



**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  
Steve Rudnianyn  
Michelle Shearer

**Members Not Present:**

Suzanne Mangram  
Richard McGinley  
Nick Mora

**Others Present:**

Rob Balmes, Ocala Marion TPO  
Shakayla Irby, Ocala Marion TPO  
Kia Powell, FDOT  
John Scarfe, FDOT  
Melissa McKinney, FDOT  
William Roll, Kimley-Horn  
David Bottomley

### **Item 1. Call to Order**

Chairman Steve Rudnianyn 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 January 7, 2025. The meeting had also been published to the TPOs Facebook and Twitter pages.

### **Item 4. Membership Update**

TPO Director Rob Balmes provided a membership update, informing the committee that there were currently eight members.

### **Item 5. Consent Agenda**

*Mr. Belonger made a motion to approve the Consent Agenda. Ms. Shearer seconded, and the motion passed unanimously.*

### **Item 6a. 2025 Safety Performance Management Targets**

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

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

- **Option A:** 5% reduction from 2024 targets (recommended by staff)
- **Option B:** 5% reduction based on rolling averages
- **Option C:** Adopt FDOT's state targets of zero

Option A aligned with the Commitment to Zero goal of eliminating fatalities and serious injuries by 2045. The committee's recommendations were being sought before final Board consideration.

Chair Rudnianyn stated that as the population increased, the likelihood of incidents could also rise. He emphasized that a key metric to focus on was the number of serious injuries per 100 million miles traveled.

Mr. Magamoll agreed, stating that the issue with using the five-year average was that when reviewing the charts from 2020 and 2021, the data appeared inconsistent. He questioned whether the five-year rolling average accurately reflected trends.

Mr. Balmes stated that vehicle miles traveled (VMT) had been growing significantly since the pandemic. He noted that after the initial drop, VMT for the entire county had increased by 2 to 2.5% or more over the last three years. He explained that this increase in traffic volume was contributing to the decline in the rate.

Mr. Balmes walked the committee through the crash data, including fatality and serious injury rates. He also reviewed the projected vehicle miles traveled (VMT) based on the annual average growth rate, excluding 2020 due to the pandemic. He noted that VMT had been experiencing steady growth.

Mr. Fabian made a motion to recommend Option A: 5% reduction to prior year targets for the 2025 Safety Performance Management Targets. Ms. Shearer seconded, and the motion passed unanimously.

#### **Item 6b. 2025 Pavement and Bridge and System Performance Targets**

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

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

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

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

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

The TPO Board was recommended to adopt the three revised statewide targets for submission to FDOT and inclusion in the TIP and LRTP.

Mr. Magamoll recommended 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. Ms. Shearer seconded, and the motion passed unanimously.

**Item 7a. Florida Department of Transportation (FDOT) Fiscal Years (FY) 2026 to 2030 Tentative Work Program for Marion County**

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

*The slideshow presentation was included in the meeting minutes on pages 9-24 for reference.*

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

Additions to the work program included the following:

- Resurfacing projects
  - 450948-2: SR 40 from SE 196 Terrace Drive to Lake County Line
  - 454214-1: S.R. 200 (US 441/301/27), from NW 2nd Street to CRE 200-A (NW 20th Street)
  - 454215-1: S.R. 35 (US 301), from SE 142nd Place to S.R. 500 (U.S. 27/441)
- Capacity
  - S.R. 40, from end of 4-lanes to east of C.R. 314
  - S.R. 200, from Citrus County Line to C.R. 484
- Roadway/ Intersection
  - C.R. 475-A Lane Departure
  - SE 100<sup>th</sup> Avenue
  - S.R. 40, from U.S. 441 to 25<sup>th</sup> Avenue
  - Interstate 75, from S.R. 200 to S.R. 326

Chairman Rudnianyn inquired about the location of C.R. 475-A that would be under construction.

Mr. Scarfe responded that it would be along C.R. 475 and SE 100th Avenue, noting that both were local agency projects with Marion County. While he did not have the exact project limits at that time, he stated that he would share the information once received.

