



Citizens Advisory Committee (CAC) Meeting
Marion County – Library Headquarters, Meeting Room B
2720 E. Silver Springs Blvd., Ocala, FL 34470

January 14, 2025
1:00 PM

AGENDA

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PROOF OF PUBLICATION**
4. **MEMBERSHIP UPDATE**
 - A. **[Citizens Advisory Committee \(CAC\) Member Roster](#)**
5. **CONSENT AGENDA**
 - A. **[November 12, 2024 CAC Meeting Minutes](#)**
6. **ACTION ITEMS**
 - A. **[2025 Safety Performance Management Targets](#)**
 - B. **[2025 Pavement and Bridge and System Performance Targets](#)**
7. **PRESENTATIONS**
 - A. **[Florida Department of Transportation \(FDOT\) Fiscal Years \(FY\) 2026 to 2030 Tentative Work Program for Marion County](#)**
 - B. **[Navigating the Future 2050 Long Range Transportation Plan](#)**
8. **DISCUSSION ITEMS**
 - A. **[2025 Program and Project Activities](#)**
 - B. **[2025 Meeting Schedule Update](#)**
 - C. **[2025 List of Priority Projects \(LOPP\) Schedule](#)**
9. **COMMENTS BY FDOT**
 - A. **[FDOT District 5 Compass Points Newsletter](#)**
 - B. **[FDOT Construction Report](#)**

10. COMMENTS BY TPO STAFF

- A. [2050 Long Range Transportation Plan \(LRTP\) Workshop #2](#)**
- B. [Safety Matters Update](#)**
- C. TPO Staff Update**

11. COMMENTS BY CAC MEMBERS

12. PUBLIC COMMENT (Limited to 2 minutes)

13. ADJOURNMENT

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

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

The next regular meeting of the Citizens Advisory Committee (CAC) will be held on
March 11, 2025



TO: Committee Members

FROM: Rob Balmes, Director

RE: CAC Membership Roster

Summary

Attached to this memo is the current CAC membership for 2025.

Attachment(s)

- CAC Membership List

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



**Citizens Advisory Committee (CAC)
Members**

Steve Rudnianyn, Chair
Richard McGinley, Vice-Chair

Jim Belonger
Matt Fabian
Travis Magamoll
Suzanne Mangram
Nick Mora
Michelle Shearer



Citizens Advisory Committee (CAC) Meeting

Marion County – Library Headquarters, Meeting Room B

2720 E. Silver Springs Blvd., Ocala, FL 34470

1:00 PM

MINUTES

Members Present:

Jim Belonger

Matt Fabian

Travis Magamoll

Suzanne Mangram

Richard McGinley

Nick Mora

Steve Rudnianyn (*arrived at 1:12pm*)

Michelle Shearer (*arrived at 1:07pm*)

Members Not Present:

Richard Howard

Others Present:

Rob Balmes, Ocala Marion TPO

Sara Brown, Ocala Marion TPO

Shakayla Irby, Ocala Marion TPO

Liz Mitchell, Ocala Marion TPO

Kia Powell, FDOT

John Scarfe, FDOT

Melissa McKinney, FDOT

Item 1. Call to Order

Chairman Travis Magamoll called the meeting to order at 1:00pm.

Item 2. Roll Call

Secretary Shakayla Irby called the roll and a quorum was present.

Item 3. Proof of Publication

Secretary 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 November 5, 2024. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 4. Consent Agenda

Mr. McGinley made a motion to approve the Consent Agenda. Mr. Fabian seconded, and the motion passed unanimously.

Item 5a. Election of 2025 CAC Officers

Mr. Fabian made a motion to appoint Mr. Steve Rudnianyn as the Chair. Mr. Magamoll seconded, and the motion passed unanimously.

Mr. Magamoll made a motion to appoint Mr. Richard McGinley as the Vice-Chair. Mr. Fabian seconded, and the motion passed unanimously.

Item 5b. 2025 Meeting Schedule

Mr. McGinley noted there had been a reduction in the number of meetings scheduled for the upcoming year and asked if this had always been the case. Mr. Balmes explained that the schedule had been developed based on a review of action items to ensure meetings remained focused and also aligned with the Long Range Transportation Plan (LRTP).

Mr. McGinley made a motion to approve the 2025 Meeting Schedule. Mr. Belonger seconded, and the motion passed unanimously.

Item 6a. Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP) Amendment #2 Update

Transportation Planner Sara Brown provided a brief update on TIP Amendment #2. One project was amended into the Fiscal Years (FY) 2025-2029 Transportation Improvement Program (TIP) at the October 22, 2024, TPO Board Meeting. This amendment had originally been an action item for the October 8th meeting, which was canceled due to Hurricane Milton. The following summarizes the amended change to the TIP.

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

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

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

TPO Director Rob Balmes provided an update on the 2050 Long Range Transportation Plan (LRTP), highlighting activities completed to date and upcoming milestones. He emphasized public engagement efforts, including the first open house held on September 18, 2024, where the public provided input and some citizen advisory committee members also attended.

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

Key milestones include:

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

Public Participation Summary

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

Next Steps

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

Mr. Balmes encouraged committee members to share information and promote participation, emphasizing the importance of hearing from the entire community to address transportation challenges effectively.

Mr. McGinley asked if citizens at the community workshop suggested creating new roads and identified potential locations.

Mr. Balmes responded that there were no specific suggestions, but the next phase of public engagement would focus on identifying needs and specific areas for new roads, road widening, or connections. He noted that this would be the emphasis of the February workshop.

Ms. Shearer asked if many participants from the SR 200 area attended the workshop.

Mr. Balmes responded that survey data indicated most participants resided in the SR 200 area, specifically the southwestern part. However, he noted a lesson learned from the workshop was the need to better identify where meeting attendees live. By asking participants to share their community location, the team could pair survey results with meeting attendance to identify areas where outreach efforts need improvement.

Mr. Mora asked if Mr. Balmes was aware of the county's plans for the 484 interchange.

Mr. Balmes stated that he would need to consult with the county engineer regarding the 484 interchange. He noted that the project is a top priority for the county following the approval of the penny sales tax by voters. While discussions with the district have taken place regarding the corridor and interchange area, no specific plans have been shared.

Item 7. Comments by EDOT

Ms. Powell provided an update on hurricane cleanup efforts, noting that while the overall damage in the district was less severe than in others, this was one of the largest cleanups the district had undertaken in recent years. Cleanup addressed flooding, washouts, slope erosion, retention pond, and outfall failures, with nearly 25,000 cubic yards of debris collected so far. All five operations centers worked seven days a week, supported by 61 crew members from District 2 and significant heavy equipment, including dump trucks, loaders, and grapple trucks.

She highlighted that Ocala operations maintained a 24/7 response before, during, and after the storms, clearing debris promptly, with most picked up during the first pass and the second pass now complete in Marion County. Remaining efforts continue in two other counties.

Ms. Powell invited questions about the hurricane cleanup or contact information for the Ocala operations team. She also mentioned seven active construction projects with lane closures as of the morning and offered to discuss details.

In addition, Ms. Powell discussed the 2055 transportation plan, emphasizing the importance of public engagement. She offered to share the website or QR code for accessing virtual or in-person participation options and encouraged attendees to get involved in the process.

Mr. McGinley inquired whether the additional funds used for hurricane-related efforts came from a separate state fund, such as a hurricane relief fund, allowing organizations like FDOT to be reimbursed, or if it directly impacted their normal operating budget.

Ms. Powell responded that the additional funds used for hurricane-related efforts are federal funds.

Ms. Powell also mentioned that she could share the work program public hearing details and would send an email. She noted that the hearing was on December 4th.

Item 8. Comments by TPO Staff

Ms. Brown shared that the TPO was still collecting public input for their transportation plan, which had been announced at the September meeting. The consultants had been onboarded in October, and the TPO was working through an existing conditions analysis. The second stakeholder meeting was scheduled for December.

She highlighted the availability of an online survey and a comment map on the project's webpage. The website included information on existing conditions, as well as field verification photos and videos. The public survey included specific questions based on responses, allowing participants to focus on topics like active transportation, including walking, hiking, horseback riding, cycling, and e-scooters. The survey aimed to gather feedback on areas needing sidewalks, crosswalks, or other active transportation improvements.

Ms. Brown encouraged participants to provide as much feedback as possible

Mr. Balmes shared that during the last week of October, Mobility Week, the TPO had distributed flyers and social media postings, which were successful in promoting mobility week events.

A visit from Secretary Tyler was highlighted, where he interacted with transit officials and viewed the city's future transit facility, including plans for electric buses in the community.

The City of Ocala also held a helmet fitting event, which the TPO participated in at the Mary Sue Rich Center, and a Try Transit Tuesday where participants could ride the bus for free. Mr. Balmes mentioned that he took the bus that day. The event was capped off with a video production for the Safety Matters series, featuring Mayor Marciano and Chief Balken, focusing on bicycle and pedestrian safety.

Additionally, videos on school and bus safety, featuring Dr. Gullett, Lt. Bloom, and Dennis McFatten, were in production and would be released soon. Several more videos in the series

would follow into next year. Mr. Balmes emphasized the importance of safety in the community, especially in light of recent pedestrian fatalities reported in the news.

Item 9. Comments by CAC Members

Chairman Magamoll made a comment thanking the TPO staff for their hard work throughout the year, acknowledging the great job they had done and expressing appreciation for their efforts. He also thanked all the members for showing up, donating, and dedicating their time to the community. Chairman Magamoll wished good luck to Chairman Rudnianyn and Vice Chair McGinley for 2025.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Chairman Magamoll adjourned the meeting at 1:36pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2025 Safety Performance Management Targets

Summary

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

Safety (PM1) Performance Measures

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

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

Prior Year (2024) Safety (PM1) Targets

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

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

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

2025 Safety Target Options

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

1. Develop quantifiable annual safety performance targets.

or

2. Adopt state targets established by FDOT

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

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

Specifically, for 2025, TPO staff are proposing three safety target options for Board consideration, and are seeking committee recommendations:

Option A: 5% Reduction to Prior Year Targets

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

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

Option B: 5% Reduction to Rolling Averages

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

Option C: Adopt State Targets

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

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

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

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

Option B Targets: 5% Reduction to Current Rolling Averages

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

Attachment(s)

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

TPO Staff Recommendation

TPO staff recommends Option A, a 5% reduction factor to the prior year targets. This recommendation is most consistent with the Commitment to Zero goal of zero fatalities and serious injuries by 2045. Declining targets over time reflect an overall approach that increases in fatalities and serious injuries are not acceptable to our community.

Recommended Action

Recommend TPO Board adoption of a 2025 Safety Targets option. Option A, Option B, Option C or other. TPO staff will submit to the Board the staff and committee recommendations.

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

Safety (PM1) Performance Targets

**Committee Meetings
January 14, 2025**



An Action Plan >>> for Safer Streets in Ocala Marion

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

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

Committee & Board Action

- TAC and CAC recommendation, January 14
- Board review and action, January 28
- Submission of Targets to FDOT by February 28, 2025

Five Safety (PM 1) Performance Measures

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

2024 Targets & Results to Date

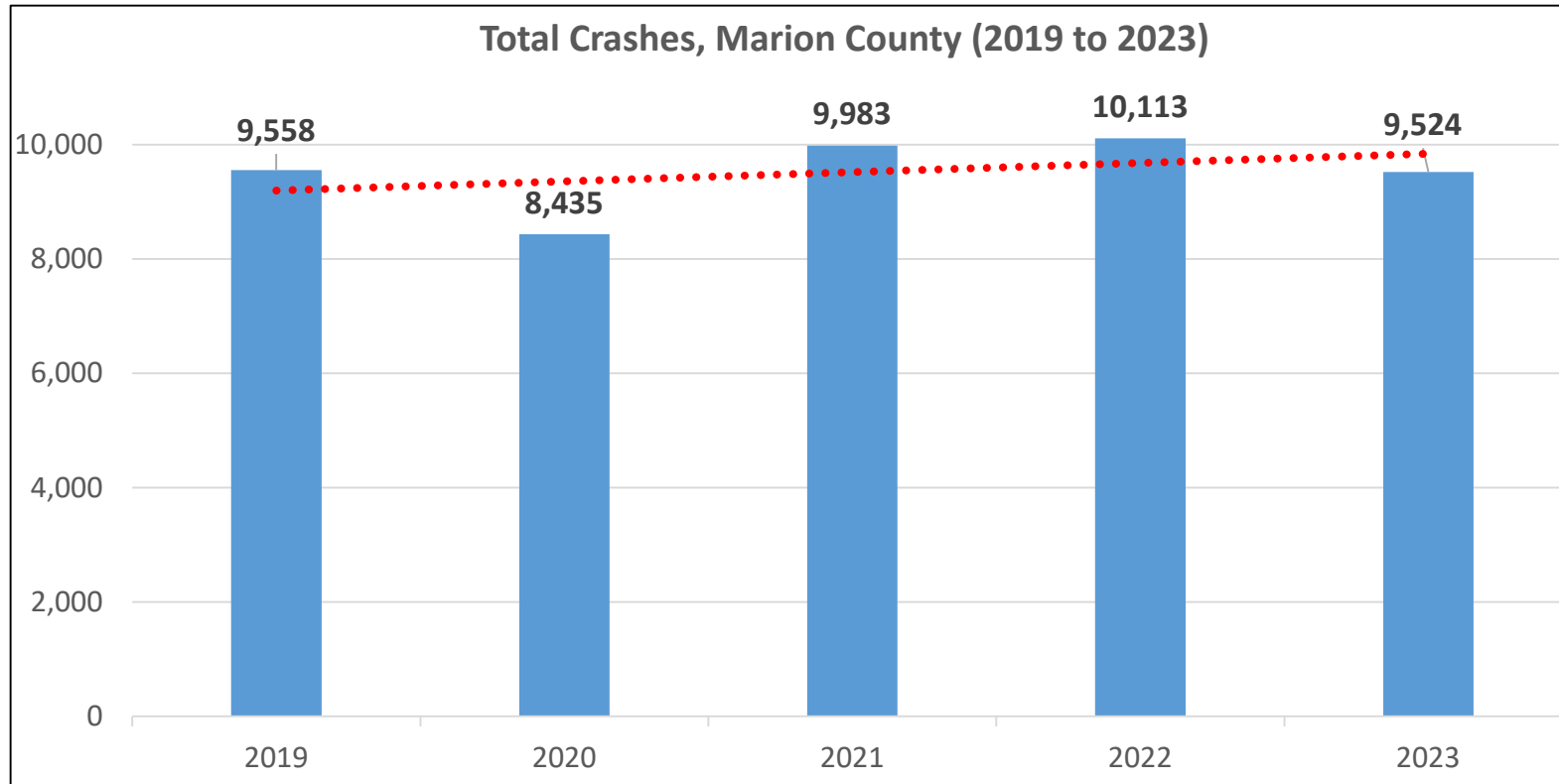
Safety Performance Measure	2024 Targets (not to exceed)	*2024 Results
#1 - Fatalities	92	91
#2 - Fatalities per 100 Million VMT	1.88	1.76
#3 - Serious Injuries	393	270
#4 - Serious Injuries per 100 Million VMT	8.03	5.22
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries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

