



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
February 28, 2023
4:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea
Commissioner Kathy Bryant
Commissioner Craig Curry
Councilmember Kristen Dryer
Mayor Kent Guinn (*arrived at 4:18pm*)
Councilman Tim Inskeep
Commissioner Michelle Stone

Members Not Present:

Commissioner Ray Dwyer
Commissioner Jeff Gold
Councilmember James Hilty
Councilmember Barry Mansfield
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Rakinya Hinson, FDOT
Elizabeth Alt, Senior Assistant County Attorney
Dan Desorue
Daniel Sivilich
Oscar Tovar, City of Ocala
Sean Lanier, City of Ocala
Darren Park, City of Ocala
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Craig Curry called the meeting to order at 4:07pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

Shakayla Irby, Administrative Assistant called the roll and a quorum was not present.

Ms. Stone made a motion to proceed with the business of the TPO with the six board members present. Ms. Bryant seconded, and the motion passed unanimously.

A quorum of seven board members was reached with the arrival of Mayor Kent Guinn at 4:18pm.

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County meeting calendars on February 21, 2023. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

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

Item 5a. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment #4

Mr. Balmes presented and said that per the request of the Florida Department of Transportation (FDOT), one project was proposed to be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP).

The project (FM#452364-2) was receiving federal funding to implement the National Electric Vehicle Infrastructure Program (NEVI). The project would consist of deployment of direct current fast charges (DCFCS) along the I-75 corridor in Marion County.

FM# 452364-2: I-75 (SR 93) “GAP” 12 – EV DCFCS (Phase 1)

- Funding: \$1,100,000
- Federal: \$1,100,000
- FY 23 Capital (CAP) phase
- Total TIP Funding: \$1,100,000

Mr. Bethea made a motion to approve the FY 2023 to 2027 TIP Amendment #4. Ms. Bryant seconded, a roll-call vote was called and the motion passed unanimously.

Item 5b. Performance Management 2023 Safety Targets

Mr. Balmes presented and said that federal law required State DOTs and TPOs/MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. The first of the performance measures that became effective in 2016 was assessing the conditions of roadway safety (PM1). In May 2018, all TPO/MPOs were required to establish safety targets and approve or update on an annual basis.

Specifically, the TPO was required to update and adopt Targets for five required Safety Performance Measures:

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

Annually, the TPO may select one of two options regarding updating and submission of safety targets.

1. Adopt the state targets established by the Florida Department of Transportation (FDOT);
or
2. Develop separate quantifiable safety performance targets.

If the TPO chose to adopt the FDOT safety targets, the requirement would be to annually adopt the same targets until changes were made by the state. Presently, the FDOT has annually adopted 0 for each of the five safety targets.

Mr. Balmes said that there were no direct implications to the TPO for not reaching adopted targets.

In 2018, when the process became a federal requirement, the TPO Board adopted its own safety performance targets to better track progress and reflect more accountability to the public. Over the past five years, the TPO Board has opted to follow the same approach of reviewing prior year target results and adopting revised targets tied to a specific methodology involving five-year rolling averages and projected vehicle miles traveled (VMT).

Safety Performance Measure 2022 Targets and Results

Safety Performance Measure	2022 Results	2022 Targets	Met Target?
#1 - Fatalities	109	98	No
#2 - Fatalities per 100 Million VMT	2.35	2.08	No
#3 - Serious Injuries	491	378	No
#4 - Serious Injuries per 100 Million VMT	10.59	8.02	No
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	56	57	Yes

The proposed targets for 2023 were as follows:

1. Fatalities- **101**
2. Fatalities per 100 Million VMT- **2.14**
3. Serious Injuries- **417**
4. Serious Injuries per 100 Million VMT- **8.88**
5. Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries- **56**

Mr. Balmes provided two options for the board and mentioned that the Technical and Citizens Advisory Committees as well as TPO staff recommended Option A.

Ms. Bryant stated that she did not want to adopt the states targets. She inquired about the methodology that was used by the TPO and asked if the extra population that put more vehicles on the road had been taken into consideration.

Mr. Balmes said there had been a general agreement in place with the MPOs, FDOT, FHWA and Vehicles Miles Traveled data had to be included. In terms of projections from 2022 and 2023 it had been based on historical trends and they had been accurate.

Ms. Bryant said specifically the more vehicles on the road the more crashes and the more crashes the more fatalities. Moving forward she would like to see a methodology that accounted for the extra population.

Mr. Balmes talked about adding an additional factor that accounts for population growth rather than just a straight trend line and would research an appropriate methodology.

Ms. Stone said considering Safer Streets, what educational programs were being put into place by making drivers more aware.

Mr. Balmes said that through the Commitment to Zero the TPO staff had been focused on more education, awareness, and partnerships to get more messaging throughout the community.

Ms. Stone asked about impacts on funding from FDOT for missing targets.

Mr. Balmes said there was no impacts on the MPOs for missing or meeting targets.

Ms. Stone said that the state's overall goal is zero and asked if there was any influence from FDOT to the MPOs to lean into the commitment to zero.

Mr. Balmes said that FDOT respectfully allowed the MPOs to make their own decision.

The board continued in discussion about the safety and driver behaviors.

Ms. Bryant made a motion to adopt the Option A methodology for the Performance Management 2023 Safety Targets. Mr. Bethea seconded, and the motion passed unanimously.

Item 5c. 2022 List of Priority Projects (LOPP) Amendment

Mr. Balmes presented and said that per the request of the TPO Board Chair, Commissioner Craig Curry, the 2022 List of Priority Projects (LOPP) Strategic Intermodal System (SIS) project list was proposed to be amended.

The amendment was proposed to ensure the I-75 interchanges in Marion County are listed on the current 2022 LOPP SIS list including general project improvement descriptions. The current six interchanges were part of the ongoing I-75 Master Plan Study being conducted by the Florida Department of Transportation (FDOT).

All proposed changes had been reflected in tracked changes mode and red font for ease of review and can be viewed on pages 11-13 of this set of minutes for reference.

The amended 2022 LOPP would support the development of the 2023 LOPP process and lists, which was underway.

Ms. Bryant made a motion to approve the 2022 LOPP Amendment. Ms. Stone seconded, and the motion passed unanimously.

Item 5d. Strategic Intermodal System (SIS) TPO Board Letter

Mr. Balmes said that every five years, the Florida Department of Transportation (FDOT) District 5 coordinates with Central Office to complete a series of Strategic Intermodal System (SIS) planning documents which include three tiers or lists of future capacity improvement projects.