- Aviation
  - Marion-Ocala International Airport Fuel Farm
  - Marion-Ocala International Airport Runway
- Pedestrian/ Bicycle
  - Belleview to Greenway Trail from SE 102<sup>nd</sup> Place to U.S. 441

Deferred projects included the following:

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

Chairman Rudnianyn asked whether the I-75 projects from SR 40 to SR 318 were solely for landscaping and if there were any plans to complete the interchange at SR 318.

Mr. Scarfe confirmed that the projects in those sections along I-75 were limited to landscaping.

Deleted projects included the following:

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

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

Mr. Scarfe concluded his presentation with a short video highlighting FDOT's response to hurricanes Helen and Milton, noting that teams were mobilized and deployed to assist with cleanup efforts.

### **Item 7b. Navigating the Future 2050 Long Range Transportation Plan**

TPO Director Rob Balmes introduced William Roll, Project Manager with Kimley-Horn, for the *Navigating the Future 2050* Long-Range Transportation Plan (LRTP). Mr. Roll presented the draft plan, outlining its vision, goals, and objectives, as well as the current federal and state revenue forecast.

TPO staff sought committee feedback on these elements. Additional information on the LRTP project was available on the TPO website:

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

*The slideshow presentation was included in the meeting minutes on pages 25-51 for reference.*

Chairman Rudnianyn inquired whether the revenue forecast reflected the sales tax, to which Mr. Roll responded that sales tax was not included.

### **Item 8a. 2025 Program and Project Activities**

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

Key activities and milestones included:

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

### **Item 8b. 2025 Meeting Schedule Update**

TPO Director Rob Balmes informed the committee that due to the conflict with the November meeting on Veteran's Day, a meeting was rescheduled for November 4, 2025. The primary purpose of this meeting was to review the final 2050 Long Range Transportation Plan, which was scheduled for adoption by the TPO Board in November 2025.

### **Item 8c. 2025 List of Priority Projects (LOPP) Schedule**

TPO Director Rob Balmes outlined the schedule for the 2025 List of Priority Projects (LOPP) process as follows:

- TPO staff will provide a schedule to all partner agencies at the beginning of the year.
- The LOPP process will begin with the schedule announced to the TPO Board/Committees and local jurisdictions, followed by a review of prior project rankings and applications on January 14.
- Coordination meetings with local jurisdictions (Belleview, Dunnellon, Ocala, Marion County) will take place in February.
- TPO will work with FDOT to review the Work Program schedule and project application requirements in March-April.
- The deadline for new projects, updates, priorities, and local application commitments will be no later than March 31.

- Draft LOPP Project Lists and rankings will be finalized no later than April 30.
- The Draft LOPP will be presented to the TPO Board/Committees on May 13 and 27, with committee and public comment closing on May 13.
- Local jurisdiction project applications are due to the TPO no later than June 15.
- The Final LOPP will be presented to the TPO Committees on June 10 and adopted by the TPO Board no later than June 20 or 23.
- New and resubmitted project applications will be submitted to the FDOT Grant Application Process (GAP) portal no later than June 30.
- The TPO Board Adopted LOPP will be submitted to FDOT no later than June 30.

#### **Item 9a. FDOT District 5 Compass Points Newsletter**

Ms. Kia Powell, MPO Liaison for FDOT, mentioned that the committee could access the latest newsletter, which highlights ongoing activities in the district. The newsletter was included in the committee meeting packet.

#### **Item 9b. FDOT Construction Report**

Ms. Powell noted that the construction report for December was included in the meeting packet, which provided the latest updates. She mentioned that the next report would be available on the first of the month, covering January. At the time of the meeting, there were four active intermittent lane closures.

She also reminded the committee about the ongoing 18-month process for the 2055 transportation plan. She encouraged anyone interested in participating in additional committees or learning more to visit FloridaFTP.com, where they could leave comments or get involved in upcoming meetings.