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

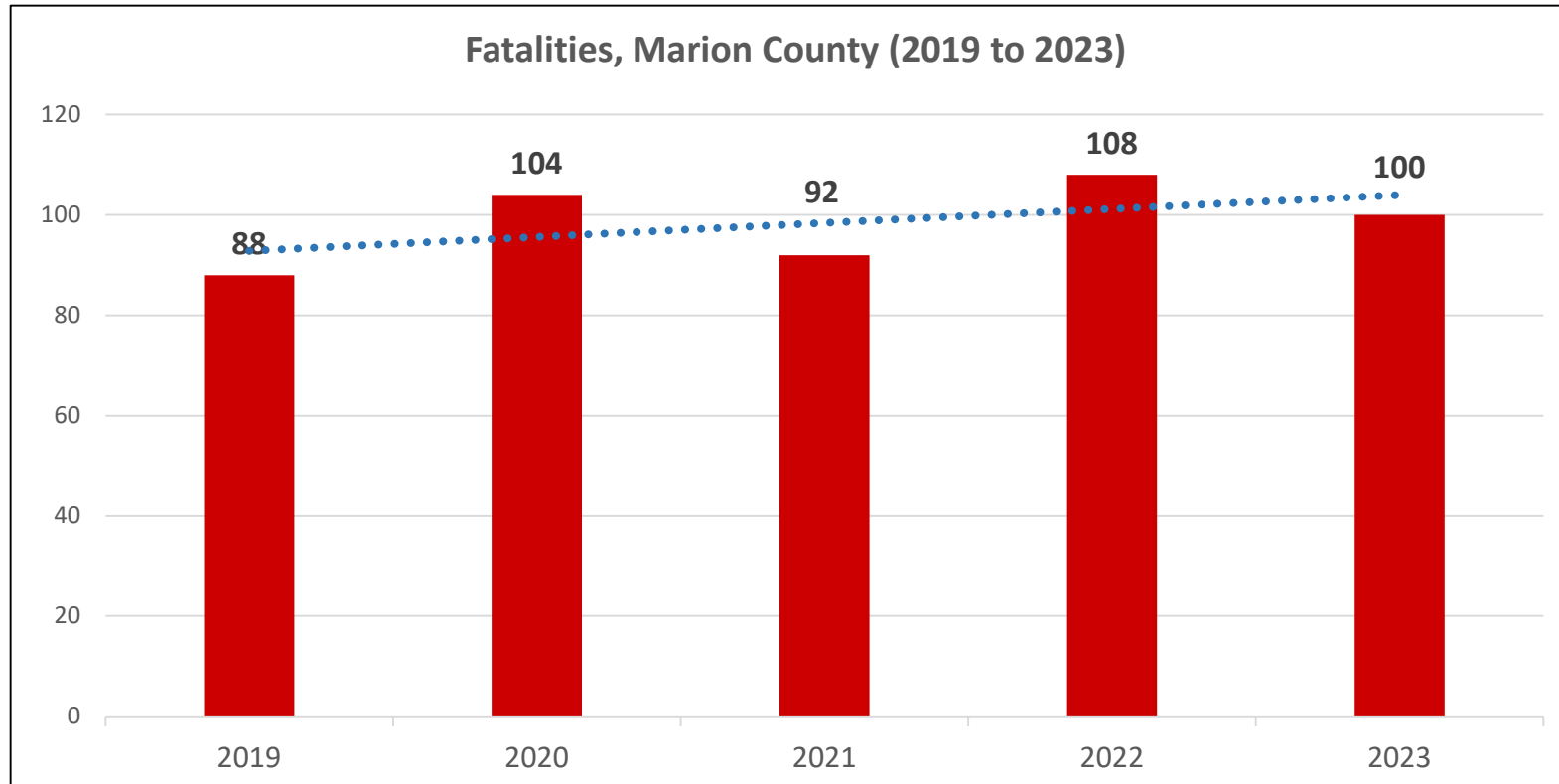
Review of Crashes in Ocala/Marion County