The SIS lists contain projects programmed (FY 2024-2028), planned to be funded (FY 2029-2033), and considered financially feasible based on projected State revenues (FY 2033-2050).

On January 27, the FDOT District 5 submitted a set of draft SIS project lists to the TPO and requested comments as soon as possible. A follow-up virtual overview meeting was requested with the TPO Director and TPO Chair on February 8. FDOT District 5 staff explained they are required to submit comments to Central Office no later than February 28.

Based on the timeframe for reviewing and submitting comments to District 5, TPO Chairman Curry requested a meeting with staff representatives of the Cities of Belleview, Dunnellon, Ocala and Marion County to coordinate and submit one set of comments.

A coordination meeting was held on February 15, 2023 at the Marion County Office of County Engineer and included: Rob Balmes, TPO; Elton Holland, Marion County; Sean Lanier, City of Ocala; Bob Titterington, City of Belleview; Troy Slattery, City of Dunnellon; Chad Ward, City of Dunnellon.

Ms. Stone made a motion to approve SIS TPO Board Letter. Ms. Dreyer seconded and the motion passed unanimously.

Item 6a. 2020 U.S. Census Update

As requested by the TPO Board at the January 24, 2023 meeting, Mr. Balmes conducted further research regarding the Census Urban Areas and whether the TPO could qualify for TMA

designation and future funding opportunities.

The FDOT Central Office and Federal Highway Administration (FHWA) had been coordinating the results of the 2020 Census Urban Areas in Florida, including the geographic boundaries and upcoming TMA designations. Some insights were shared with the TPO, including answers to two key questions.

- 1. Since the Ocala Urban Area remains separated from the Villages-Lady Lake Urban Area, would a TMA-designated MPO/TPO under 200,000 in population be eligible to select and fund projects from the sub-allocation of Surface Transportation Block Grant and Transportation Alternatives funding?**

Response: No. Per 23 USC 133: Surface Transportation Block Grant Program, the population of a contiguous Urban Area must be over 200,000 to receive a sub-allocation of funding for project and MPO/TPO programs. On February 13, 2013, the FDOT Central Office shared with the TPO a confirmation from the Federal Highway Administration (FHWA) pertaining to the current population requirement as cited in federal law.

- 2. Are the Ocala-Villages-Lady Lake separate and distinct Urban Areas or could adjustments be made to include them as one contiguous Urban Area?**

Response: On February 13, 2013, the FDOT Central Office shared with the TPO information received from the Federal Highway Administration (FHWA) regarding the process to designate TMA's. FHWA confirmed the process will strictly be based on the results of the U.S. Census and will not involve any adjustments or modifications to Urban Areas. If there are discrepancies that require corrective action, the TPO was advised to directly contact the U.S. Census Bureau.

On February 13, the TPO contacted the U.S. Census Bureau requesting an opportunity to discuss and/or receive clarification regarding the connection between the Ocala Urban Area and the Villages-Lady Lake Urban Area at SE 108th Terrace Road. Correspondence also involved a request for explanation regarding the separation of the Ocala Urban Area from the Marion Oaks Urban Area by the Cross Florida Greenway. The following includes a formal response from the Census Bureau.

Ocala-The Villages-Lady Lake Urban Areas

The Census Bureau defines urban areas to represent densely developed territory, and encompass residential, commercial, and other nonresidential urban land uses. The 2020 Census urban areas are defined based on aggregations of census blocks and are not required to respect place, county, state, or other boundaries such as military installations. This recognizes that development is not necessarily constrained or directly influenced by other types of geographic areas or boundaries.

In your specific case, Ocala and The Villages-Lady Lake were connected during the Urban Areas delineation. This is a normal part of the delineation process, where urban areas start as cores which expand out via hops and jumps, low density fill, and other steps in the delineation. In many cases such as yours, these areas form large Urban Area Agglomerations (UAAs) that encompass territory defined as separate urban areas for the 2010 Census. Where such results occurred, the Census Bureau applied split criteria.

The full criteria is available here:

<https://www.federalregister.gov/documents/2022/03/24/2022-06180/urban-area-criteria-for-the->

2020-census-final-criteria

In both the 2000 and 2010 urban area delineations, Ocala and The Villages- Lady Lake were physically separate Urban Areas. During the 2020 Urban Areas delineation, Ocala and The Villages- Lady Lake merged together as parts of a single large Urban Area Agglomeration, this agglomeration was split using commuter data to form the final 2020 Urban Areas. **For 2020, Ocala and The Villages- Lady Lake remain separate Urban Areas. This splitting of large agglomerations occurred nationwide.**

Ocala-Marion Oaks Urban Areas

During the hops phase of the urban area delineation, the gap between the Ocala area and the Marion Oaks area was too large for a hop connection. The area to the southeast of Ocala (which includes The Villages- Lady Lake UA as well as the Leesburg-Eustis-Tavares UA) combined via hops into a single large agglomeration. Because of these combined areas, that agglomeration had a higher Housing Unit (HU) count during the jump phase of the delineation than the Ocala area.

The jump phase begins with the highest HU count agglomeration, executes one set of jumps, and then moves on to the next highest HU count agglomeration. Lower HU count agglomerations cannot jump back into higher HU count agglomerations. The larger The Villages-Lady Lake and Leesburg-Eustis-Tavares agglomeration jumped into the Ocala area, adding it to the agglomeration. Since there is only one cycle of jumps, Marion Oaks could not be jumped to from that larger agglomeration (which now included Ocala) nor could it make a jump back into the larger agglomeration. **In the end, the gap between Ocala and Marion Oaks could not be connected via jumps, and the areas remained separate UAs in 2020** (as they were in the 2000 and 2010 urban areas).

Please note that in delineating urban areas and rural area, the Census Bureau does not take into account or attempt to meet the requirements of any particular programmatic uses of these areas or their associated data. **The Census Bureau does not have an appeals process for the urban areas.** Nonetheless, we will work with tribal, federal, state, or local agencies as well as other stakeholders, as appropriate, to ensure understanding of our classification. Please do not hesitate to contact us with any additional questions or concerns.

Urban Area Team
Geography Division
U.S. Census Bureau
census.gov | @uscensusbureau

Chairman Curry inquired about an appeal to the Governor to obtain a TMA status.

Mr. Balmes said that an appeal to the Governor could be made, however FDOT Central office received response from FHWA stating that an MPO could become a TMA but if the population was under 200,000 there would be no access to additional funding. The funding would be the main driving force to become a TMA. Ocala Marion would not have that option because we were under 200,000.

Ms. Stone asked if we would get to the 200,000 threshold if we received the appeal by combining Marion Oaks and Ocala.

