Review/Project Development & Environment (PD&E)
- Design
- Right of Way [if additional right of way is needed]
- Construction

Each project will go through an environmental review phase to determine whether it will advance. This step ensures that each project is comprehensively evaluated for potential impacts to environmental, sociocultural, archaeological, and historical resources.

Note: Projects can only be scored by one phase at a time.

Projects receive points based upon the highest funded phase:

- Project is fully funded through all phases (Maintain in TIP and Work Program) = 10 points
- Project is fully funded through all phases except Construction (Requesting Construction) = 8 points
- Project is fully funded through Design (Requesting ROW) = 6 points

- Project is fully funded through PD&E phase (Requesting Design) = 4 points
- Project is fully funded through Planning/Feasibility phase (Requesting PD&E phase) = 2 points

Local Funding Commitment

3. Local Funding Commitment Measure

Projects receive points based upon the amount of local match funding committed and available for the project:

- Local Match Commitment 50% or more = 10 points
- Local Match Commitment = ~~7.5~~ 5 points
- ~~Less than 25% Local Match Commitment = 5 points~~
- No Local Match Commitment = 0 points

~~Regional Connectivity and Partnerships~~

~~Considers if a project is supported by a formal partnership between two or more agencies or record of ongoing coordination to complete a project. For example, whether the project is a Transportation Regional Incentive Program (TRIP) or is a project that has documented support of two or more jurisdictions.~~

~~4. Regional Connectivity and Partnership Measure~~

~~Projects receive points based on the following:~~

- ~~Project represents a formal partnership between two or more agencies = 10 points~~
- ~~Project has a demonstrated record of ongoing coordination between two or more agencies = 5 points~~
- ~~Project does not represent a formal partnership and/or ongoing coordination between two or more agencies = 0 points~~

Safety

This scoring criteria identifies projects that include safety improvements or address a safety issue. Projects are scored based on the TPO Safety Action Plan High Injury Network and fatal and most recent five-year history of serious injury crashes identified within the project limits on the roadway segment or intersection.

5.4. Safety Measure – Killed, Seriously Injured Crashes (KSI)

Points are allocated if Fatal and Serious Injury crashes have been documented within the project limits **during the most recent five-year documented period:**

- Yes = 5 points
- No = 0 points

6.5. Safety Measure – High Injury Network

Points are allocated if the project limits are located on a **Local or TPO Commitment to Zero Safety Plan** High Injury Network (HIN):

- Yes = 5 points
- No = 0 points

Congestion Management

7-6. Congestion Measure

Identifies projects that improve capacity for vehicular traffic on congested corridors. Projects are scored based on the data within the most recent version of the TPO *Congestion Management Plan and State of the System Report*, which identifies current and projected levels of congestion based on the volume-to-capacity (V/C) ratios.

Projects receive points based on the following:

- Project is on an Extremely Congested or Congested Corridor (V/C > 1.00) = 10 points
- ~~Project on Extremely Congested Corridor (V/C > 1.08) = 10 points~~
- ~~Project on Congested Corridor (V/C > 1.00) = 7.5 points~~
- Project is on a Corridor Approaching Congestion (V/C .90 to 1.00) = 5 points
- Project is on a Corridor that is Not Congested = 0 points

Multimodal

This scoring criteria evaluates projects that enhance multimodal options and connectivity.

8-7. Multimodal Connection – Alignment with 2050 LRTP, Active Transportation Plan (ATP) Bicycle, Sidewalk/Shared Use Path and Trail Projects

Points are assigned based upon whether the project is and/or connects to an existing Bicycle Facility, Sidewalk/Shared Use Path and/or Trail priority or project identified in the 2050 LRTP/ATP Project Lists:

- Bicycle Facility, Sidewalk/Shared Use Path and/or Trail Project in the 2050 LRTP/ATP – 5 points
- Bicycle Facility, Sidewalk/Shared Use Path and/or Trail Project in the 2050 LRTP/ATP and connects to an existing/programmed Non-Motorized Facility – 10 or 20 points
- Not a specific Bicycle Facility, Sidewalk/Shared Use Path and/or Trail Project facility – 0 points

Transportation Resilience and Reliability

Identifies projects that improve the resiliency and reliability of the area's transportation system based on connectivity to designated evacuation routes and existing roadways on the federal aid system.