2019 to 2023

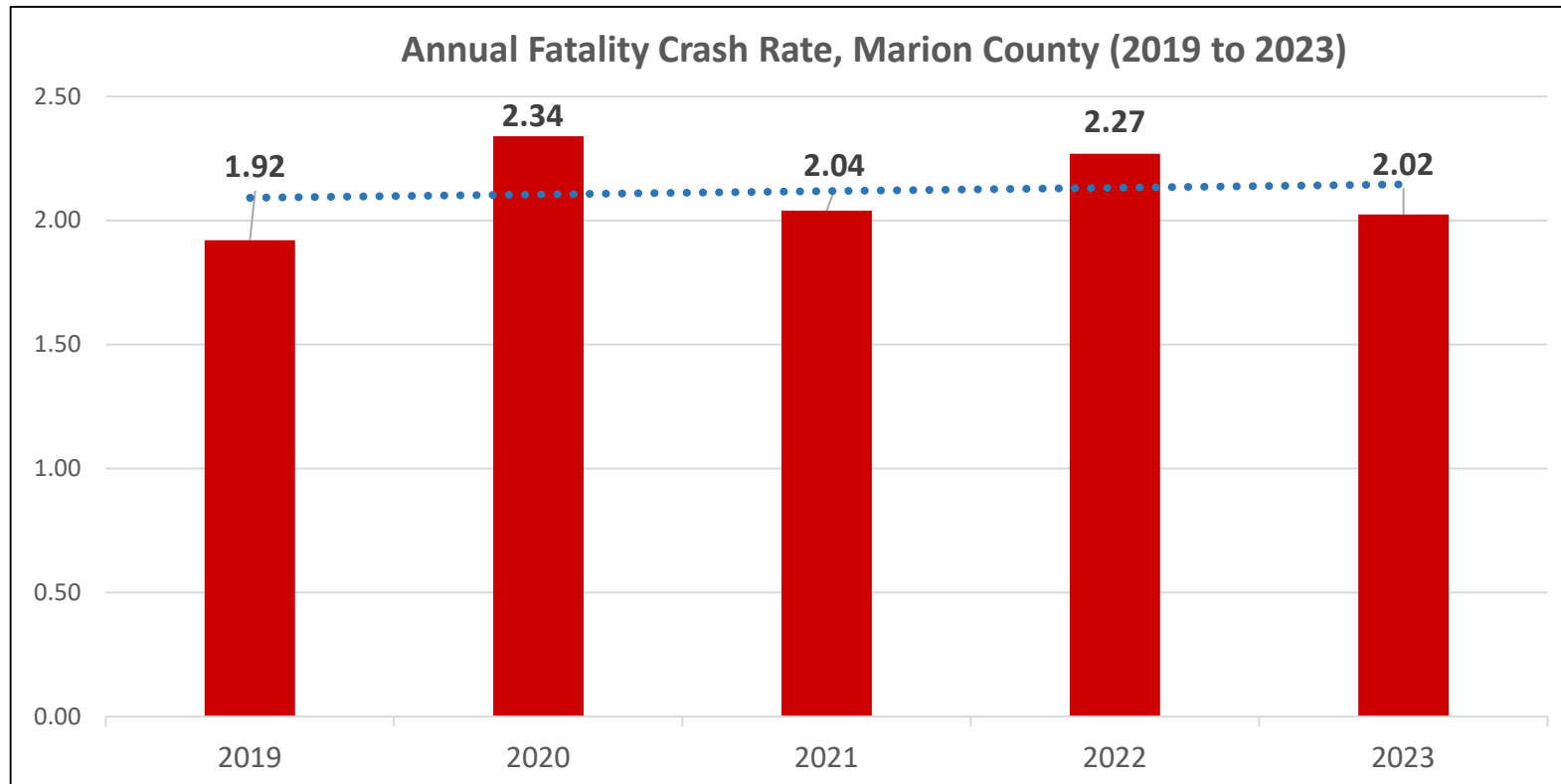
2019 to 2023 Total Crashes



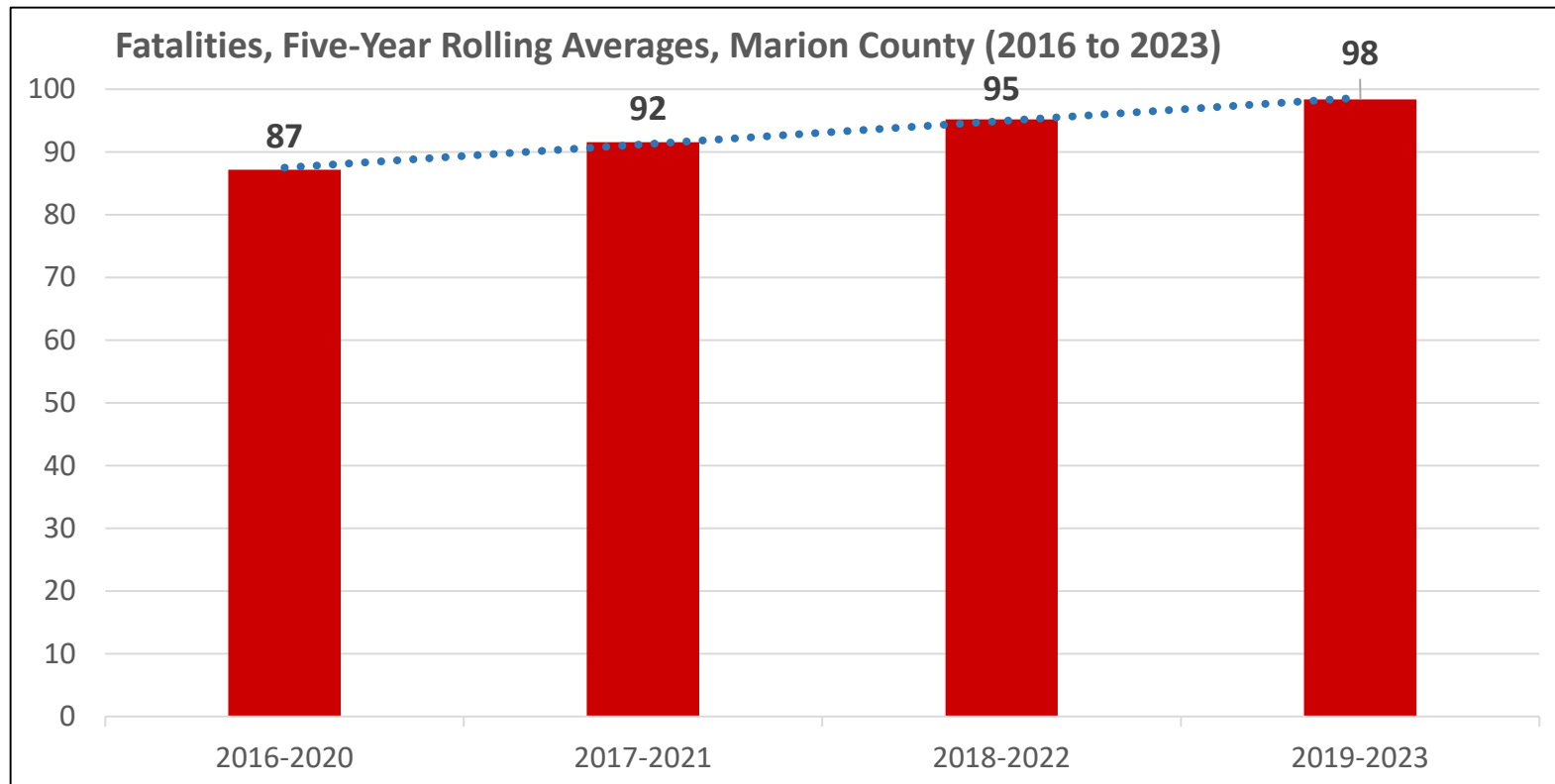
2019 to 2023 Fatalities



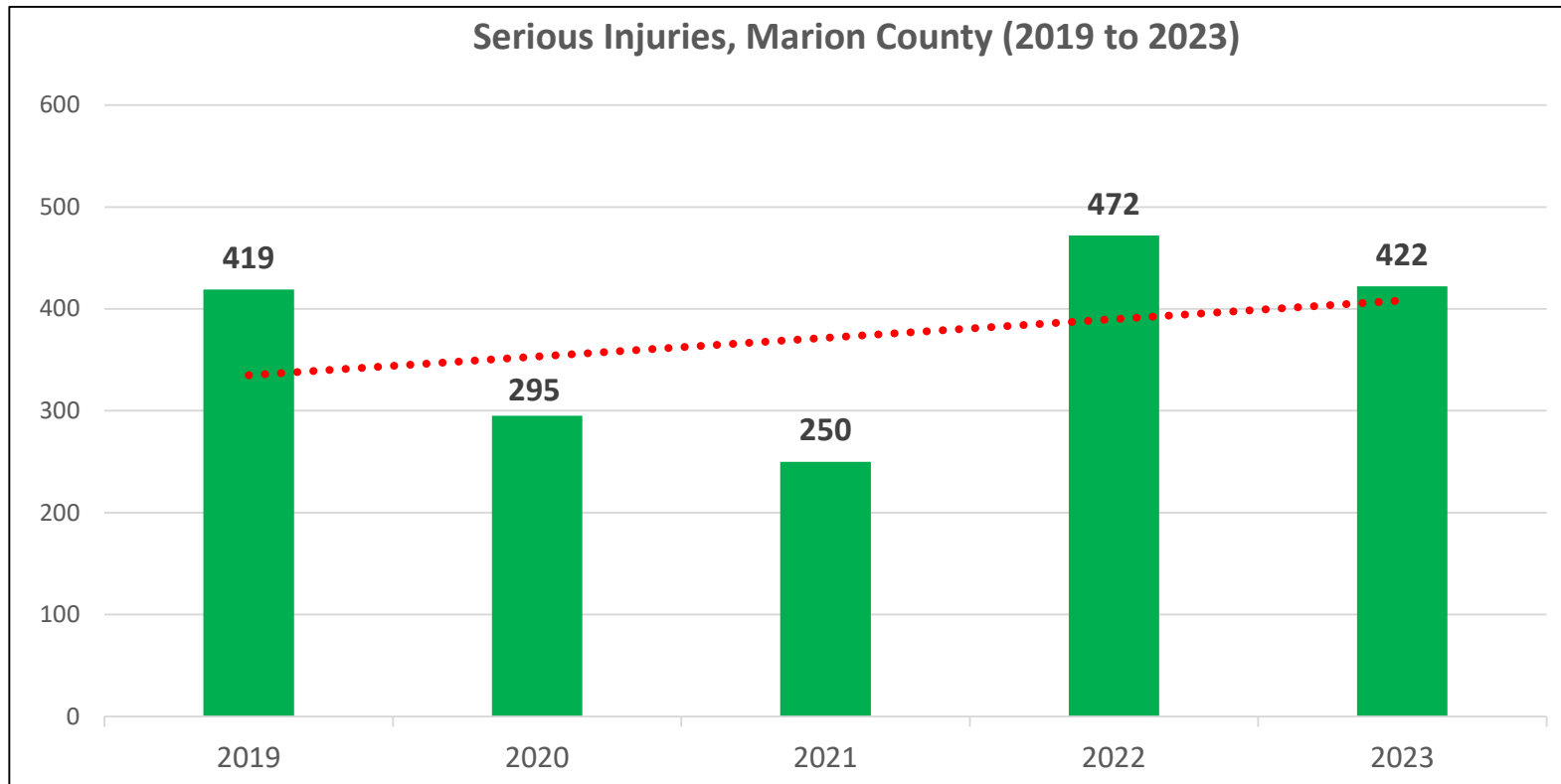
2019 to 2023 Fatality Rate



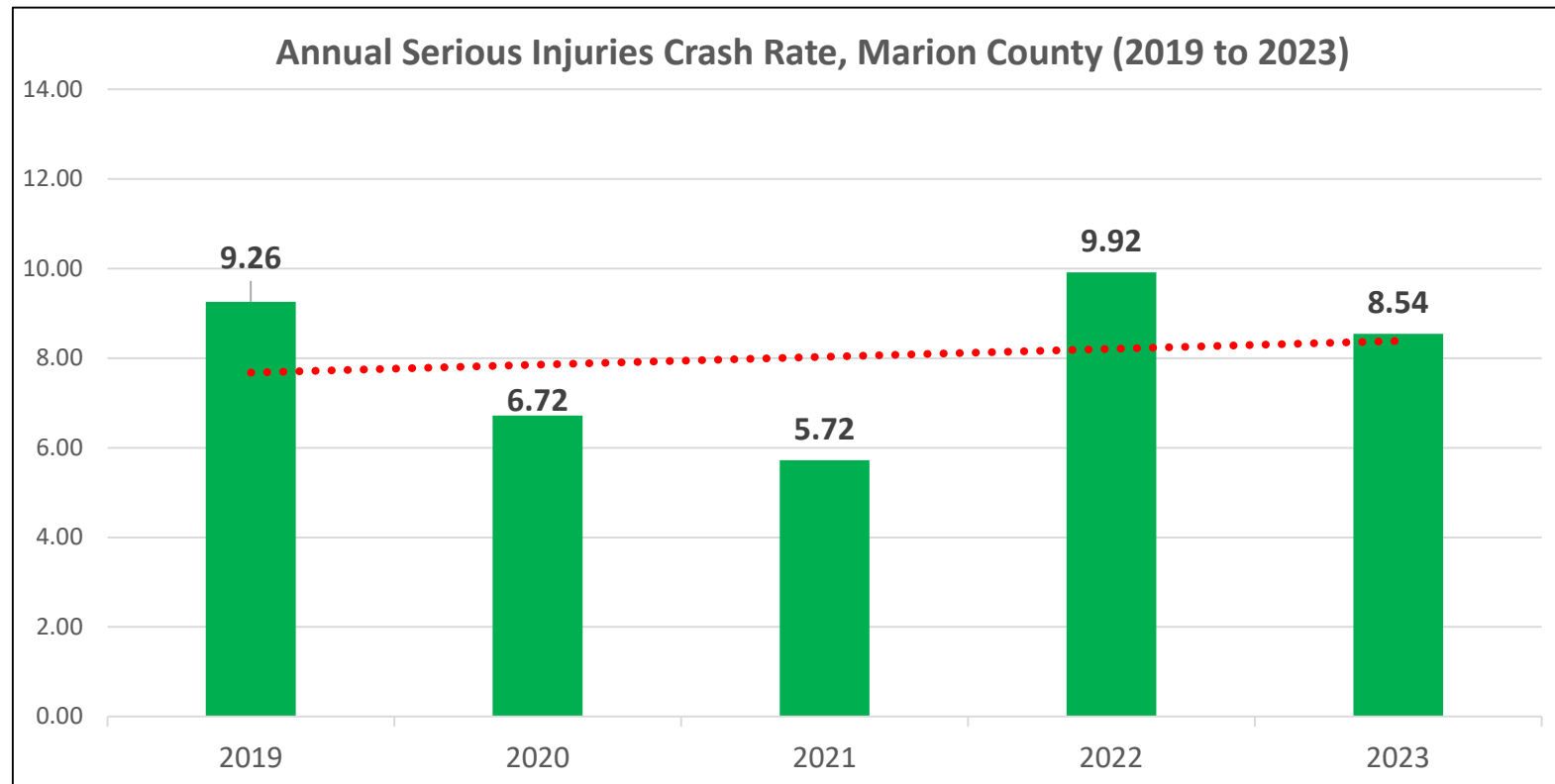
2019 to 2023 Fatality Rolling Averages



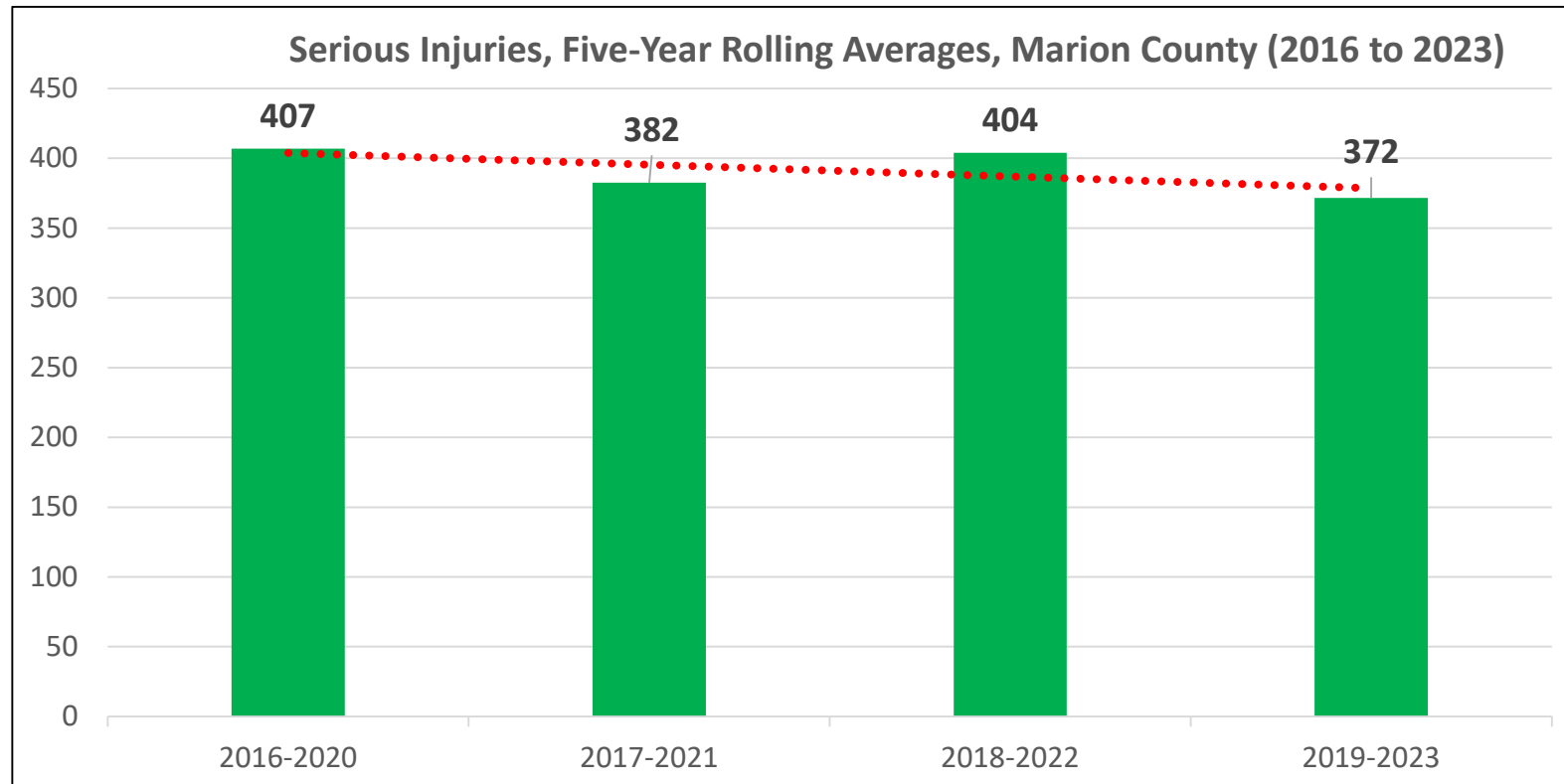
2019 to 2023 Serious Injuries



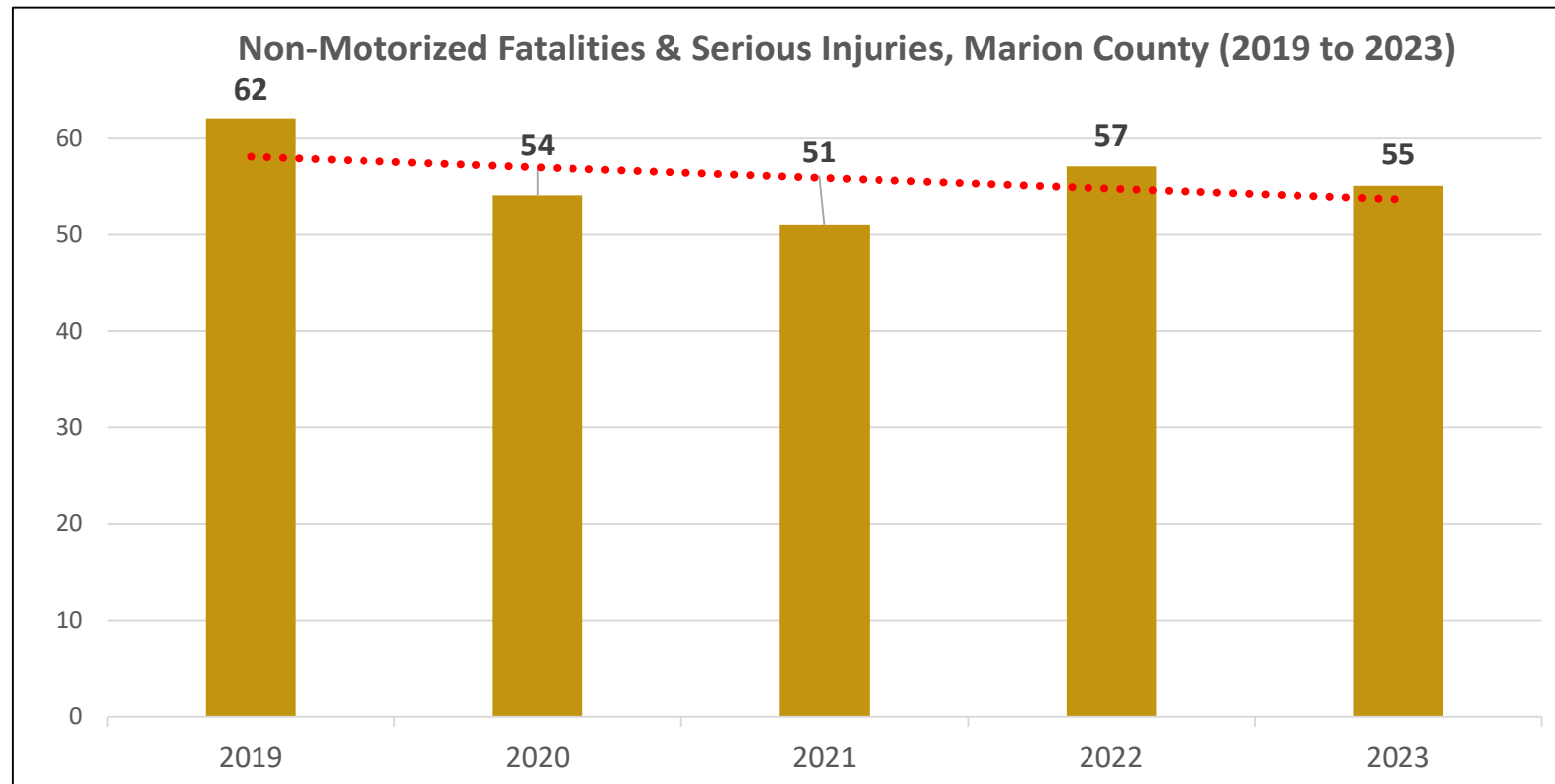
2019 to 2023 Serious Injury Rate



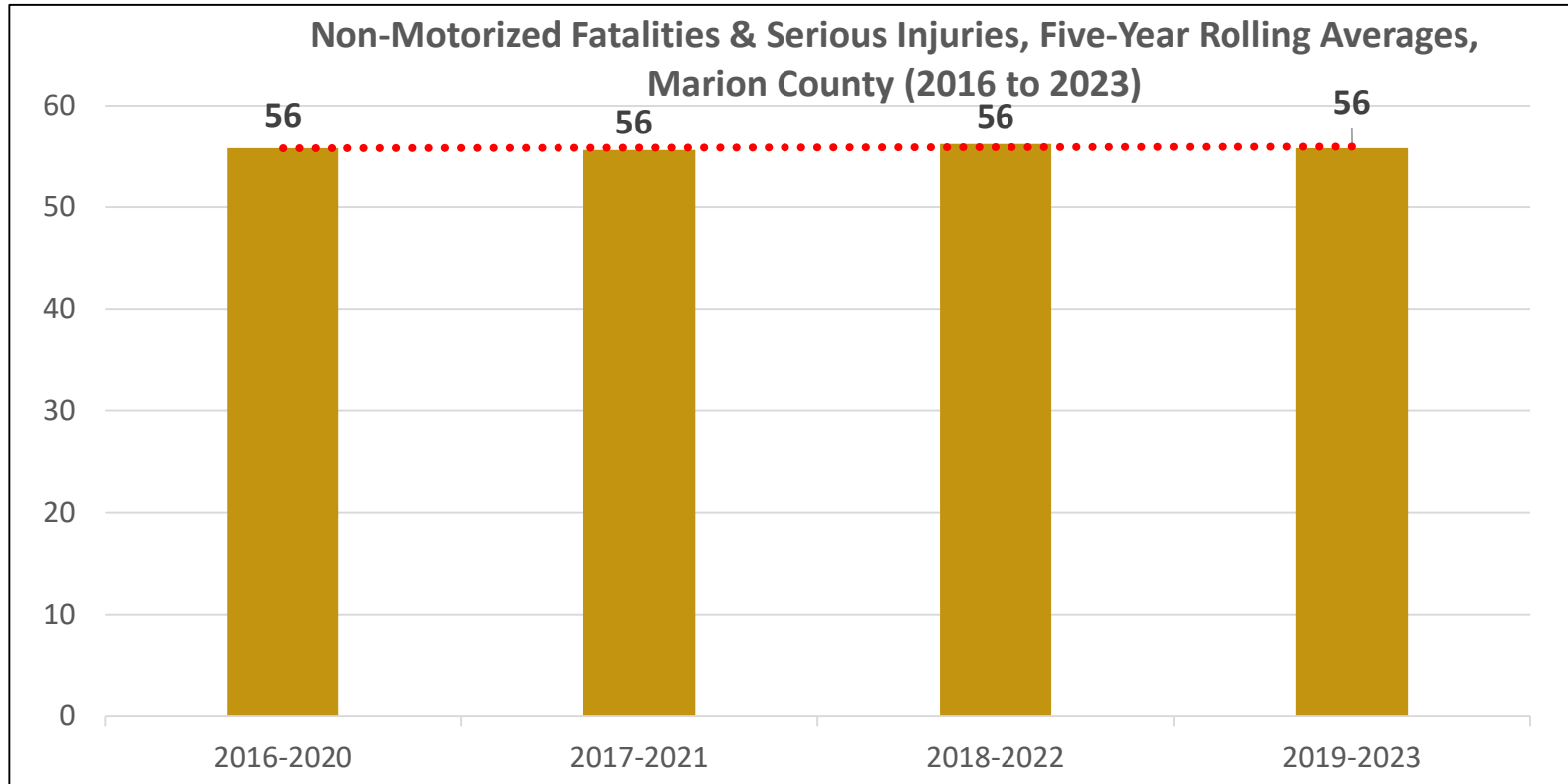
2019 to 2023 Serious Injuries Rolling Averages



2019 to 2023 Non-Motorized Serious - Fataals



2019 to 2023 Non-Motorized Rolling Averages



2025 Safety Target Options

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

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

Option A

2025 Targets

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

Option B: 5% Reduction to Trendline

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

Option B

2025 Targets

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

Option C: Adopt State Targets of 0

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

**Recommend TPO Board Adoption of a
Safety Target Option**

**TPO Staff is recommending Option A to
focus on declining targets**

2025 SAFETY TARGET (PM1) METHODOLOGY

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

Table 1: Safety Performance Measures

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

OPTION A: 5% Reduction to Prior Year Targets

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

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

Table 2: Option A 2025 Performance Measures and Targets

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

OPTION B: 5% Reduction to Rolling Averages

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

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

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

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

Table 3: Crash Data, 2019 to 2023

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

Data Source:

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

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

Vehicle Miles Traveled (VMT) Chart

100 Million Vehicle Miles Traveled (MVMT) annually

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

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

The MVMT equate to an overall Billion VMT

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

Table 5: Option B 2025 Performance Measures and Targets

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

PM1: Safety (All Public Roads)