Mr. Balmes said with Marion Oaks and Ocala combined would put us over 200,000.

Ms. Stone said that she did not want to keep raising a red flag and somehow get rolled into another county. Ms. Stone recommended to accept the Census results and move on.

Ms. Bryant said that she agreed with Ms. Stone's comments.

Item 6b. Commitment to Zero Activities

Mr. Balmes said the Board adoption of Commitment to Zero was a major milestone and that long-term success would require ongoing work to keep building momentum in the community. Some of the next steps and activities specific to the TPO in 2023 would involve the following:

- Commitment to Zero fact sheets
- Coordination with local partners for safety projects in the 2023 List of Priority Projects (LOPP)
- Commitment to Zero online public crash dashboard
- Social Media for community safety events, public awareness of safety
- Continued partnering for community safety events
- Exploration of public information and public relations opportunities
- Annual Commitment to Zero Workshop (Fall 2023, date to be determined)

Samples of the Commitment to Zero fact sheets were provided. The TPO had developed an initial listing of fact sheets to be release in 2023.

Mr. Balmes mentioned that the TAC and CAC committees had mentioned safety messages with crash statistics and more safety displays to promote safety. Also, reaching out to the schools to impart safety in the youth early on. Mr. Balmes mentioned that TPO staff member Shakayla Irby had been reaching out to the school district.

Item 6c. 2045 Long Range Transportation Plan (LRTP) Update

Mr. Balmes said the Transportation Plan (LRTP) Cost Feasible Element had been updated to include a clarifying footnote to ensure the six I-75 interchanges in Marion County are identified. The six interchanges are part of the ongoing I-75 PD&E/Master Plan Study being conducted by the Florida Department of Transportation (FDOT) and listed in the Cost Feasible Element.

Based on the status of the PD&E/Master Plan, development of the Strategic Intermodal System (SIS) Plans and Moving Florida Forward, this was the only change necessary at the time. As the plans and proposals progressed in 2023, an amendment to the LRTP would be necessary in the near future.

The footnote had been highlighted for ease of reference. The FDOT District 5 and Federal Highway Administration (FHWA) Florida Division had been consulted on the update.

Item 6d. 2022 TPO Annual Report

Mr. Balmes said that the 2022 TPO Annual Report had been published and the Annual Report highlighted the TPO program accomplishments in Ocala/Marion County over the past year. The report had been developed with a new template, which the TPO had plans to use for future versions.

The 2022 Annual Report was included in the committee packet and could also be found on the TPO's website: <https://ocalamariontpo.org/about-us/annual-report>.

Item 7. Comments by FDOT

Ms. Rakinya Hinson provided a brief presentation on Moving Florida Forward.

Governor Ron DeSantis announced January 30 the *Moving Florida Forward Infrastructure Initiative*. The proposal would invest an additional \$7 billion to prioritize and accelerate the completion of 20 critical transportation infrastructure projects across the state.

The proposal combines \$4 billion of General Revenue funding with innovative transportation project financing strategies that will allow FDOT to leverage an additional \$3 billion over the next four years.

The presentation which includes the Congestion Relief Projects and funding is attached to pages 14-19 for reference.

A construction report was also provided in the committee meeting agenda packet. Also, all information for projects were listed on www.cflroads.com.

Chairman Curry asked if the auxiliary lanes proposed for I-75 would be express lanes?

Ms. Hinson said that it had not been identified at the time.

Mr. Kenneth Campbell, Construction Engineer with FDOT addressed the board and gave an update on the Williams Street Flyover repairs.

FDOT had procured a \$1.2 million contract with Superior Construction to make repairs and were anticipating the project to be completed by March 23, 2023. There would be some disturbances to traffic with interstate lane closures and would try to make closure during off-peak hours.

Mr. Curry gave compliments to FDOT for their quick work on addressing the bridge repairs and for their hard work.

Item 8. Comments by TPO Staff

Mr. Balmes gave one comment that he had included the MPOAC 2023 Policy Positions in the agenda packet for the board to review.

Item 9. Comments by TPO Members

There were no comments by the TPO Members.

Item 10. Public Comment

Mr. Daniel Sivilich, 3575 SW 51st Terrace, Ocala, FL 34474 addressed the board and gave public comment regarding traffic safety through Timberwood.

Attached to this set of minutes on pages 20-22 are comments that Mr. Sivilich provided to the TPO board for reference.

Ms. Bryant stated for the record that the TPO board had no say so or input into PD's that were being approved by the City of Ocala and it was not something that the TPO board did.

Mr. Elton Holland, Marion County Engineer addressed the board and said that it had been programmed to update the preliminary engineering report and to proceed with design continuing the four-laning of the 38th corridor from West Port through 43rd. It was his understanding that the City of Ocala had plans to bring the 43rd corridor to the north.

Mr. Jeff Shrum, Development Services Director with the City of Ocala said that there was a pending application and the City was not able to discuss the project in specifics at the time for the record.

Item 11. Public Comment

There was no public comment.

Item 12. Adjournment

Prior to adjournment Chairman Curry reminded the board of the TPO 101 Workshop to be held on March 28, 2023 beginning at 1:00pm.

Chairman Curry adjourned the meeting at 5:16pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



2022 List of Priority Projects (LOPP)

Fiscal Years 2024 to 2028

TPO Board Adoption - June 28, 2022

Amended February 28, 2023

Project Lists

Top Priority Projects

Strategic Intermodal System (SIS)

Non-Strategic Intermodal System (SIS) Capacity

Safety and Operations

Trails

Bicycle and Pedestrian

Planning

Project Phases

CST	Construction
DES	Design
PE	Preliminary Engineering
PD&E	Project Development and Environment
ROW	Right-of-Way

A handwritten signature in black ink, reading 'Ire Bethea Sr.'.

Ire Bethea Sr., TPO Chair

A handwritten signature in blue ink, reading 'Rob Balmes'.