Lastly, Ms. Powell mentioned the construction career days held on January 30th and 31st, where high school students explored different career options in the construction field. She noted that, as of that morning, tickets for the event had been sold out, and several local high schools had attended.

Mr. Scarfe addressed Chairman Rudniansky's previous question during the work program presentation regarding which area of C.R. 475 would be under construction. He responded that the construction would take place between mile markers 5 and 7.

#### **Item 10a. 2050 Long Range Transportation Plan (LRTP) Workshop #2**

TPO Director Rob Balmes told the committee about the 2050 Long-Range Transportation Plan (LRTP) Community Workshop scheduled for February 25, 2025, from 5:00 PM to 7:00 PM at the Mary Sue Rich Center at Reed Place, located at 1821 NW 21st Avenue, Ocala, FL 34475. He emphasized that this workshop would provide an opportunity for the community to offer input and help shape the future of transportation. He encouraged committee members to attend and share the flyer with others who may be interested.

### **Item 10b. Safety Matters**

TPO Director Rob Balmes informed the committee that Marion County, in partnership with the TPO, publicly released the Safety Matters initiative on December 31, 2024. A press release was distributed to the media and general public, and a Safety Matters YouTube page was established. Over the coming months, the Marion County Public Information Office and TPO will release a series of safety education videos. Committee members were encouraged to visit the Safety Matters YouTube page at the following link:

<https://www.youtube.com/@SafetyMattersMarionCounty>. Additionally, videos and updates will be posted on Marion County and TPO social media pages.

### **Item 10c. TPO Staff Update**

TPO Director Rob Balmes provided a staff update to the committee, informing them that transportation planner Sara Brown had left her position at the TPO to pursue a new job. As a result, the TPO is currently operating with a staff of three. Rob mentioned that he had been working with HR to have the position opening advertised.

### **Item 11. Comments by CAC Members**

*There were no comments by CAC members.*

### **Item 12. Public Comment**

David Bottomley, 305 Woodbury Pines Circle, Orlando, FL 32828, mentioned two projects, specifically the Silver Springs State Park boardwalks. He expressed his excitement about these projects and shared that he had been learning a lot about boardwalk construction. He was impressed with the natural wood used in state parks, noting that it provides a good coefficient of friction.

He also referenced his recent visit to Blue Springs, where he observed an overlook. He added that the improvements happening at Silver Springs made him happy and he commended the work being done. Bottomley discussed the challenges of building boardwalks, mentioning how foggy mornings could impact the coefficient of friction and make it nearly impossible to maintain proper traction.

### **Item 13. Adjournment**

Chairman Rudnianyn adjourned the meeting at 2:10pm.

Respectfully Submitted By:

---

Shakayla Irby, TPO Administrative Assistant



# **DISTRICT FIVE Work Program Public Hearing**

**FY 25/26 to FY 29/30**

1/14/2025

Citizens' Advisory Committee (CAC) /  
Technical Advisory Committee (TAC)  
Meeting