9-8. Transportation Resilience

Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route:

- Project improves a designated evacuation route = ~~10~~ 5 points
- Project improves a corridor directly connecting to a designated evacuation route = ~~5~~ 2.5 points
- Project does not improve, or directly connect to, a designated evacuation route = 0 points

10-9. Transportation Reliability

- Project improves an existing federal aid roadway = 5 points
- Project provides a new or improved connection directly to a federal aid roadway = 2.5 points
- Project does not improve, or directly connects to, a federal aid roadway = 0 points

Economic Development and Logistics

~~Identifies projects that accommodate and promote economic growth by improving access to areas of high employment growth and through the efficient movement of freight, based upon data compiled in the 2045 LRTP.~~

~~11. Economic Development and Logistics Measure — Employment Growth~~

~~Points are allocated to projects that improve access to employment growth areas as defined in the 2045 LRTP:~~

- ~~• Project limits within or adjacent to High Employment Growth Area = 5 points~~
- ~~• Project limits within or adjacent to Medium-High Employment Growth Area = 4 points~~
- ~~• Project limits within or adjacent to Medium Employment Growth Area = 3 points~~
- ~~• Project limits within or adjacent to Medium-Low Employment Growth Area = 2 points~~
- ~~• Project limits within or adjacent to Low Employment Growth Area = 0 points~~

~~12. Economic Development and Logistics Measure — Freight~~

~~Points are allocated to projects that enhance efficient and reliable movement of freight and goods within Marion County, based upon the Freight Score assigned to the segment in the 2045 LRTP:~~

- ~~• Project limits include High Freight Score segment = 5 points~~
- ~~• Project limits include Medium Freight Score segment = 3.5 points~~
- ~~• Project limits include Low Freight Score segment = 2 points~~
- ~~• Project limits do not include a Freight Score segment = 0 points~~

Equity

~~Identifies projects that would serve Marion County's Equity Areas identified in the 2045 LRTP. Equity Areas were defined based on the location of five disadvantaged populations by Census Block (People living in poverty; Minority population; People without a vehicle; Seniors; and Youth).~~

~~13. Equity Measure — Disadvantaged Populations~~

~~Points are allocated based on whether the project is adjacent to, or traverses the Equity Areas identified in the 2045 LRTP:~~

- ~~• Project is adjacent to, or traverses an Equity Area with three (3) Disadvantaged Populations = 10 points~~
- ~~• Project is adjacent to, or traverses an Equity Area with two (2) Disadvantaged Populations = 7.5 points~~
- ~~• Project is adjacent to, or traverses an Equity Area with one (1) Disadvantaged Population = 5 points~~
- ~~• Project is not adjacent to, or does not traverse an Equity Area = 0 points~~

CRITERIA SCORING MATRIX – ROADWAY PROJECTS

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	8	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	8	-
Local Funding Commitment	3. Points are allocated based on a local match/contribution and funding commitment for the project.	10	5, 8	-
Safety	4. Points are allocated if fatal and serious injury crashes have been documented within the project limits.	5	1	PM1
	5. Points are allocated if the project limits are located on a the Local or TPO Safety Plan High Injury Network.	5		
Congestion Management	6. Points are allocated based on the level of congestion identified on the corridor where the project is located.	10	1, 4, 5	PM3
Transportation Resilience and Reliability	7. Points are allocated to projects that improve a designated Evacuation Route or improve a corridor directly connecting to a designated Evacuation Route.	5 10	5	PM3
	8. Points are allocated to projects that improve a federal aid roadway or provide a connection to a federal aid roadway.	5	5	PM3
TOTAL MAXIMUM CRITERIA SCORE		60		

Note:

Removed -

Regional Connectivity and Partnerships; Economic Development and Logistics; Equity; Multimodal
40 points

CRITERIA SCORING MATRIX – BICYCLE AND PEDESTRIAN PROJECTS

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	8	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	8	-
Local Funding Commitment	3. Points are allocated based on amount of local matching funding committed and available for the project.	5	5, 8	-
Multimodal Connection	4. Points are allocated if the project is identified in the 2050 LRTP/ATP	5	1, 2	PM1/PM3
	5. Points are allocated if the project is or connects to an existing/programmed Bicycle Facility, Sidewalk/Shared Use Path, Trail facility, bus stop or to a project listed in the 2050 LRTP/ATP.	10	1, 2	PM1/PM3
Safety	6. Points are allocated if fatal and serious injury bike/ped crashes have been documented within the project limits.	5	1	PM1
	7. Points are allocated if the project limits are located on a Local or TPO Safety Plan High Injury Network.	5		
TOTAL MAXIMUM CRITERIA SCORE		50		

CRITERIA SCORING MATRIX – TRAIL PROJECTS

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	8	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	8	-
Local Funding Commitment	3. Points are allocated based on amount of local matching funding committed and available for the project.	5	5, 8	-
Multimodal Connection	4. Points are allocated if the project is identified in the 2050 LRTP/ATP	5	1, 2	PM1/PM3
	5. Points are allocated if the project is or connects to an existing/programmed Bicycle Facility, Sidewalk/Shared Use Path, Trail facility, bus stop or to a project listed in the 2050 LRTP/ATP.	20	1, 2	PM1/PM3
TOTAL MAXIMUM CRITERIA SCORE		50		