Rob Balmes, TPO Director

2022 Strategic Intermodal System (SIS) Priorities - Proposed

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	435209-1	SIS	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension on from NW 49th Avenue from NW 44th Avenue to NW 35th Street Road	CST	\$42,379,864		
2	433652-1	SIS	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,500,000
3		SIS	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
4	237988-1	SIS	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
5		SIS	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
6	410674-2	SIS	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
7	443623 44-1	SIS	I-75 from SR 200 to CR 234 Alachua County	Widening, Modernization, Interchanges Master Planning for I-75-and interchanges			Planning/PD&E PE, ROW, CST	TBD
8	443623-1	SIS	I-75 from SR 91 (Turnpike) to SR 200	Widening, Modernization, Interchanges Master Planning for I-75-and interchanges			Planning/PD&E PE, ROW, CST	TBD
9		SIS	I-75 at SW 20th Street	Construction of a new interchange at SW 20th			PD&E, DES, ROW, CST	TBD
10		SIS	SR 40 from CR 314A to Levy Hammock	Reconstruction and widening to four lanes, medians			ROW, CST	\$17,900,000
11		SIS	SR 40 from CR 314 to CR 314A	Reconstruction and widening to four lanes, medians			ROW, CST	\$98,500,000
12		SIS	SR 326 from US 301 to old US 301	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
13		SIS	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
*		SIS	I-75 at CR 484 Interchange	Interchange, capacity improvements to six lanes on CR 484 from SW 49th Ave to CR 475A			PD&E, DES, ROW, CST	TBD
*		SIS	I-75 at SR 200 Interchange	Interchange and capacity improvements			PD&E, DES, ROW, CST	TBD
*		SIS	I-75 at CR 318 Interchange	Interchange, capacity improvements at CR 318 from NW Highway 225 to NW 60th Avenue			PD&E, DES, ROW, CST	TBD

*LOPP Amended projects, February 28, 2023

2022 Strategic Intermodal System (SIS) Priorities, Amended

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1	435209-1	SIS	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension on NW 49th Avenue from NW 44th Avenue to NW 35th Street Road	CST	\$42,379,864		
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5		SIS	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
6	410674-2	SIS	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
7	443624-1	SIS	I-75 from SR 200 to CR 234 Alachua County	Master Planning for I-75-and interchanges			Planning/PD&E	TBD
8	443623-1	SIS	I-75 from SR 91 (Turnpike) to SR 200	Master Planning for I-75-and interchanges			Planning/PD&E	TBD
9		SIS	I-75 at SW 20th Street	Construction of a new interchange at SW 20th			PD&E, DES, ROW, CST	TBD
10		SIS	SR 40 from CR 314A to Levy Hammock	Reconstruction and widening to four lanes, medians			ROW, CST	\$17,900,000
11		SIS	SR 40 from CR 314 to CR 314A	Reconstruction and widening to four lanes, medians			ROW, CST	\$98,500,000
12		SIS	SR 326 from US 301 to old US 301	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
13		SIS	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
14		SIS	I-75 at CR 484 Interchange	Interchange, capacity improvements to six lanes on CR 484 from SW 49th Ave to CR 475A			PD&E, DES, ROW, CST	TBD
15		SIS	I-75 at SR 200 Interchange	Interchange and capacity improvements			PD&E, DES, ROW, CST	TBD
16		SIS	I-75 at CR 318 Interchange	Interchange, capacity improvements at CR 318 from NW Highway 225 to NW 60th Avenue			PD&E, DES, ROW, CST	TBD

MOVING FLORIDA FORWARD



For Immediate Release
January 30, 2023

CONTACT FDOT: FDOT COMMUNICATIONS OFFICE
(850) 414-4590 | FDOTcommunicationsoffice@dot.state.fl.us

ICYMI: Governor Ron DeSantis Announces Moving Florida Forward Infrastructure Initiative

Governor proposes a \$4 billion investment, which will be leveraged for a total of \$7 billion, to expedite projects that will alleviate congestion and prioritize safety

AUBURNDALE, Fla. — Today, Governor DeSantis announced the *Moving Florida Forward* initiative to expedite transportation projects over the next four years. If passed by the legislature, this proposal would invest \$4 billion of general revenue, redirect an average of \$131 million annually to the State Transportation Work Program, and leverage additional funding over the next four years for a total of \$7 billion to strengthen Florida's transportation infrastructure to accommodate the growing number of people that rely on Florida's roadways. Through this record investment, the Florida Department of Transportation (FDOT) would expedite 20 priority infrastructure projects into the existing Work Program to combat congestion, improve safety, and ensure a more resilient transportation system to bolster current transportation needs and set the stage for future growth. Projects included as part of the *Moving Florida Forward* Legislative Proposal are available at [FDOT.gov/MovingFloridaForward](https://fdot.gov/MovingFloridaForward).

"This proposal will break through bureaucracy that often slows down infrastructure projects and allow FDOT to target projects that will ease congestion across the state," **said Governor Ron DeSantis**. "Expediting these projects will bring them to completion more than a decade ahead of schedule."

"Governor DeSantis' *Moving Florida Forward* proposal is truly historic and the projects included will help relieve congestion while also focusing on safety, resiliency, the supply chain, and economic growth. These are important for Floridians' quality of life and to ensure we maintain a strong transportation system to keep Florida moving forward," **said FDOT Secretary Jared W. Perdue, P.E.** "The Department has worked closely with communities and our partners through the years to plan and prepare these projects for construction. Receiving this funding will allow the vision of each project to become a reality in the immediate future to better meet the growing demands in communities throughout the state. Our team is prepared and ready to work with the Legislature to deliver these critical projects and strengthen Florida's transportation infrastructure."

Florida is home to over 22 million residents, and in just the first three quarters of 2022, we had nearly 105 million visitors to our state. In 2022, Florida experienced the largest net migration in the country at 1.9%, meaning that Florida's infrastructure must accommodate more people than ever before. The 20 projects included in the proposal will build more resilient transportation infrastructure, which is important to the integrity of roadways and corridors especially during severe weather events such as hurricanes.

FDOT will continue working on projects currently planned in the existing FDOT Five-Year Work Program in addition to projects included in the *Moving Florida Forward* package.

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www.fdot.gov | Twitter: [@MyFDOT](https://twitter.com/MyFDOT) | Facebook: [@MyFDOT](https://facebook.com/MyFDOT)

The Florida Department of Transportation's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of the state's environment and communities. The department is committed to building a transportation system that not only fits the current needs of Florida's residents and visitors but also enhances mobility throughout the state to accommodate its consistent and rapid growth. The unique nature of the Sunshine State and its year-round warm climate provides numerous opportunities to achieve the department's mission through multiple transportation modes including highways/streets, air, rail, sea, spaceports, transit, and the ever-expanding deployment of bicycle & pedestrian facilities.

- » Governor Ron DeSantis announced January 30 the *Moving Florida Forward Infrastructure Initiative*.
- » The proposal would invest an additional \$7 billion to prioritize and accelerate the completion of 20 critical transportation infrastructure projects across the state.
- » The proposal combines \$4 billion of General Revenue funding with innovative transportation project financing strategies that will allow FDOT to leverage an additional \$3 billion over the next four years.