# Tentative Work Program (TWP)

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

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



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

December

January

February - July

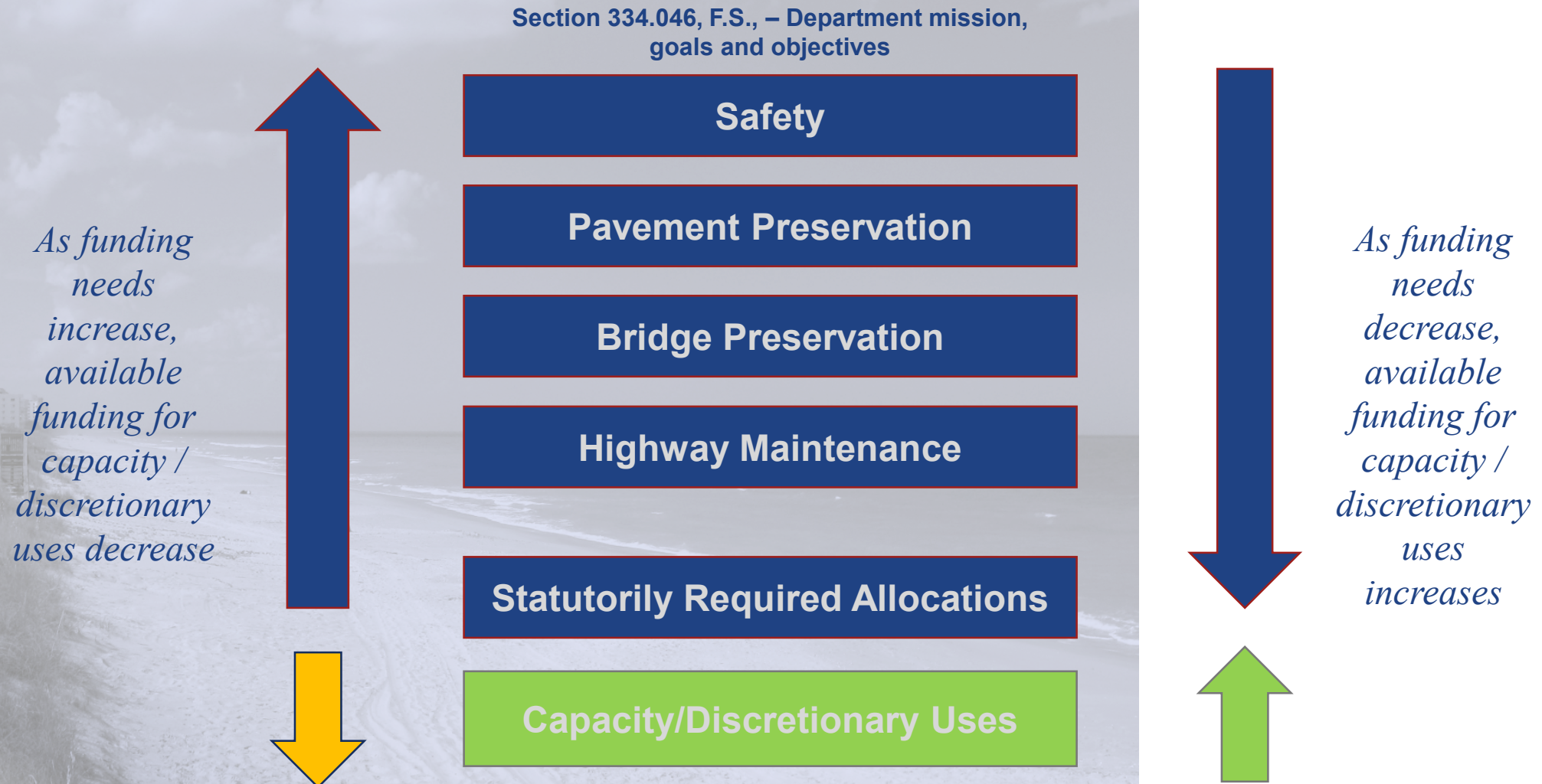


Districts submit TWP to Central Office  
(Jan. 15<sup>th</sup>)