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

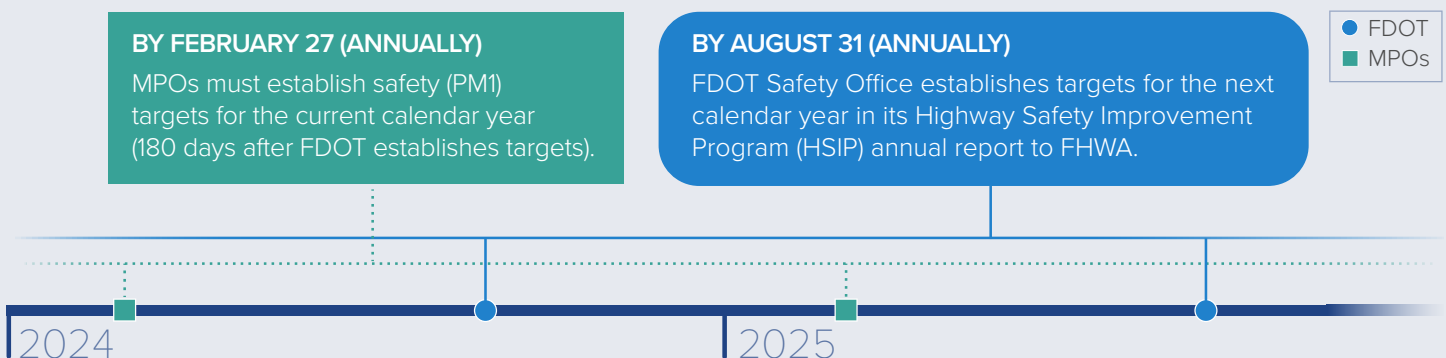
OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

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

TIMELINE



BY FEBRUARY 27 (ANNUALLY)

MPOs must establish safety (PM1) targets for the current calendar year (180 days after FDOT establishes targets).

BY AUGUST 31 (ANNUALLY)

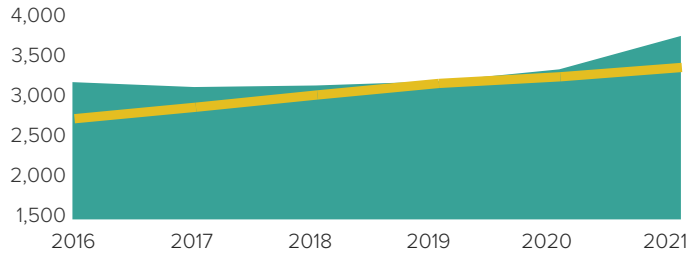
FDOT Safety Office establishes targets for the next calendar year in its Highway Safety Improvement Program (HSIP) annual report to FHWA.

● FDOT
■ MPOs

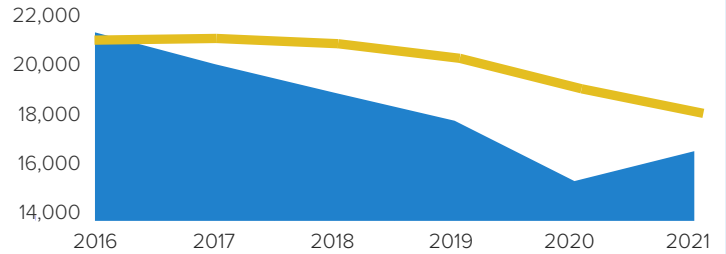
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

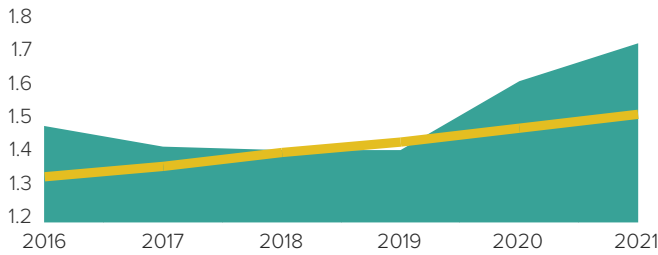
ANNUAL FATALITIES



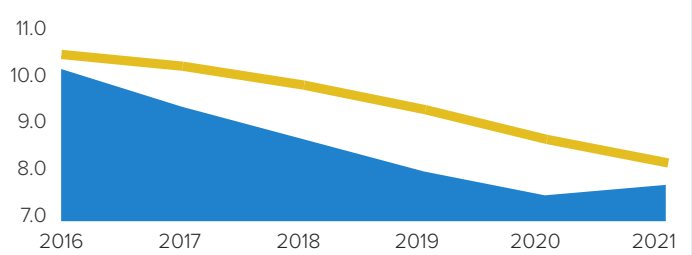
ANNUAL SERIOUS INJURIES



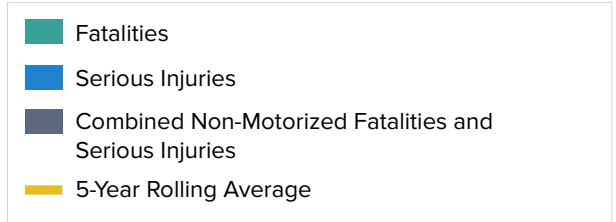
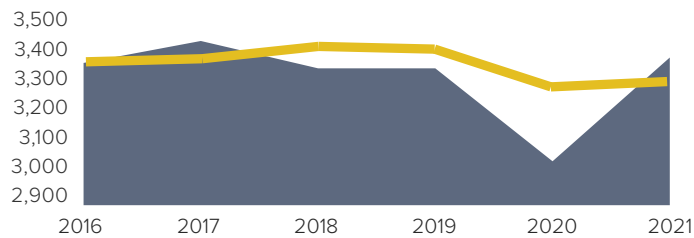
FATALITY RATE (PER HUNDRED MILLION VMT)



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



This is the current data available.

Source: FLHSMV, 2022.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2025 Pavement and Bridge and System Performance Targets

Summary

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

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

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

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

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

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

Pavement and Bridge Condition (PM2)

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

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

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

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

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

System Performance (PM3)

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

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

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Attachment(s)

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

Recommended Action

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

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

Pavement/Bridge (PM2) System Performance (PM3)

**Target Updates
Committee Meetings
January 14, 2025**

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

Options:

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

Committee & Board Action

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

Pavement and Bridge (PM2)

- **Pavement Condition**

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

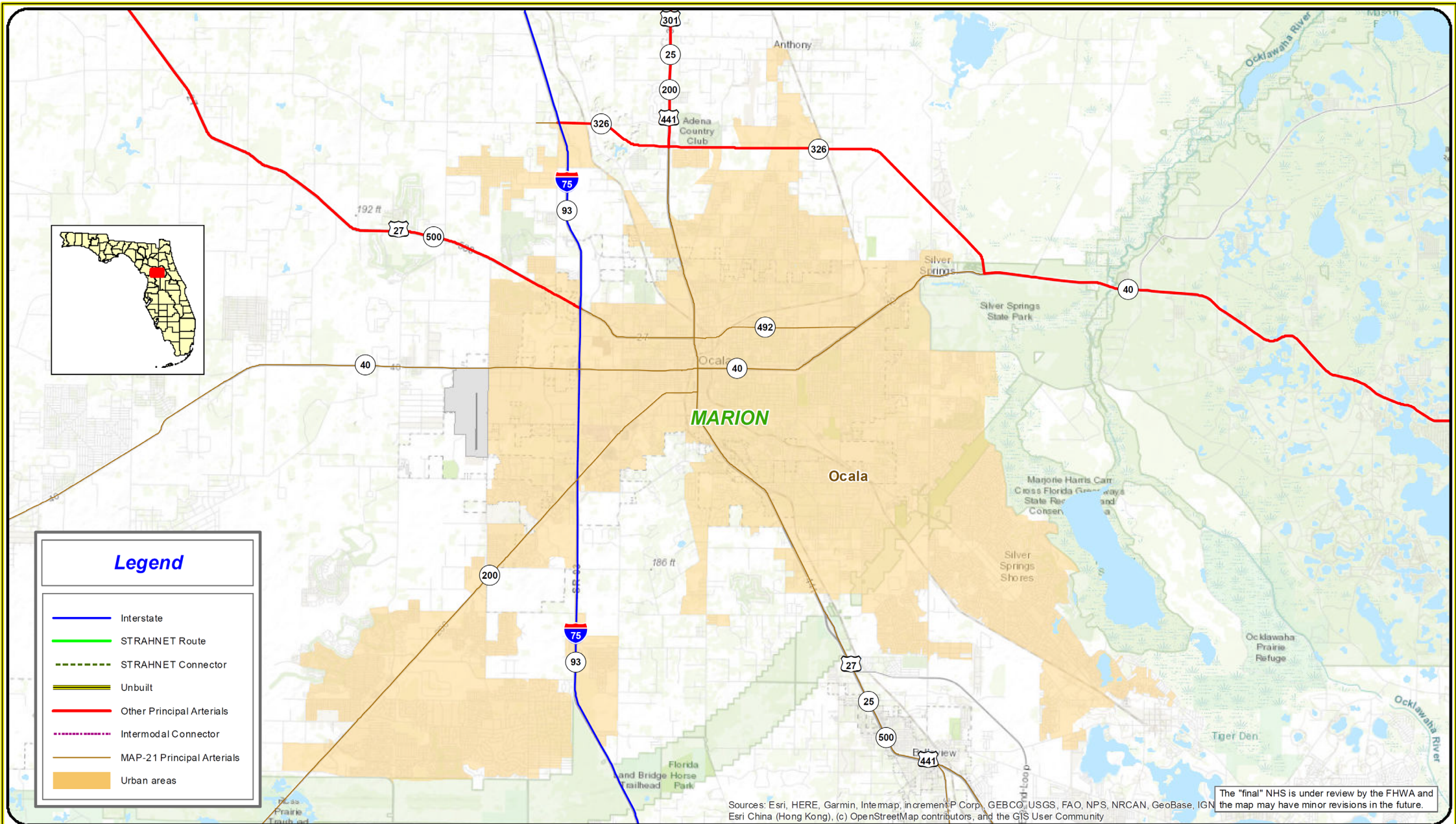
Pavement and Bridge (PM2)