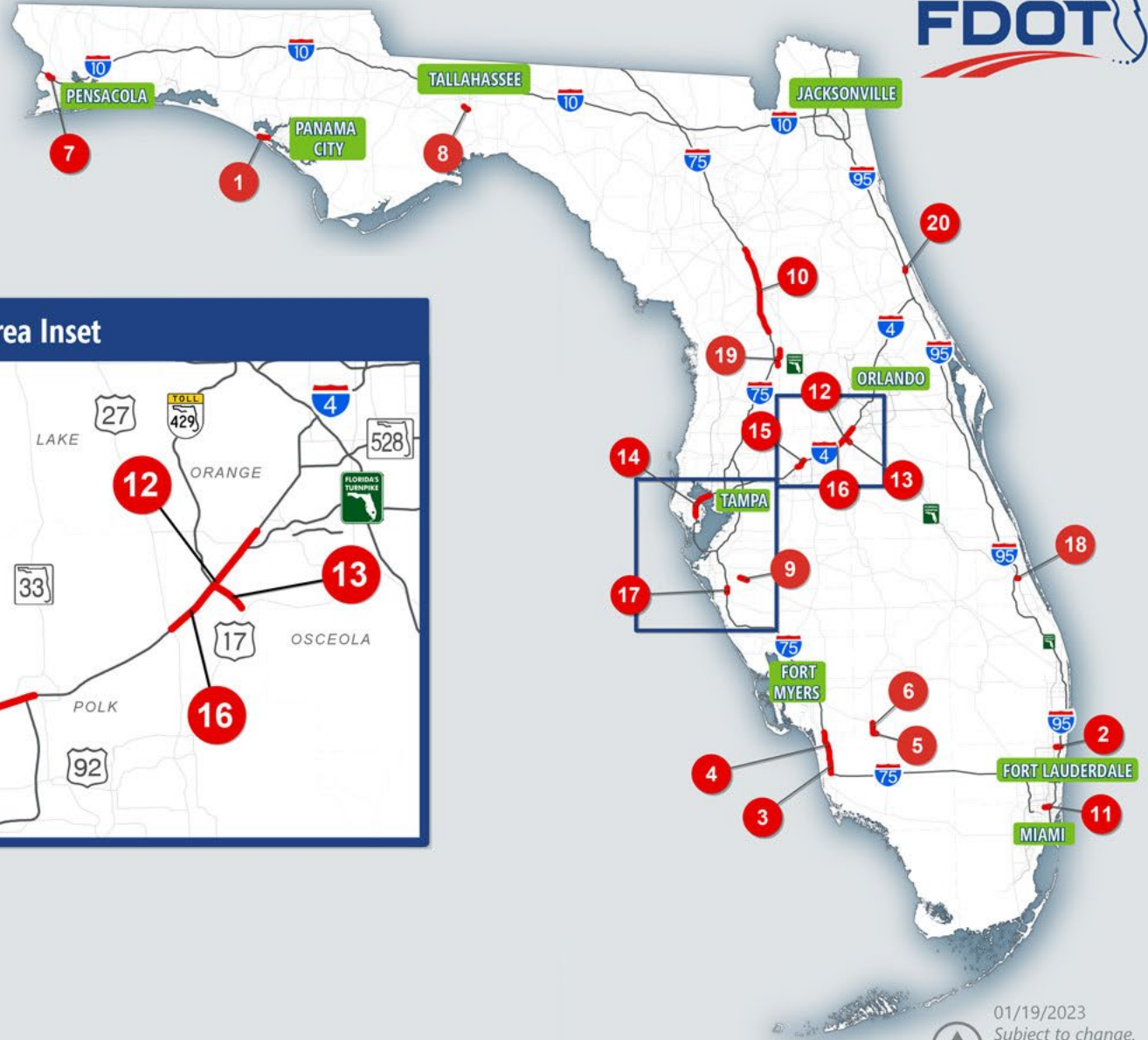


MOVING FLORIDA FORWARD



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Infrastructure Initiative



Tampa Bay Inset



Orlando Area Inset



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01/19/2023
Subject to change.
Listed alphabetically
by county.