# Funding Priorities

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



# Influencing Factors of D5's TWP:

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



## Allocations & Revenues



State funds decreased due to reductions in revenue projections



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



## Decisions, Policies & Statutes



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



## Economic Variables

### D5 Construction Material Trends:



Earthwork +131.6%



Traffic Signals +26%



Asphalt +5%

Avg. # of  
Bids 3.5

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

# County Breakdown

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

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

# Project Type Breakdown

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

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

# Project Highlights

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

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

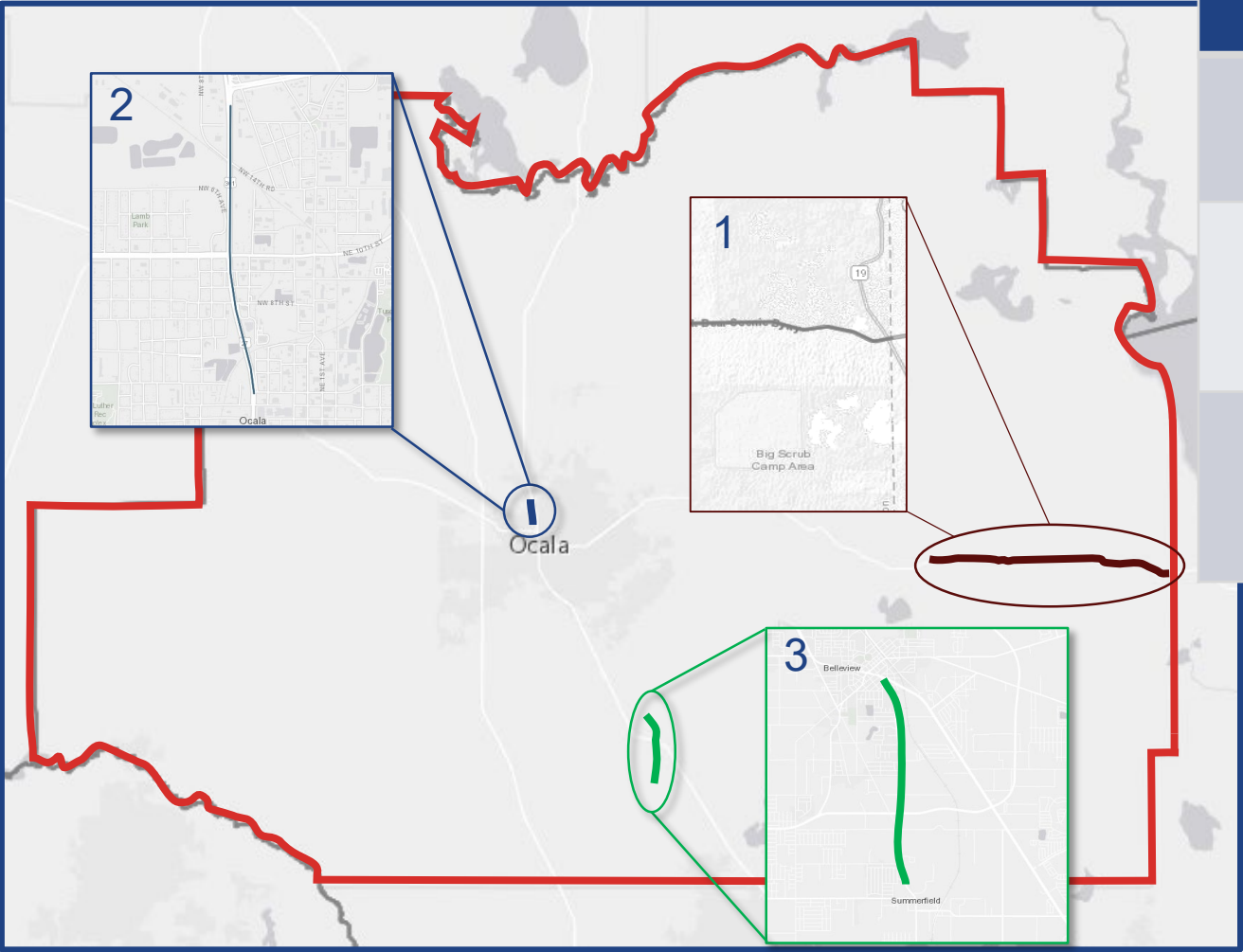


*If a previously programmed project is NOT mentioned, there have been no changes.*