- **Bridge Condition**

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

System Performance (PM3)

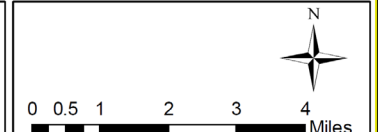
- **System Performance**
 - % of person miles-traveled on the **Interstate** Reliable
 - % of person miles-traveled on **Non-Interstate National Highway System (NHS)** Reliable
 - **Truck Travel Time Reliability (TTTR) Index**

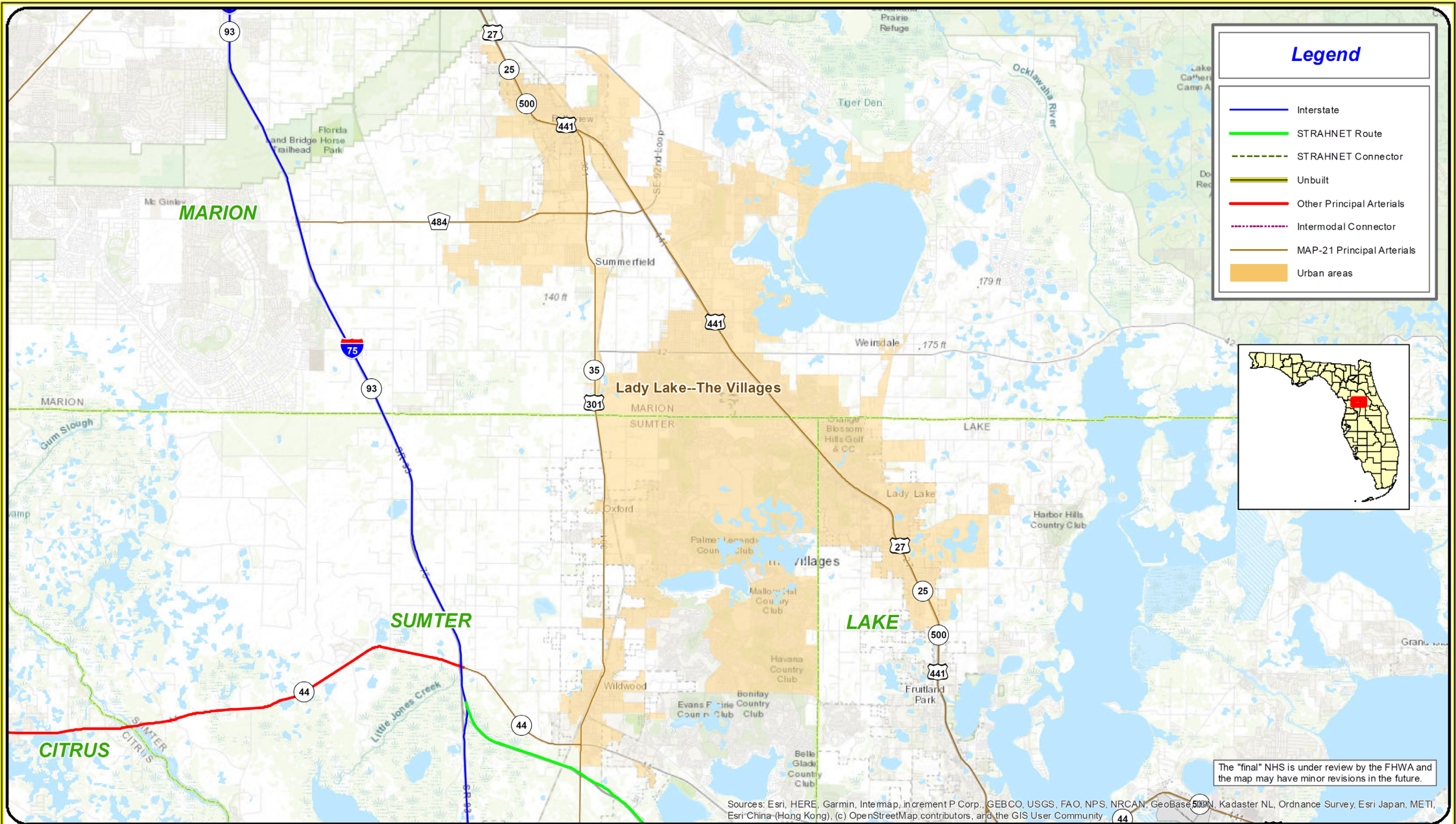


Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

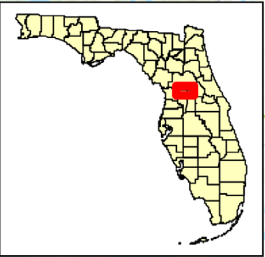
Ocala - 2/7/2023





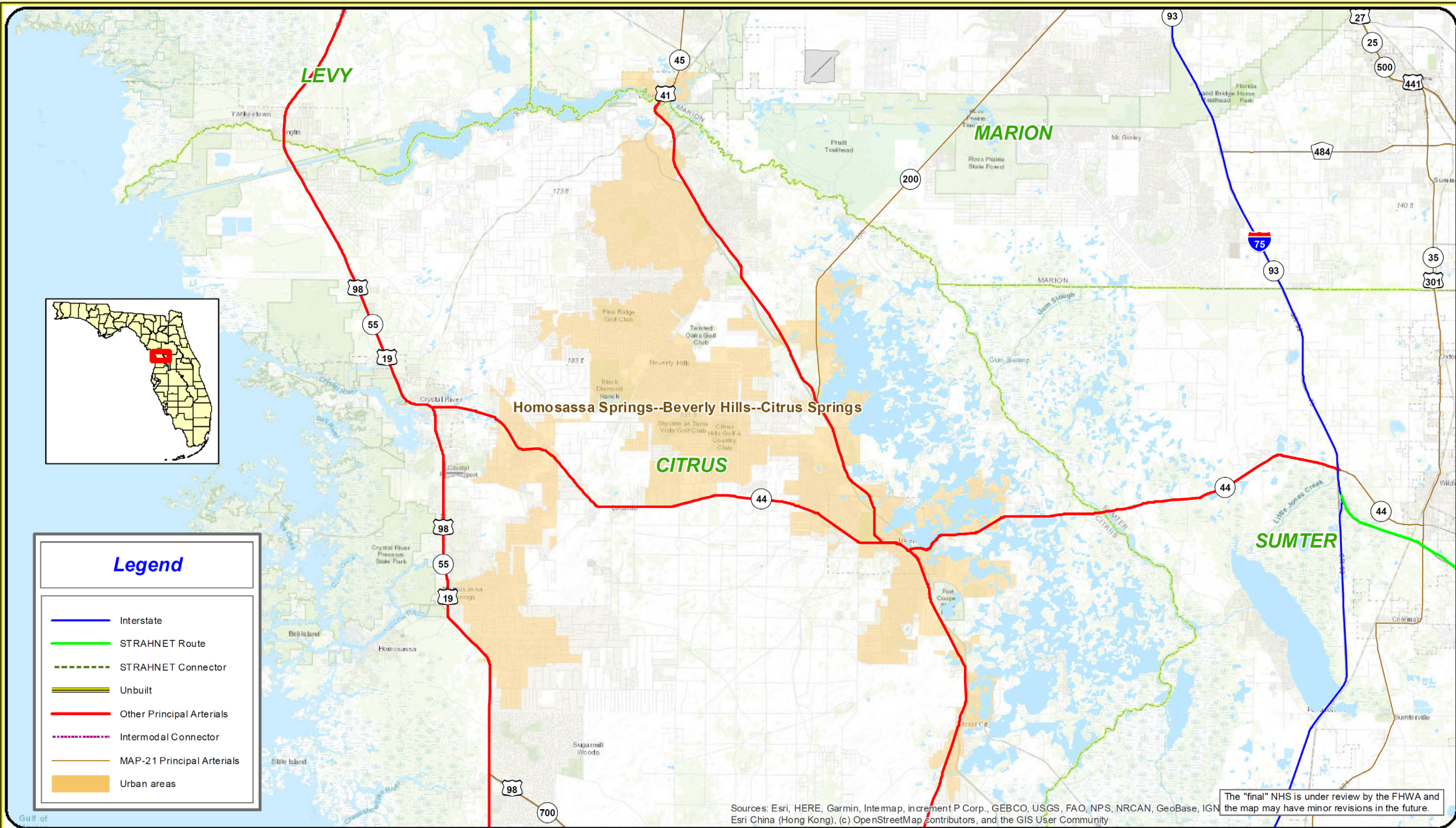
Legend

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



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

Sources: Esri, HERE, Garmin, Intelmap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, Swisstopo, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



FDOT Target Changes Three (3)

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

• System Performance (PM3)

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

State Targets 2-Year, 4-Year

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

State Targets 2-Year, 4-Year

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

State Targets 2-Year, 4-Year

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

Reliable all Vehicles < 1.50

Recommend to TPO Board:

Adoption of FDOT statewide revised three
PM-2, PM-3 targets for the TPO Planning Area

PM2: Bridge and Pavement



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PAVEMENT PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

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

POOR CONDITION

Suggests major investment is needed.

TIMELINE

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

BY OCTOBER 1, 2024

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

BY MARCH 30, 2025

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

● FDOT
■ MPOs

2024

2025

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

EXISTING STATEWIDE CONDITIONS

NHS Bridges

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

Interstate Pavements

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

Non-Interstate NHS Pavements

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

Source: FDOT and FHWA.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

MINIMUM CONDITIONS

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

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

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

FOR MORE INFORMATION PLEASE CONTACT

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

PM3: System Performance



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PERFORMANCE MEASURES

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

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

TIMELINE

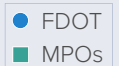
SECOND Performance Period (January 1, 2022 to December 31, 2025)

BY OCTOBER 1, 2024

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

BY MARCH 30, 2025

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



2024

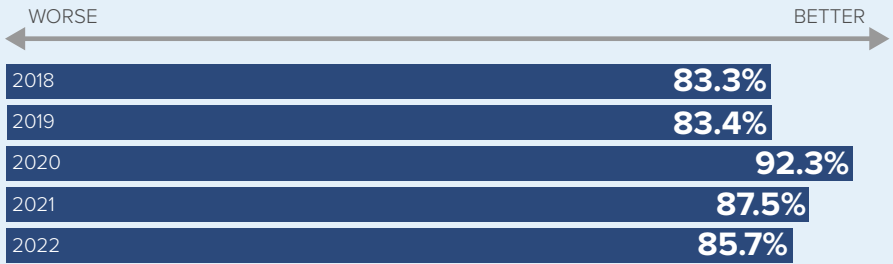
2025

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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



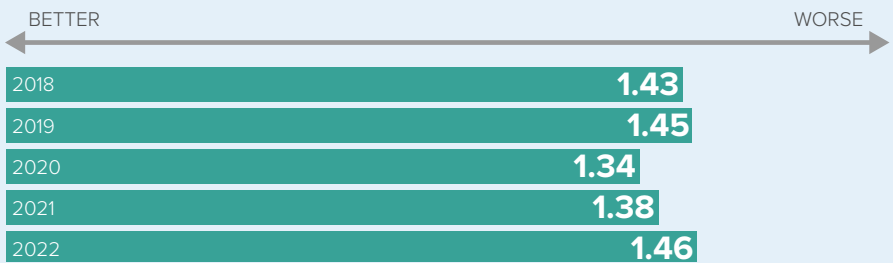
NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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



TO: Committee Members

FROM: Rob Balmes, Director

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

Summary

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

The Five-Year Tentative Work Program may be accessed at the following link. The Marion County portion of the Work Program is also included with this memo.