REGION

Central Florida

PROJECT LIMITS

Interstate 75 (I-75) from State Road (S.R.) 44 to S.R. 326

FUNDING

\$479 Million

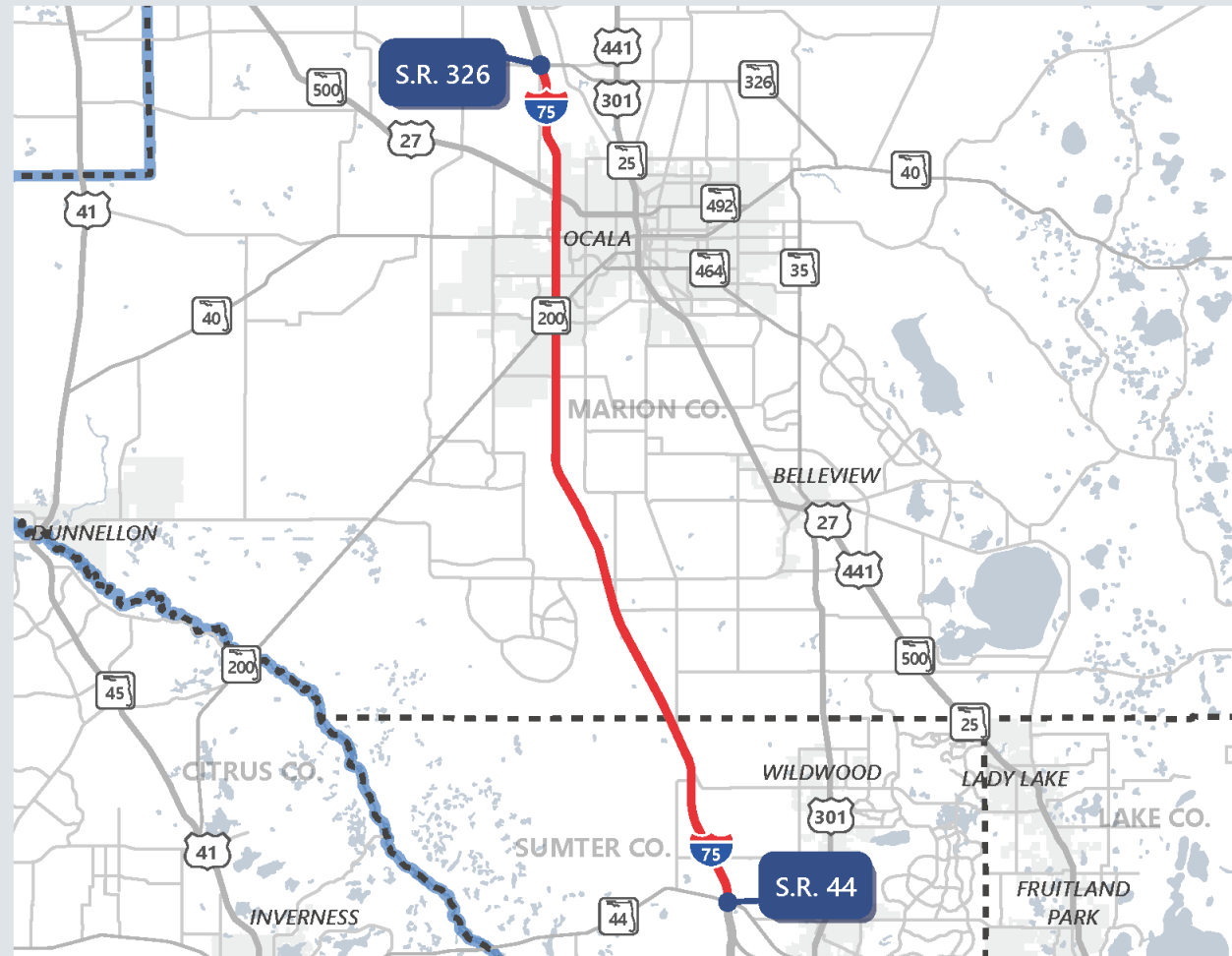
CONSTRUCTION YEAR

2025

PROJECT DESCRIPTION

This project involves adding auxiliary lanes to I-75 in each direction between S.R. 44 and S.R. 326. It will include interchange modifications and right-of-way acquisition for future widening.

10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326



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Subject to change.
Listed alphabetically by county.



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REGION

Central Florida

PROJECT LIMITS

U.S. 301 from County Road (C.R.)
470 to Florida's Turnpike

FUNDING

\$26 Million

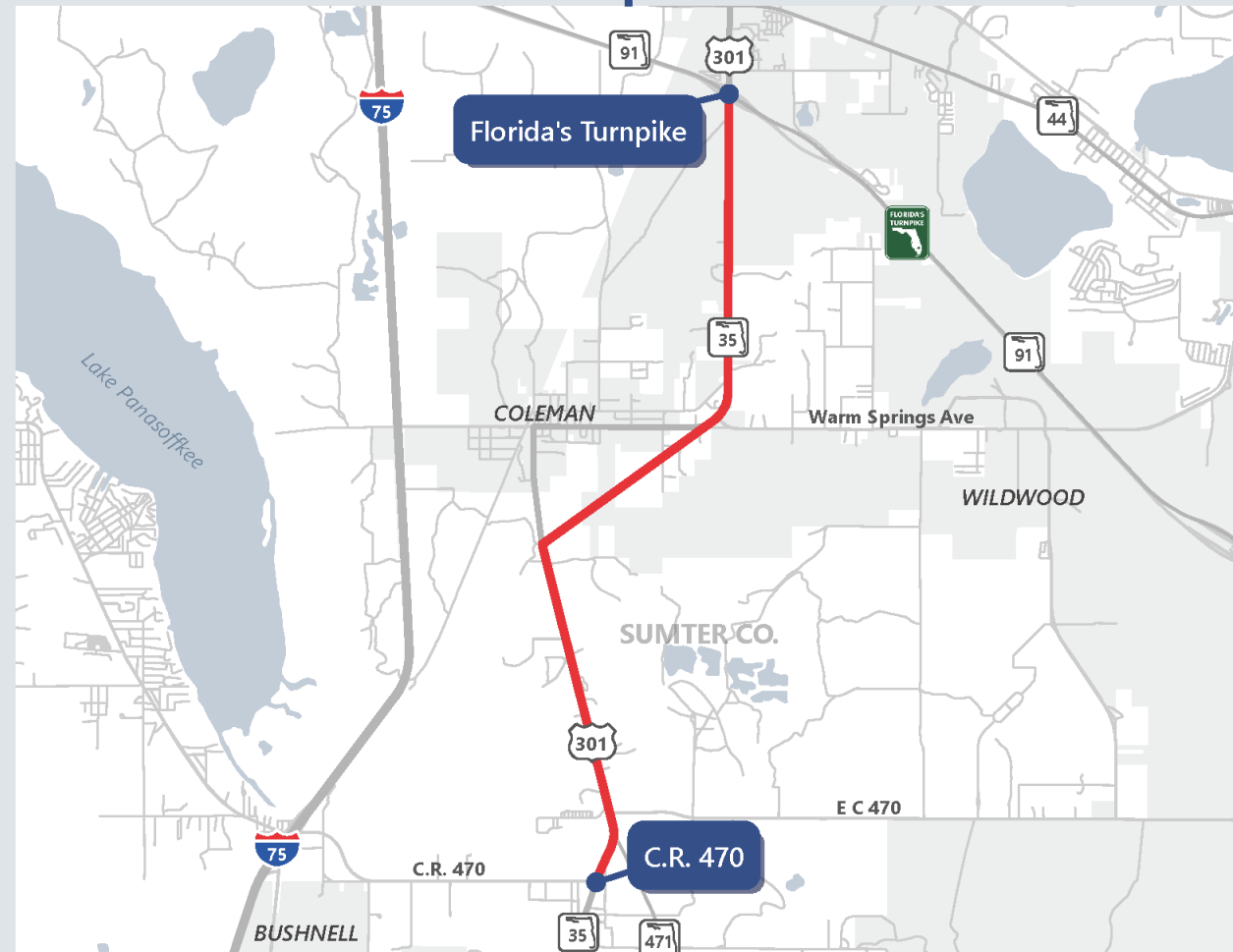
CONSTRUCTION YEAR

2025-26

PROJECT DESCRIPTION

The project will reconstruct U.S. 301 from C.R. 470 to Florida's Turnpike between the cities of Sumterville and Wildwood to increase the roadway capacity, respond to future travel demand, improve overall safety, and accommodate pedestrians and bicyclists. The project includes realigning the roadway around the City of Coleman to avoid impacts to the City's downtown businesses. For additional project details, please visit <https://www.cflroads.com/project/430132-1>.