Navigating the Future 2050 LRTP Vision and Goals

Vision

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

Goals

1. Safety and Security
2. Multimodal Travel
3. System Preservation
4. Economic Development
5. Community Needs
6. Environmental Protection
7. Quality of Places and Quality of Life
8. Implementation

Federal Performance Measures (if applicable)

- PM1 – Safety Measures - including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents
- PM2 – Pavement and Bridge Condition Measures - including roadway, bridge, and transit capital asset condition and how well they are maintained
- PM3 – System Performance Measures - including highway congestion, travel reliability, freight movement reliability, and mobile source emissions

CRITERIA SCORING REFERENCES

The following are the sources of information used to calculate the scores for projects in the LOPP. This includes references to online or static TPO maps and/or external sources of information.

The online LOPP interactive map may be used as a reference to view projects in relation to the scoring criteria.
<https://experience.arcgis.com/experience/d157cb1fdd0849c396ad27ea6fc2fe1e/page/Page?views=Map-Layers>

Prior Year Rank

- Most Current List of TPO Board Adopted Priority Projects
<https://ocalamariontpo.org/priority-project-list>

Project Cycle

- Most Current Transportation Improvement Program (TIP)
<https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>
- Florida Department of Transportation (FDOT) Central Roads webpage, Marion County
<https://www.cflroads.com/projects/County/Marion>

Local Funding Commitment and Priorities

- Information submitted to the TPO from local governments

Safety

- High Injury Network (Commitment to Zero Safety Action Plan Page)
<https://ocalamariontpo.org/safety-plan>
- Crashes (fatalities, serious injuries), TPO Commitment to Zero Dashboard and Annual Report
<http://ocalamariontpo.org/transportation-statistics/>

Congestion Management

- Congested corridors identified in the CMP - Online CMP map
<https://marioncountycl.maps.arcgis.com/apps/webappviewer/index.html?id=20f986cb985a4fe99348ab7c8b43637e>

Roadway (2050 LRTP)

- Roadway projects identified in Navigating the Future 2050 Long Range Transportation Plan (LRTP).
[Link to be provided when map available]

Multimodal (Bicycle/Pedestrian, Trail)

- Multimodal projects and locations – Navigating the Future 2050 Long Range Transportation Plan (LRTP), Active Transportation Plan.
- Active Transportation Plan
<https://experience.arcgis.com/experience/d0fa34fc52c341a4a5476718a357e30a>

Transportation Resilience and Reliability

- Evacuation Routes in Marion County
<https://marioncountycl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665> (select Evacuation Routes layer)
- Federal Aid Roadways in Marion County
<https://marioncountycl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665> (select Federal Aid Roadways layer)



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2026 Major Program and Project Activities

On an annual basis, the TPO provides committees and TPO board a summary of major program and project activities to be completed over the calendar year. These activities are undertaken to meet organizational 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 committee members will be involved throughout the calendar year in providing feedback and recommendations.

Attachment(s)

- 2026 Program and Project Activities

Recommended Action

None.



2026 Major Activities Summary

The following summary outlines major activities planned to be completed or initiated in calendar year 2026 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) Targets, Federal Performance Reporting

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

Timeframe: January

TPO Board: Approval January 27

Submission: Due February 27 to FDOT Central Office

Joint Certification with the Florida Department of Transportation (FDOT)

Annual joint FDOT/TPO certification for the prior calendar year (January to December 2025)

Timeframe: January to March

Milestones: FDOT/TPO Certification Meeting in February/March

TPO Board: Presentation by FDOT for approval March 24

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

Community Transportation Coordinator (CTC) Review and Certification

Annual process by TPO staff to perform a review and certification of the Community Transportation Coordinator (Marion Transit) on behalf of the Commission for Transportation Disadvantaged (CTD)

Timeframe: January to March

Milestones: Presentation to TDLCB for approval March 12

Submission: Due March 31 to Commission for Transportation Disadvantaged

TPO Website Project Launch

Public Launch of new TPO website.