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

Attachment(s)

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

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

DISTRICT 5



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2026 TO FISCAL YEAR 2030



MARION COUNTY

SUMMARY REPORT

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

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

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

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Fixed Capital Outlay

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

Type of Work: FIXED CAPITAL OUTLAY

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

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

Type of Work: FIXED CAPITAL OUTLAY

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

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

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Five

MARION COUNTY

Highways

238648-1 - SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40

Type of Work: ADD LANES & RECONSTRUCT

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

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

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2026	2027	2028	2029	2030
Preliminary Engineering	State		\$5,000,000			
Total for Project 238651-1						\$5,000,000

410674-2 - SR 40 FROM END OF 4 LANES TO EAST OF CR 314

Type of Work: ADD LANES & RECONSTRUCT

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

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

Type of Work: ADD LANES & RECONSTRUCT

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

433660-1 - US 441 @ SR 464

Type of Work: TRAFFIC OPS IMPROVEMENT

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

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MARION COUNTY

Highways

435209-1 - I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST

Type of Work: INTERCHANGE (NEW)

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

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

Type of Work: BIKE PATH/TRAIL

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

439238-2 - SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET

Type of Work: BIKE LANE/SIDEWALK

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

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

Type of Work: INTERCHANGE JUSTIFICA/MODIFICA

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

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

Type of Work: MCCO WEIGH STATION STATIC/WIM

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

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

Type of Work: ROUNDABOUT

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

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Highways

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

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

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

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

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

Type of Work: RESURFACING

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

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

Type of Work: RESURFACING

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

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

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

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

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

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Highways

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

Type of Work: INTERSECTION IMPROVEMENT

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

451060-1 - CR 42 AT CR 25 INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

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

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

Type of Work: SAFETY PROJECT

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

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

Type of Work: SAFETY PROJECT

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

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

Type of Work: LANDSCAPING

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

451440-2 - SR 93 / I 75 FROM I-75 AT SR 200 TO I-75 SOUTH OF FLYOVER

Type of Work: LANDSCAPING

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

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Highways

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

Type of Work: LANDSCAPING

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

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

Type of Work: INTERCHANGE IMPROVEMENT

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

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

Type of Work: ADD AUXILIARY LANE(S)

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

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

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

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

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

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

Type of Work: RESURFACING

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

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Highways

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

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

453543-1 - BELLEVIEW TO GREENWAY TRAIL

Type of Work: BIKE PATH/TRAIL

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

454214-1 - SR 200/25/500 (US 441/301/27) FROM NW 2ND ST TO CR 200A/NW 20TH ST

Type of Work: RESURFACING

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

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

Type of Work: RESURFACING

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

454939-1 - CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

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

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MARION COUNTY

Highways

454940-1 - SE 100TH AVENUE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

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

455943-1 - MARION SB PARKING LOT RESURFACING

Type of Work: REST AREA

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

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MARION COUNTY

Maintenance

413615-3 - LIGHTING AGREEMENTS

Type of Work: LIGHTING

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

418107-1 - MARION PRIMARY IN-HOUSE

Type of Work: ROUTINE MAINTENANCE

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

442738-1 - CITY OF OCALA MOA

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	State		\$60,975			
Total for Project 442738-1			\$60,975			

446910-1 - ASSET MAINTENANCE MARION COUNTY

Type of Work: ROUTINE MAINTENANCE

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

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

Type of Work: FIXED CAPITAL OUTLAY

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

455106-1 - MARION COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

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

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MARION COUNTY

Maintenance

455106-2 - CITY OF OCALA TSMCA

Type of Work: TRAFFIC SIGNALS

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

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MARION COUNTY

Miscellaneous

413019-4 - MARION TRAFFIC ENGINEERING CONTRACTS

Type of Work: TRAFFIC SIGNALS

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

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

Type of Work: BIKE PATH/TRAIL

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

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MARION COUNTY

Modal Development: Aviation

438417-1 - MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

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

438477-1 - MARION-OCALA INTL TAXIWAY IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2026	2027	2028	2029	2030
Capital	Federal		\$720,000	\$9,000,000		
	Local		\$16,000	\$200,000		
	State		\$64,000	\$800,000		
Total for Project 438477-1			\$800,000	\$10,000,000		

448575-1 - MARION-OCALA INTL ARFF BUILDING

Type of Work: AVIATION SAFETY PROJECT

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

449774-1 - MARION COUNTY AIRPORT HANGAR

Type of Work: AVIATION REVENUE/OPERATIONAL

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

454045-1 - MARION COUNTY AIRPORT EQUIPMENT

Type of Work: AVIATION SAFETY PROJECT

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

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MARION COUNTY

Modal Development: Aviation

455963-1 - MARION-OCALA INTL FUEL FARM

Type of Work: AVIATION REVENUE/OPERATIONAL

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

455964-1 - MARION-OCALA INTL RUNWAY

Type of Work: AVIATION PRESERVATION PROJECT

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

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MARION COUNTY

Modal Development: Transit

427188-2 - SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307

Type of Work: CAPITAL FOR FIXED ROUTE

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

442455-1 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

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

442455-2 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

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

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

Type of Work: OPERATING/ADMIN. ASSISTANCE

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

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MARION COUNTY

Transportation Planning

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

Type of Work: TRANSPORTATION PLANNING

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

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

Type of Work: TRANSPORTATION PLANNING

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

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

Type of Work: TRANSPORTATION PLANNING

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



TO: Committee Members

FROM: Rob Balmes, Director

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

Summary

TPO staff will present the draft Navigating the Future 2050 Long Range Transportation Plan (LRTP) vision, goals and objectives, and current federal and state revenue forecast. Included with this memo is a presentation.

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

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

Attachment(s)

- 2050 LRTP Presentation

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

NAVIGATING THE FUTURE

CAC/TAC Meetings
January 14, 2025

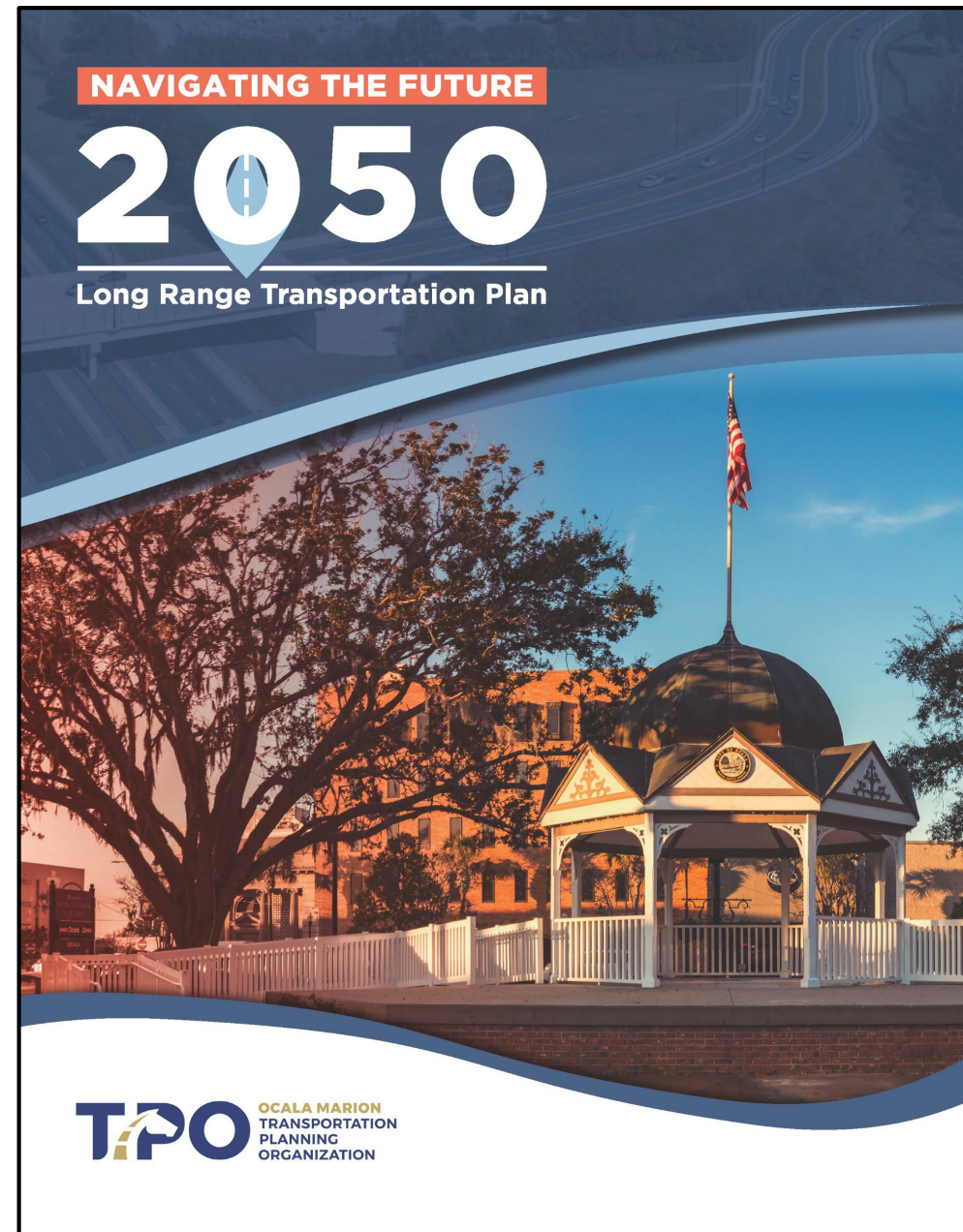
2050

Long Range Transportation Plan



Introduction

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



L RTP Goals & Objectives

Development Process

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

L RTP Goals & Objectives

Federal & State Requirements

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



IIJA (Federal) Planning Factors

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

FDOT FTP Goals

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



Vision & Goals

Ocala-Marion 2050 LRTP Vision Develop a <i>safe, accessible, and efficient multimodal</i> transportation system to best serve the <i>community and environment</i>	
Prioritizing Safety and Security for all users	Promote Accessible Multimodal Travel Choices
Promoting System Preservation and Resiliency to adapt to future changes	Supporting local and regional Economic Development by connecting communities and businesses
Addressing Community Needs	Safeguarding the environment with a focus on Environmental Protection
Facilitating Quality Places and high Quality of Life	Emphasizing Implementation to turn plans into outcomes

Goal 1: Safety & Security

Objectives

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

Goal 2: Multimodal Travel

Objectives

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

Goal 3: System Preservation

Objectives

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

Goal 4: Economic Development

Objectives

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

Goal 5: Community Needs

Objectives

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

Goal 6: Environmental Protection

Objectives

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

Goal 7: Quality Places and Quality of Life

Objectives

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

Goal 8: Implementation

Objectives:

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

Performance Evaluation

Performance Measures

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

Performance Indicators

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

Revenue Forecast Introduction

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

Revenue Forecast Introduction

Federal and State Revenues

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



Draft Revenue Forecast : Current Snapshot Federal and State Sources

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

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

** Estimated Ocala Marion TPO allocation of funding eligible for non-TMA MPOs in District Five (Ocala Marion and Lake-Sumter)

***According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.

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

2045 vs. 2050 (Select Comparisons)

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

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

Revenue Forecast Introduction

Local Revenues

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

Revenue Forecast Introduction

Other Revenue Sources

- Transit (SunTran)
 - Based on Transit Development Plan (TDP) 10-Year Financial Plan – *Draft in Progress*
- Strategic Intermodal System (SIS)
 - Planned improvements to be incorporated by reference in LRTP
 - Moving Florida Forward (2021-25): **\$508.6M**
 - Estimated future expenditures (2030-2050): **\$168.92M (\$YOE)*** - I-75, SR 326, SR 40
 - 2045 LRTP SIS Total: **\$1,322.5M (2026-2045)**