19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike



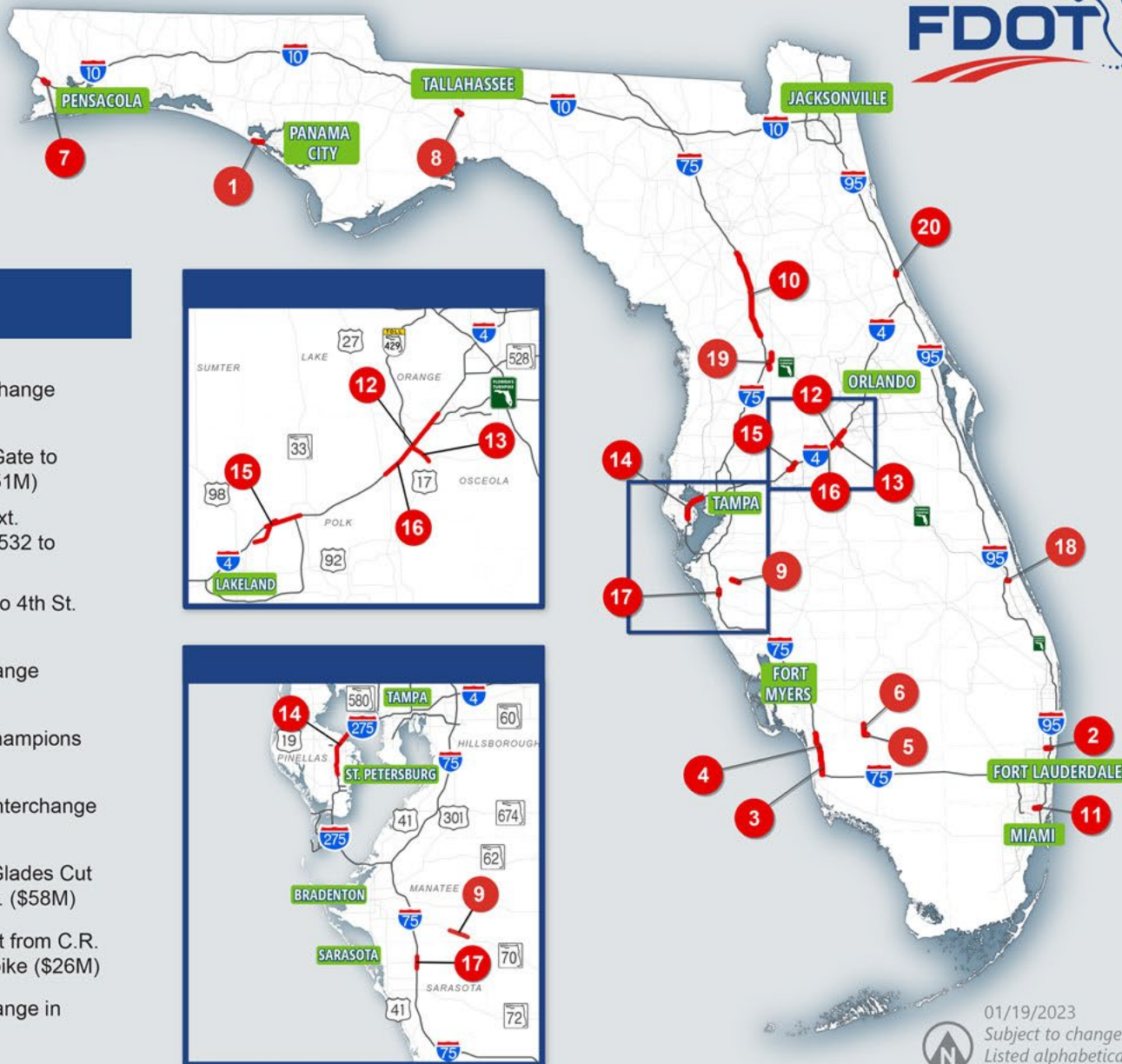
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Subject to change.
Listed alphabetically by county.



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Infrastructure Initiative



CONGESTION RELIEF PROJECTS (FUNDING)

- | | |
|---|--|
| 1 U.S. 98 from R. Jackson Blvd. to Hathaway Bridge (\$98M) | 11 Golden Glades Interchange (\$150M) |
| 2 SW 10th St. (\$178M) | 12 I-4 from Champions Gate to Osceola Pkwy. (\$1,451M) |
| 3 I-75 at Pine Ridge Rd. Interchange (\$23M) | 13 Poinciana Parkway Ext. Connector from C.R. 532 to S.R. 429 (\$1,318M) |
| 4 I-75 from Golden Gate Pkwy. to Corkscrew Rd. (\$578M) | 14 I-275 from 38th Ave. to 4th St. (\$354M) |
| 5 S.R. 29 from C.R. 846 E to New Market Rd. (\$85M) | 15 I-4 at S.R. 33 Interchange (\$197M) |
| 6 S.R. 29 from New Market Rd. to S.R. 82 (\$44M) | 16 I-4 from U.S. 27 to Champions Gate (\$635M) |
| 7 I-10 from Eastbound weigh station to Nine Mile Rd. (\$162M) | 17 I-75 at Fruitville Rd. Interchange (\$192M) |
| 8 S.R. 263 from S.R. 61 to C.R. 2203 (\$90M) | 18 W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd. (\$58M) |
| 9 S.R. 70 from Bourdsie Blvd. to Waterbury Rd. (\$53M) | 19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike (\$26M) |
| 10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326 (\$479M) | 20 I-95 at U.S. 1 Interchange in Volusia Co. (\$340M) |



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01/19/2023
Subject to change.
Listed alphabetically
by county.

Transportation Planning Organization Meeting - February 28, 2023

I am a resident of Timberwood and an Engineer. We are a quiet community of 195 homes on one acre lots with about 400 cars. A developer has purchased the property on SW 60th (near the airport) between SW 38th and SW 31st often referred to as the cow pasture which abuts Timberwood to the west. Per Figure 1 FLUP22-44631, 11.88 acres on the corner of SW 38th and SW 60th has already been approved for "retail/office convenience market with 16 fueling positions" at the already overstressed light. Wait until the new warehouses opposite the airport are running a full capacity and the trucks will take 38th to get to Route 75! On February 13th, the Ocala Planning and Zoning board approved zoning the remaining 49.52 acres as 750 three story high "multi-family units" without actually seeing any layouts for buildings, parking lots, retention basins etc.! This represents another 1500 cars that will saturate our road system which are county roads. That is 375% more vehicles than Timberwood and this does not include 11.88 acres of commercial/residential use. The PD has 1 emergency egress gate on SW 31st and 4 points of egress of which 3 are on SW 60th Ave. Of those 3, 2 are NORTH ONLY. This WILL WITHOUT A DOUBT cause a significant traffic increase through Timberwood due to the already overstressed light at SW 60th and SW 38th since it is the PATH OF LEAST RESISTANCE. SW 56th Ave is the most likely route to incur the largest increase of cut-through vehicles, but SW 54th Court and SW 51st Terrace, my street, are also potential cut-through routes. We are already facing 5,000 residences or 10,000 vehicles coming from the Calesa development off 80th.