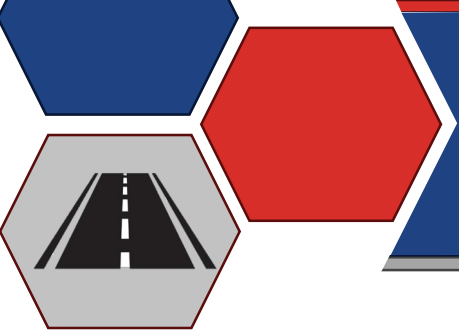
# Additions

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



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

# RESURFACING



# Additions

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

## FM# 410674-2

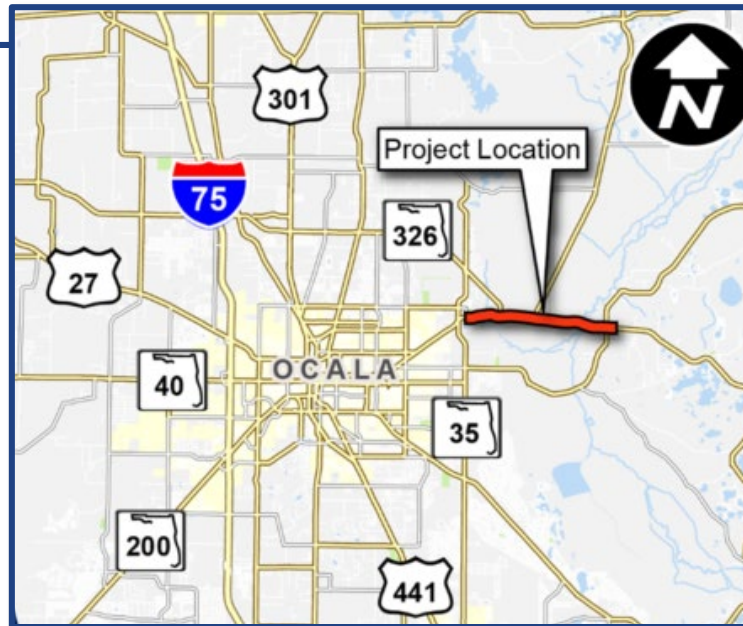
**S.R. 40, from end of 4-lanes to east of C.R. 314**