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

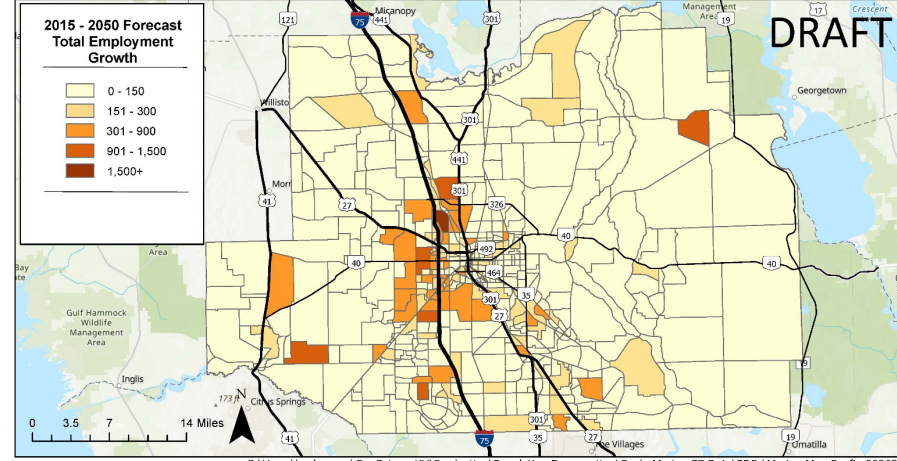
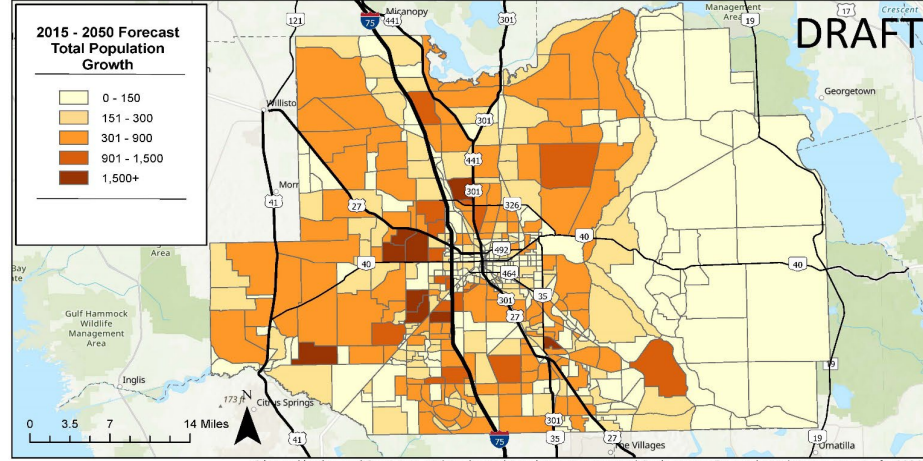
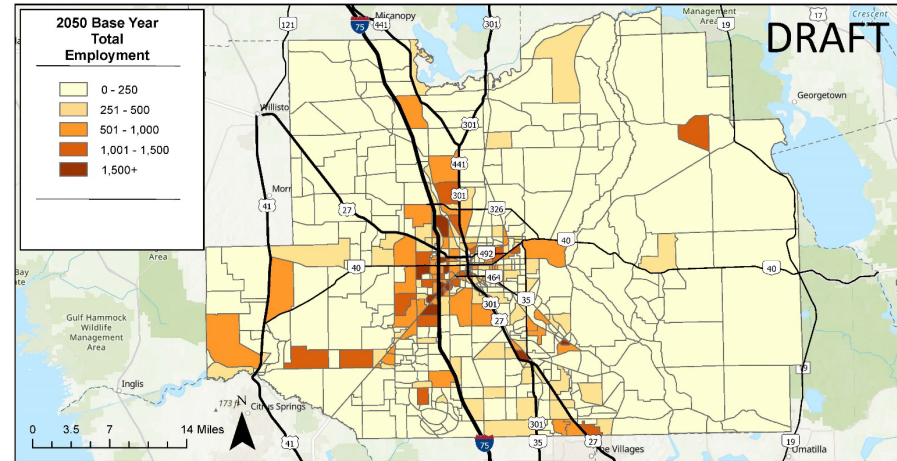
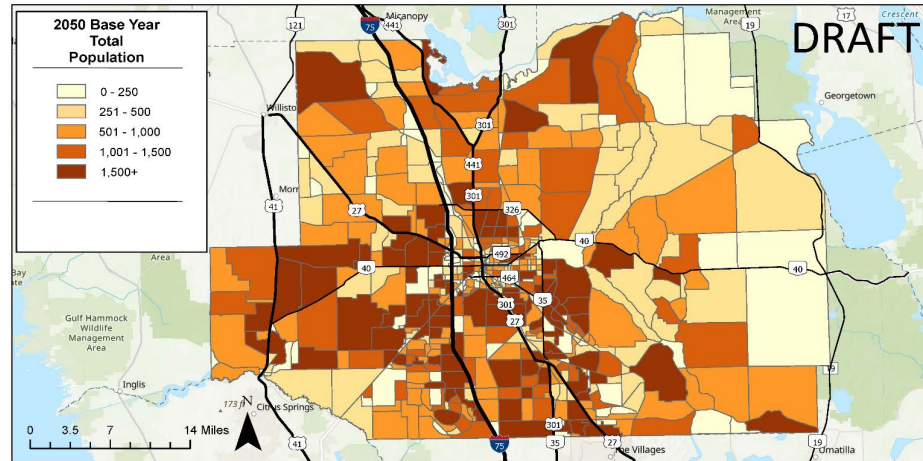
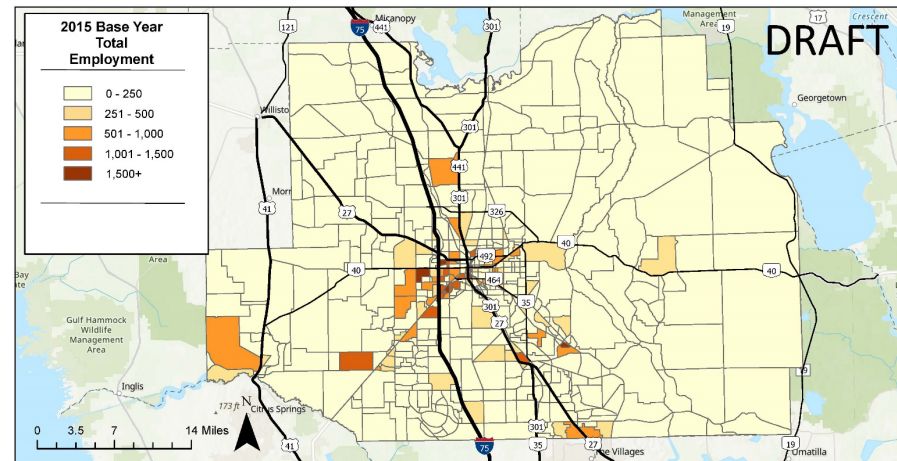
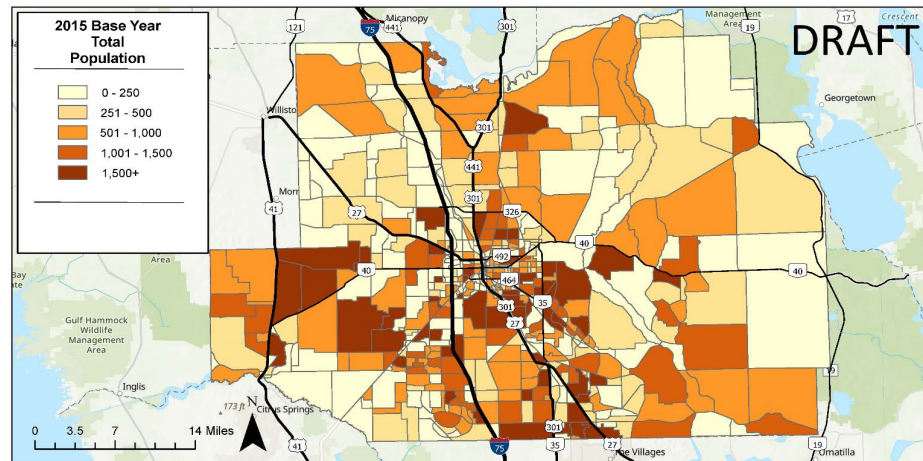
Socioeconomic (SE) Population Forecast

Ocala-Marion 2050 Population & Employment Control Totals

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

**Source: 2024 BEBR Estimate*

2025 to 2050 Total Population & Employment Growth



Next Steps

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

Project Schedule



April 23, 2024
Public Kickoff Meeting



September 18, 2024
Community Workshop 1



February 25, 2025
Community Workshop 2



March 2025
Needs Assessment



May 2025
Cost Feasible Priorities



September 2025
Draft Plan for Public Review



November 13, 2025
Plan Adoption

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan





TO: Committee Members

FROM: Rob Balmes, Director

RE: 2025 Program and Project Activities

Summary

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

Attachment(s)

- 2025 Program and Project Activities

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

2025 Program and Project Activities

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

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

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

Timeframe: January

TPO Board: Approval January 28

Submission: Due February 28 to FDOT Central Office

Navigating the Future 2050 Long Range Transportation Plan (LRTP)

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

Timeframe: April 23, 2024 to November 2025

Milestones: Project kick-off April 23, 2024

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

TPO Board: Presentation of Vision, Goals/Objectives and Revenues, March 25

Presentation of Draft Needs Assessment, May 27

Presentation of Cost Feasible Element, June 23

Draft 2050 LRTP Public Hearing, September 23

Adoption of 2050 LRTP November 13

Florida Department of Transportation (FDOT)/TPO Joint Certification

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

Timeframe: January to March

Milestones: FDOT/TPO Certification Meeting in February/March

TPO Board: Presentation by FDOT for approval March 25

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

Commission for Transportation Disadvantaged Coordinator (CTC) Review and Certification

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

Timeframe: January to March

Milestones: Presentation to TDLCB for approval March 13

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

2025 Program and Project Activities

Annual List of Priority Projects (LOPP) and Regional Priorities

Annual development of the LOPP and Regional Priorities

Timeframe: February to June

Milestones: Draft May 27

Adoption June 20 or 23

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

Presentation of LOPP and Regional Priorities for adoption June 23

Submission: Due July 1 to FDOT District 5

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

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

Timeframe: February to June

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

Adoption June 20 or 23

TPO Board: Presentation of Draft TIP, May 27

Presentation of TIP for adoption June 23

Submission: Due July 1 to FDOT District 5

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

Revision of UPWP and PL grant agreement

Timeframe: June

TPO Board: Approval June 23

Submission: Due July 1 to FDOT District 5

Transportation Disadvantaged Service Plan (TDSP) Updates

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

Timeframe: April to September

Milestones: TDSP Updates

Presentation to TDLCB for approvals on June 12 and September 11

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

2025 Program and Project Activities

Active Transportation Plan

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

Timeframe: September 2024 to August 2025

Milestones: Update presentation March 25

Community Outreach Event June

30-day public comment of draft Plan July to August

TPO Board: Presentation of Plan for adoption August 26

TPO Website Project

Development of a new website. Funded in UPWP.

Timeframe: February to December

Milestones: Draft website December 2025

Publish new website January 2026

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

Approval of vendor contract August 26

Traffic Counts Online Map and Report

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

Timeframe: July to September

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

TPO Board: Presentation of document and interactive map September 23

Commitment to Zero Safety Dashboard and Annual Report

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

Timeframe: July to September

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

TPO Board: Presentation of dashboard and interactive map September 23

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

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

Timeframe: August to September

Milestones: Presentation of Roll Forward TIP project

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

Submission: Due October 1 to FDOT District 5

2025 Program and Project Activities

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

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

Timeframe: TBD to June 2025

Milestones: 30-day advance public notice

TPO Board: Public Hearing and Presentation

Submission: Submit to FDOT District 5

Freight Analysis Study

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

Timeframe: (Tentative) Fall 2025 to Summer 2026

TPO Board: Approval of Task Order and Scope

Congestion Management Plan (CMP), State of the System Update

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

Timeframe: (Tentative) Fall 2025 to Winter 2026

Milestones: CMP State of System and roadway database updates

TPO Board: Approval of Task Order and Scope



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2025 Meeting Schedule Update

Summary

Due to the conflict with the November meeting on Veteran's Day, a meeting has been re-scheduled for November 4, 2025. The primary purpose of this meeting will be to review the final 2050 Long Range Transportation Plan, scheduled for adoption by the TPO Board in November 2025.

Attachment(s)

- 2025 Revised Meeting Schedule and time

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



2025 CAC Meeting Schedule

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

Visit the Ocala Marion TPO website at Ocalamariontpo.org to view meeting updates.

<p>Citizens Advisory Committee (CAC) – Monthly at 1:00 p.m.</p> <p>All CAC Meetings are held on the second Tuesday of the month. CAC Meetings will be held at the Marion County Library Headquarters, 2720 E. Silver Springs Blvd., Ocala, FL 34470.</p>
January 14, 2025
March 11, 2025
May 13, 2025
*June 10, 2025
August 12, 2025
September 9, 2025
October 14, 2025
November 4, 2025

**Joint CAC and TAC meeting*

Meeting Deadlines and Public Notices

Citizens Advisory Committee (CAC) meetings take place on the 2nd Tuesday of the month when scheduled.

Agenda Item Submission Deadlines:

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

Agenda and Public Notices:

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

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



TO: Committee Members

FROM: Rob Balmes, Director

RE: List of Priority Projects (LOPP) 2025 Schedule

Summary

Per the TPO Board adopted List of Priority Projects (LOPP) Policies and Procedures, TPO staff shall provide a schedule to all partner agencies at the beginning of the calendar year. Please find included with this memo the schedule for the development of the LOPP in 2025.

Attachment(s)

- 2025 LOPP Schedule

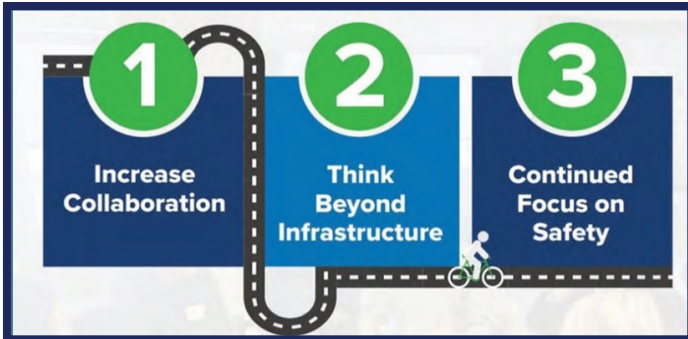
If you have any questions, please contact me at: 352-438-2631.



List of Priority Projects (LOPP) 2025 Schedule

LOPP Activity	Milestone Dates
LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions. Review prior project rankings and applications	January 14
Meetings and coordination with local jurisdictions (Bellevue, Dunnellon, Ocala, Marion County)	February
Coordination with FDOT to review Work Program schedule and project application requirements	March - April
Deadline for new projects, project updates and priorities, and local application commitments	No later than March 31
Finalize Draft LOPP Project Lists and rankings	No later than April 30
Presentation of Draft LOPP to TPO Board/Committees	May 13, 27
Close of Committee and public comment on Draft LOPP and rankings at TAC and CAC meetings	May 13
Local Jurisdiction new and resubmittal FDOT Project Applications due to the TPO	No later than June 15
Presentation of Final LOPP to TPO Committees	June 10
Adoption of Final LOPP by TPO Board	June 20 or 23
Submission of new and resubmittal project applications to FDOT Grant Application Process (GAP) online portal	No later than June 30
Submission of TPO Board Adopted LOPP to FDOT	No later than June 30

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



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

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

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

John E. Tyler, P.E.

Secretary
FDOT District Five



RAISING THE BAR AT WEKIVA RIVER

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

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

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



FDOT Sends District 5 Vehicles and Heavy Equipment for Hurricane Relief

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

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

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

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

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

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

MAKING STREETS SAFER AT ORANGE BLOSSOM TRAIL

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

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

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

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

NEW HEAVY EQUIPMENT RIGHT ON TIME

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

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

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



SAFE STREETS UPDATE - PALM BAY

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

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

The project will include:

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



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

APPORTIONMENT UPDATE

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

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

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

ON THE CALENDAR

NOVEMBER

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

DECEMBER

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Marion County Project Status Update as of December 31

The following is a brief status update on major FDOT road construction projects in Marion County as of the December cutoff. The next cutoff date is January 31, 2024. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

MARION COUNTY

UPCOMING PROJECTS:

- No new projects currently.

CURRENT PROJECTS:

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

426179-1 Silver Springs State Park Pedestrian Bridges



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

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

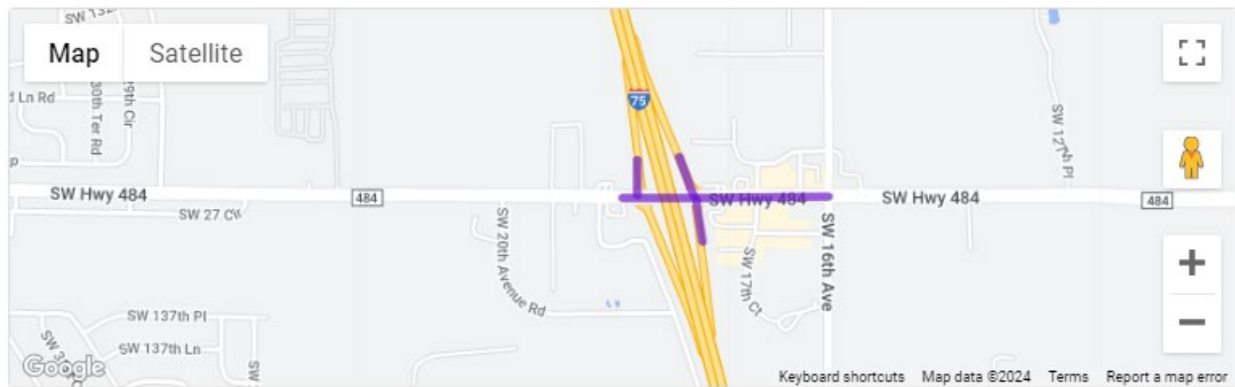
existing path on the west side of the park before stretching across the creek and meeting an underutilized trail to the east. The other, a 550-foot boardwalk, will run south from the existing Ross Allen Island boardwalk before crossing the Fort King Waterway with a 65-foot timber bridge. After the bridge,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

Update: Contractor is conducting pile driving and span construction.