Timeframe: September 2025 to January 2026

Milestones: Draft website December 2025

Publish new website January 2026



2026 Major Activities Summary

List of Priority Projects (LOPP) Policies and Procedures Update

Timeframe: December 2025 to January 2026
Milestones: Working Group Draft December 2025
Draft for Committees/Board January 2026

TPO Board: Approval January 27

Fiscal Years (FY) 2027 to 2028 Unified Planning Work Program (UPWP)

Timeframe: January to April
Milestones: Draft and 30-day public comment period (March 17)
Adoption April 28

TPO Board: Presentation of Draft UPWP, March 24
Presentation of UPWP for adoption April 28

Submission: Due May 15 to FDOT District 5

Annual List of Priority Projects (LOPP) and Regional Priorities

Annual development of the LOPP and Regional Priorities

Timeframe: February to June
Milestones: Draft May 26
Adoption June 23

TPO Board: Presentation of Draft LOPP and Regional Priorities, May 26
Presentation of LOPP and Regional Priorities for adoption June 23

Submission: Due July 1 to FDOT District 5

Fiscal Years (FY) 2027 to 2031 Transportation Improvement Program (TIP)

Annual development of the TIP covering FY 2027 to FY 2031

Timeframe: February to June
Milestones: Draft and 30-day public comment period (May 4)
Adoption June 23

TPO Board: Presentation of Draft TIP, May 26
Presentation of TIP for adoption June 23

Submission: Due July 1 to FDOT District 5

Roll Forward TIP Amendment for Fiscal Years (FY) 2027 to 2031

Present the Roll Forward TIP Amendment based on FDOT Work Program project changes and updates for FY 2027 to FY 2031

Timeframe: August to September
TPO Board: Presentation of Roll Forward TIP for approval September 22
Submission: Due October 1 to FDOT District 5



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2026 List of Priority Projects (LOPP) Schedule

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 schedule for the development of the 2026 LOPP.

Attachment(s)

- 2026 LOPP Schedule

Recommended Action

None.



List of Priority Projects (LOPP) 2026 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 13
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 local priorities list, 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 12, 26
Close of Committee and public comment on Draft LOPP and rankings at TAC and CAC meetings	May 12
Local Jurisdiction new and resubmittal FDOT Project Applications due to the TPO	No later than June 19
Presentation of Final LOPP to TPO Committees	June 10
Adoption of Final LOPP by TPO Board	June 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

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TO: Committee Members

FROM: Rob Balmes, Director

RE: 2026 Technical Advisory Committee (TAC) Members

Please find included with this memo the current 2026 TAC member roster

Attachment(s)

- 2026 TAC Members

Recommended Action

None.

2026 TAC Members and Alternates

Noel Cooper, City of Ocala Engineering – 2026 Chair

Alternate: None

Chuck Varadin, Marion County Growth Services Department – 2026 Vice Chair

Alternate: Ken Odom

Xavier Balerdi, Marion County Public Schools

Alternate: Casey Griffith

Steven Cohoon, Marion County Office of the County Engineer

Alternate: Chris Zeigler

Tom Duncan, City of Ocala SunTran

Alternate: None

Kia Powell (non-voting), Florida Department of Transportation

Loretta Shaffer, Ocala/Marion County Tourism Development

Alternate: Jim Couillard

Jeff Shrum, City of Ocala Growth Management

Alternate: Aubrey Hale

Bob Titterington, City of Belleview Public Works

Alternate: None

Chad Ward, City of Dunnellon

Alternate: None

Vacant, Greenways and Trails Representative



TO: Committee Members

FROM: Rob Balmes, Director

RE: Origin-Destination Study

The TPO is working with Alfred Benesch (General Planning Consultant) to conduct an Origin-Destination Study for Marion County. Included with this memo is a summary sheet outlining the project and timeframe for completion. Local agency partner staff will be engaged in the study process. Results of the study will be presented to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) at the end of the project (by June 2026).

Attachment(s)

- TPO Origin-Destination Project Summary

Recommended Action

None.



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

Project Summary

The purpose of an Origin-Destination (O-D) study is to develop a detailed understanding of travel patterns, trip characteristics, and mobility connections within Marion County using Replica, a state-of-the-art transportation data platform.

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

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

Replica’s multi-layered datasets allow planners to:

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

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

Subareas:

•North Marion, NE/NW35th to SR 326 (east of I-75) •City of Ocala (east of I-75; and east of US 301/441) • Downtown/Midtown Ocala •Bellevue/Bypass/Southeast • Dunnellon/Rainbow Springs/County Airport • Marion Oaks • Liberty Triangle • West County • Silver Springs Shores • Southeast/Summerfield/Villages

Future Corridor Study Areas:

SR 200 Corridor • West Beltway • East–West Connection

The O-D study results will be summarized in a clear, user-friendly report for local agency staff and the TPO Board. The project will be conducted from December 2025 through June 30, 2026. A formal presentation will be provided to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC). Tentative date is June 9, 2026.