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

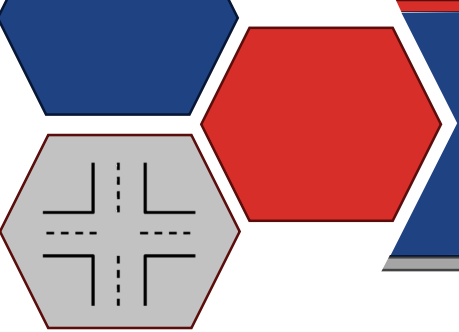
## FM# 238651-1

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

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



# CAPACITY



# Additions

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

## **FM# 454939-1**

### **C.R. 475-A Lane Departure**

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

## **FM# 454940-1**

### **SE 100<sup>th</sup> Avenue**

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



## **FM# 450952-2**

### **S.R. 40, from U.S. 441 to 25<sup>th</sup> Avenue**

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

## **FM# 452074-1**

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

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

# ROADWAY / INTERSECTION



# Additions

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

## AVIATION

### FM# 455963-1

#### Marion-Ocala International Airport Fuel Farm

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

### FM# 455964-1

#### Marion-Ocala International Airport Runway

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

## PED/BIKE

### FM# 453543-1

#### Bellevue to Greenway Trail

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



# Deferred Projects:

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

## **FM# 438477-1:**

Marion-Ocala Int'l Taxiway improvements

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

## **FM# 448575-1:**

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

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

## **FM# 238648-1:**

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

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

## **FM# 451440-1:**

Interstate 75, from SR 40 interchange to SR 318 interchange

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

## **FM# 451440-2:**

Interstate 75, from SR 200 to south of flyover

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

## **FM# 451440-3:**

Interstate 75 at SR 484

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

# Deferred / Deleted Projects:

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

## Deferred Projects

### FM# 450665-1:

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

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

### FM# 452634-1:

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

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

### FM# 452694-1:

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

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

## Deleted Projects

### FM# 449261-1:

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

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

### FM# 452186-2:

US 301 (US 27/US 441) Phase II

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

# GRANT AWARDS

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

## 2023

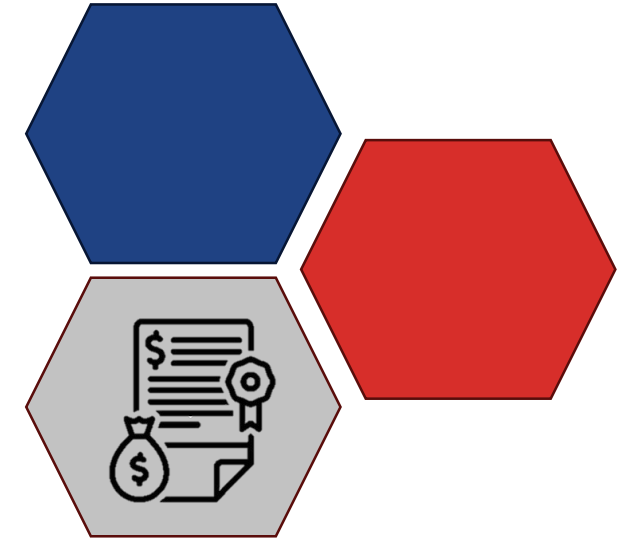
- Safe Streets for All (SS4A)
  - City of Ocala
  - \$104,000

## 2024 Awarded

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

## FDOT Assistance

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





# Hurricanes Helene and Milton Response



# Thank you!

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

Jon Scarfe, MSM, FCCM  
MPO Liaison Administrator

**Contact:**

Phone: (386) 943-5791

Email: [Jonathan.scarfe@dot.state.fl.us](mailto:Jonathan.scarfe@dot.state.fl.us)