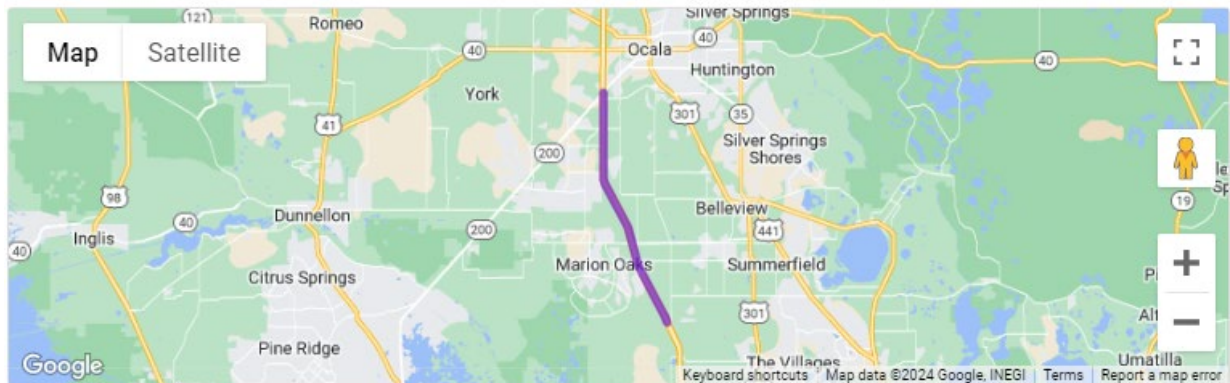
[433651-1](#) | C.R. 484 and I-75 Interchange Roadway Improvements

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

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



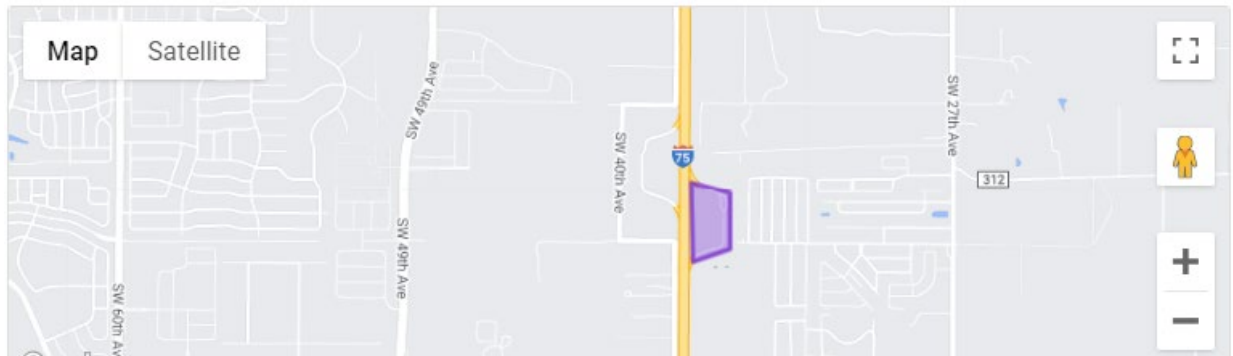
443170-1 I-75 Resurfacing from Sumter County Line to S.R. 200



- Contract: T5597
 - Contractor: Anderson Columbia Co., Inc.
 - Start Date: January 4, 2023
 - Estimated Completion Date: Spring 2025
 - Construction Cost: \$40 million
 - **Description:** The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484 from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.
- Update:** (433651-1) Bridge containment wall is still in design. Intersection work at C.R 484/ C.R. 475A is ongoing. (443170-1) Shoulder work and sodding is being finalized.

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

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

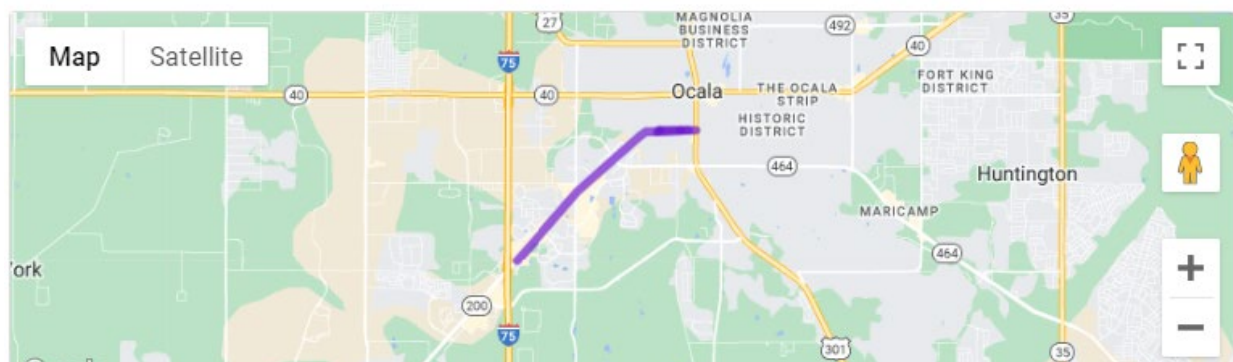


- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023
- Estimated Completion Date: Early 2025
- Construction Cost: \$31 million
- **Description:** This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road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

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

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

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



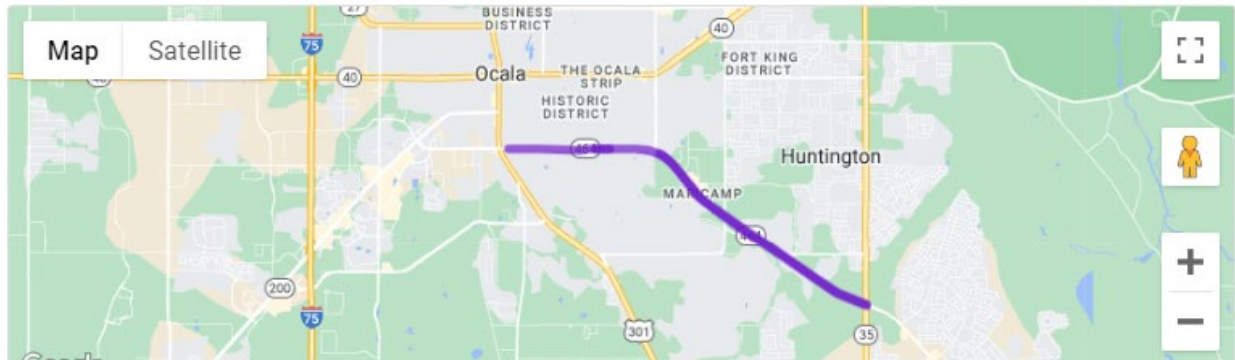
- Contract: E51F6
- Contractor: Anderson Columbia Co., Inc.
- Start Date: September 3, 2024
- Estimated Completion Date: Spring 2025
- Construction Cost: \$16.6 million
- **Description:** The purpose of this project is to provide safety and operational enhancements on State Road 200 (Southwest (SW) College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. To enhance safety, raised concrete medians will be constructed throughout the corridor to reduce vehicle conflict points while encouraging safer driving speeds. Also, three Pedestrian Hybrid Beacons (PHBs) will be constructed at the following locations: between SW 35th Terrace and SW 34th Avenue, between SW 32nd Avenue and SW 26th Street, and between SW 12th Avenue and SW 10th

Avenue. A PHB provides increased visibility and safer crossings for vulnerable road users at midblock locations. The corridor will be milled and resurfaced to extend the life of the existing roadway. Sidewalk and pedestrian features will be installed at intersections for added safety and to comply with ADA (Americans with Disabilities Act). Other improvements include traffic signal and lighting upgrades, drainage enhancements, and new signs, striping, pavement markings, and landscaping.

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

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

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

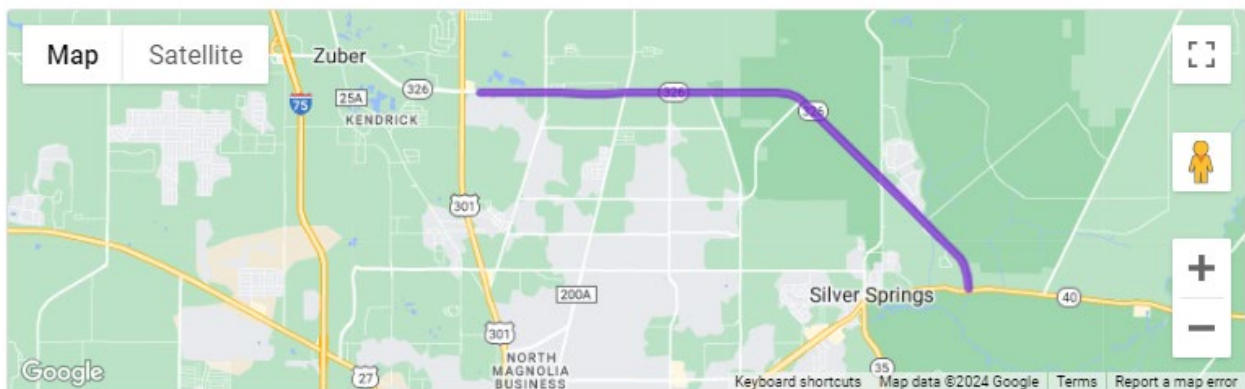


- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 23, 2023
- Estimated Completion Date: Spring 2025
- Construction Cost: \$26.1 million
- **Description:** The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to Baseline Road (S.R. 35). The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps and constructing new sidewalks to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic signal adjustments and drainage upgrades are also included.

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

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

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



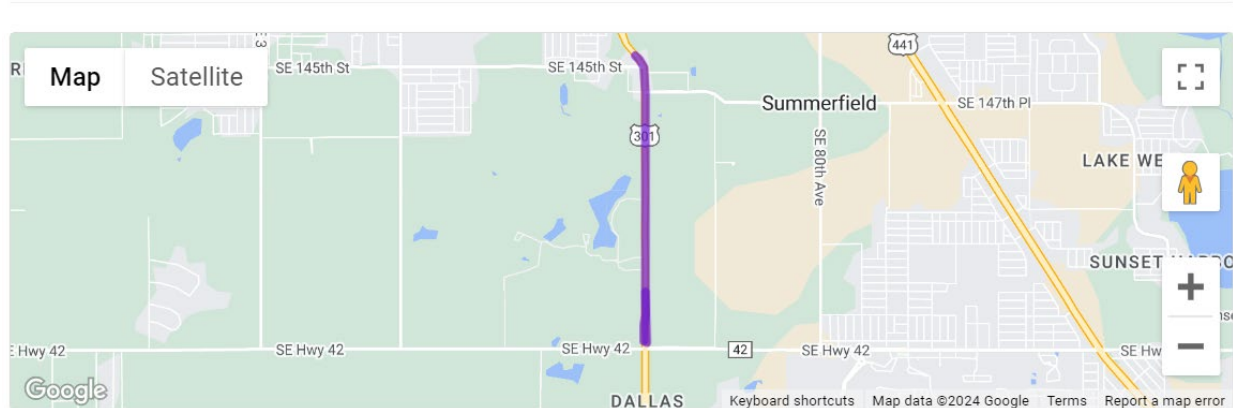
- Contract: T5786
- Contractor: C.W. Roberts Contracting, Inc.

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

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

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

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



- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: August 28, 2024
- Estimated Completion Date: Spring 2025
- Construction Cost: \$5.6 million
- **Description:** This Florida Department of Transportation (FDOT) project will mill and resurface U.S. 301 (also known as State Road 35) from north of County Road (C.R.) 42 to north of Southeast 144th Place Road to extend the life of the existing roadway. Safety and operational improvements will be added, including constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional improvements include widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as key holes) next to right turn lanes, guardrail reconstruction, and new lighting at the curve from north of Southeast 147th Street to Southeast 144th Place Road. Audible and vibratory pavement markings will be added along the shoulders in specific areas to enhance safety. New signs and pavement markings will be placed throughout the corridor.

Update: Crews continue paving operations and signal work.

COMPLETED PROJECTS:

- No new projects were completed at this time.



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2050 Long Range Transportation Plan (LRTP) Workshop #2

Summary

The TPO has scheduled a Community Workshop #2 for the 2050 LRTP at the Mary Sue Rich Center at Reed Place. The event will be held on February 25, 2025 from 5:00 PM to 7:00 PM. The meeting will be an open house format for the general public.

The 2050 LRTP project website page contains all up to date information regarding the LRTP:
<https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>

Attachment(s)

- 2050 LRTP Community Workshop #2

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

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Community Workshop #2

Please join us at a Community Workshop for the 2050 Long Range Transportation Plan (LRTP) – Navigating the Future. The LRTP serves as a comprehensive framework for guiding transportation improvements in Marion County over the next 25 years and includes all modes of transportation – roadway, transit, bicycle, pedestrian, trails and freight.

The Community Workshop will be an open house format with display boards, comment tables and maps. Participants will have opportunities to share feedback on transportation priorities, investment decisions, and project needs for the future.

The meeting is open to all members of the public. For more information or to request special accommodations, please contact the TPO at: 352-438-2630 or OcalaMarionTPO@marionfl.org.

JOIN US!

DATE: FEBRUARY 25, 2024

TIME: 5:00PM - 7:00PM

**VENUE: MARY SUE RICH CENTER AT REED PLACE
1821 NW 21ST AVENUE, OCALA, FL 34475**

2050 LRTP WEBSITE





TO: Committee Members

FROM: Rob Balmes, Director

RE: Safety Matters Update

Summary

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

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



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

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

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