We have no sidewalks. Many of our residents exercise by walking. Children and adults ride their bicycles around our quiet neighborhood. This increase in traffic flow will be dangerous to us. It is just a matter of statistics before there is a fatality in Timberwood. Because of current backups at the intersection of SW 38th and SW 60th, we are already seeing cut-throughs speeding through Timberwood. Your committee has adopted the Commitment to Zero Safety Action Plan. We are asking for your help to insure our families' safety. A while ago, we were told by the County that speed humps and roundabouts are not allowable. Maybe stop signs at every intersection on 31st will help, but doubtful.

The biggest issue for the residents of the proposed development is being able to make a left turn onto SW 60th southbound. Simply putting a traffic signal at Egress #3 would make it much easier to make that left turn and could act as a buffer for the existing signal at SW 38th.

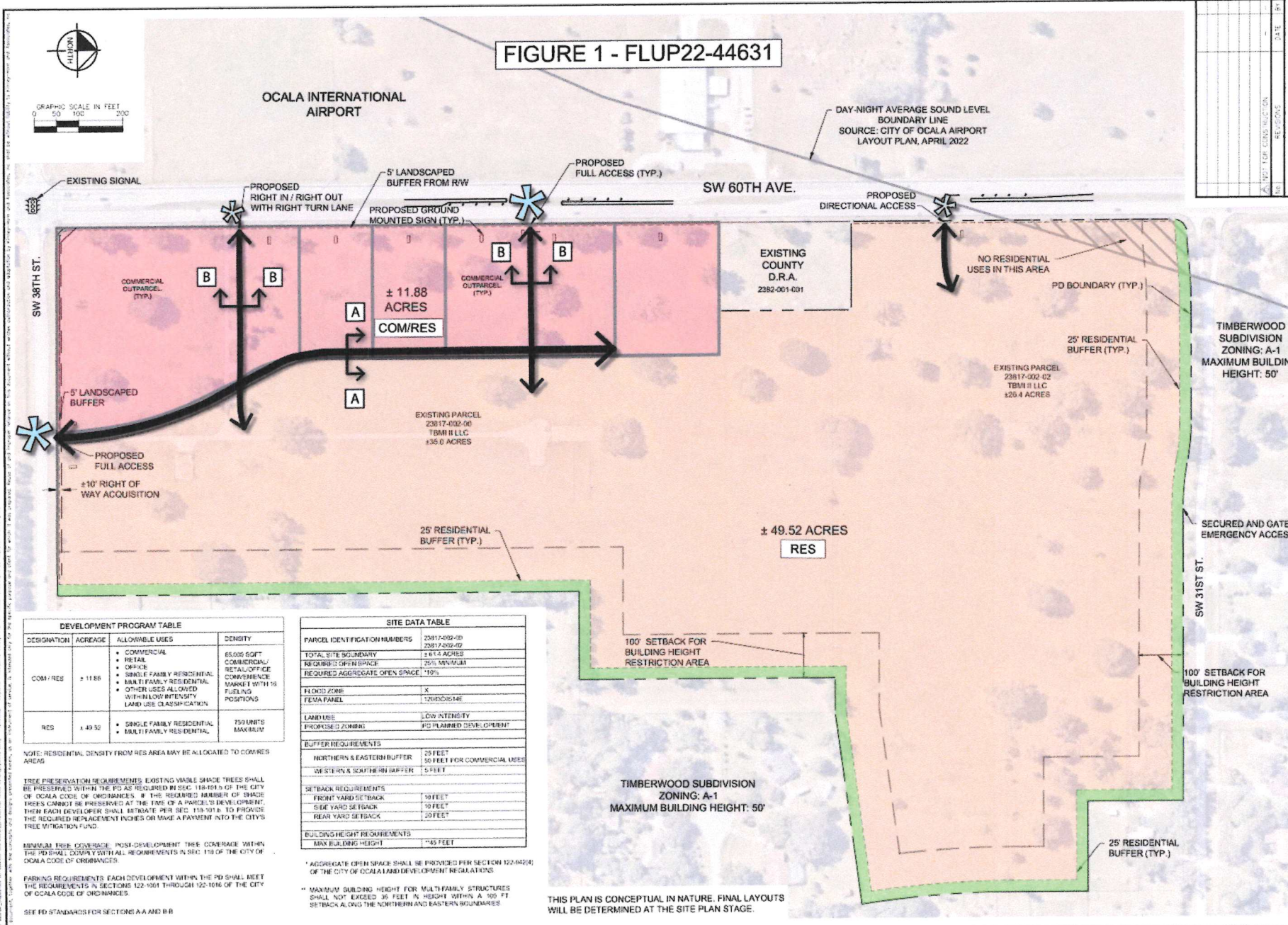
The best solution is for the City Council to insist that the developer only construct 1-3 single family homes on 1 acre lots. The entire property is 49.52 acres which would translate into approximately 40 - 120 houses taking into account roads, parking lots and retention ponds that would be required. That now represents about 80 - 240 new vehicles. This proposed land use would create the following environment for Timberwood:

- This would be consistent with the current 5,000 single family homes in the adjoining Calesa development which are on 1/3 acre lots.
- Less impact on the overcrowded schools. For the record, anyone who lives in this area of Ocala would strongly disagree with the statement that in the FLUP by Growth Management staff "This request is not expected to have an impact on area schools". Besides attendance, the traffic and safety impact on the students also have to be considered.
- Less strain on the already stressed road infrastructure. Reducing concerns about neighborhood security. Home owners typically take more pride in their property and respect ours more than renters will.

Daniel M Sivilich

3575 SW 51st Terrace (Timberwood), Ocala, FL 34474 732-995-9434

FIGURE 1 - FLUP22-44631



Kimley-Horn

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FAX: 352.236.1112
WWW.KIMLEY-HORN.COM

PLANNED DEVELOPMENT PLAN

60TH AVE PARCELS PREPARED FOR TBM II, LLC

FLORIDA

CITY OF OCALA

SHEET NUMBER

PD002

FIGURE 2 - 60th AVE PD EGRESS PATTERNS
Parcels 23817-002-00 and 23817-002-02