**Alternate Email:** [D5-WPPH@dot.state.fl.us](mailto:D5-WPPH@dot.state.fl.us)

**Website:** [www.fdot.gov/wpph/district5](http://www.fdot.gov/wpph/district5)



**NAVIGATING THE FUTURE**

# 2050

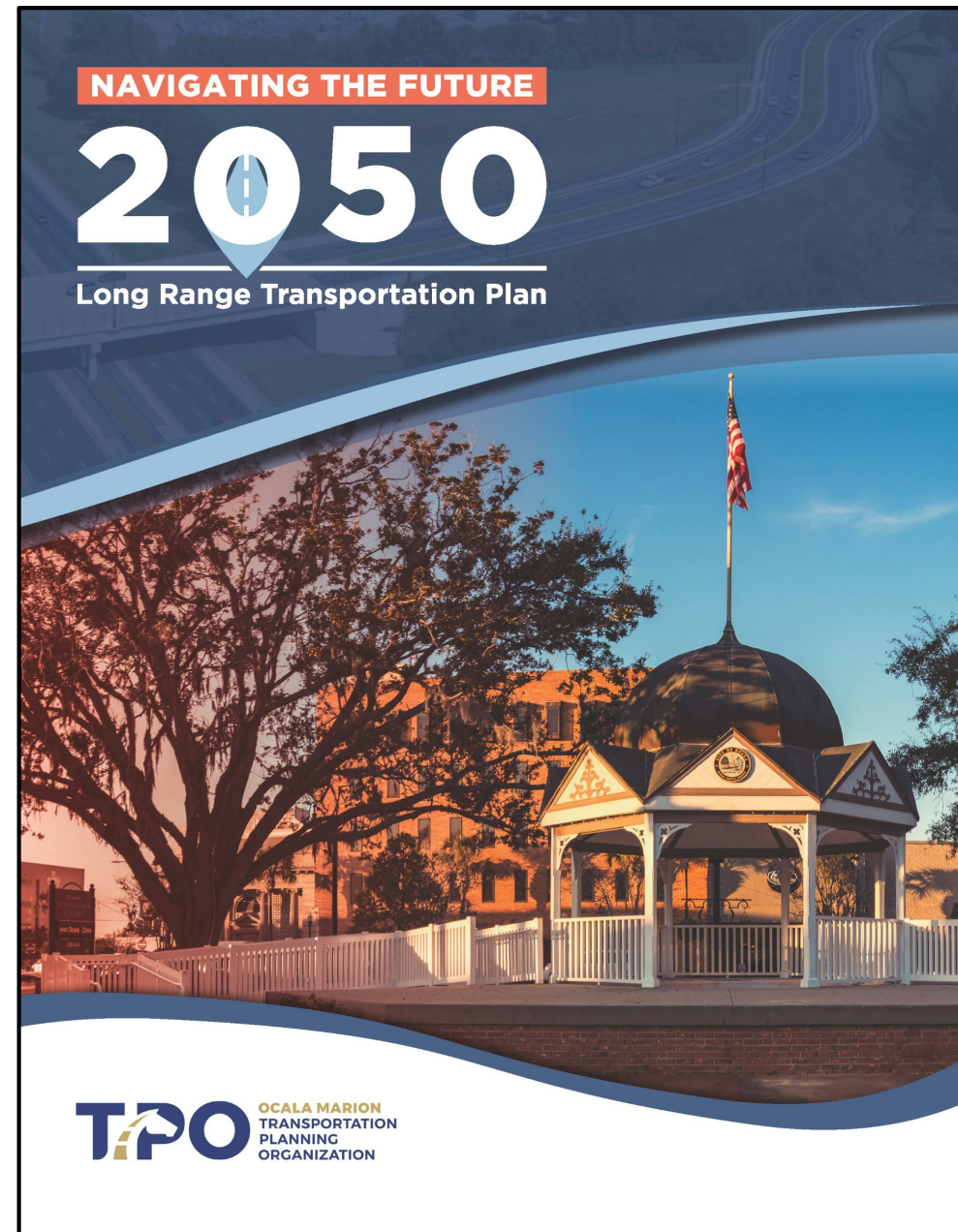
Long Range Transportation Plan

CAC/TAC Meetings  
January 14, 2025



# Introduction

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



# LRTP Goals & Objectives

## Development Process

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

# LRTP Goals & Objectives

## Federal & State Requirements

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



# IIJA (Federal) Planning Factors

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

# FDOT FTP Goals

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



# Vision & Goals

## Ocala-Marion 2050 LRTP Vision

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

Prioritizing <b>Safety and Security</b> for all users	Promote Accessible <b>Multimodal Travel</b> Choices
Promoting <b>System Preservation and Resiliency</b> to adapt to future changes	Supporting local and regional <b>Economic Development</b> by connecting communities and businesses
Addressing <b>Community Needs</b>	Safeguarding the environment with a focus on <b>Environmental Protection</b>
Facilitating <b>Quality Places</b> and high <b>Quality of Life</b>	Emphasizing <b>Implementation</b> 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
<b>TOTAL</b>	<b>\$466,090,000</b>

\*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)



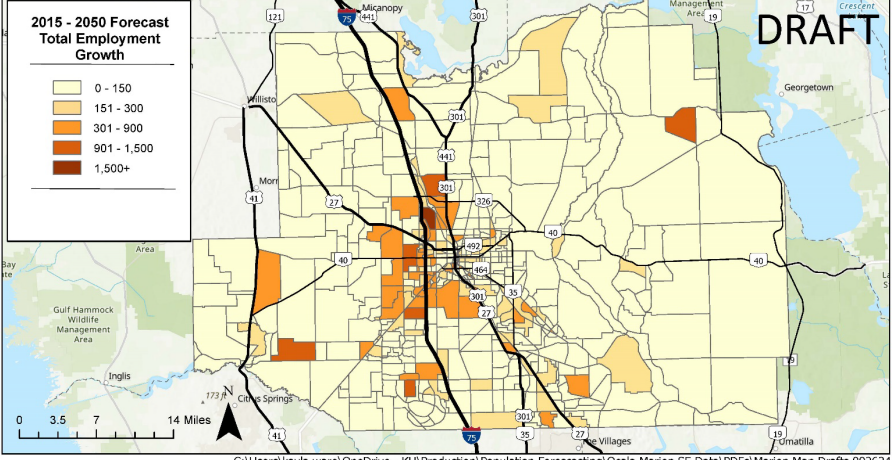
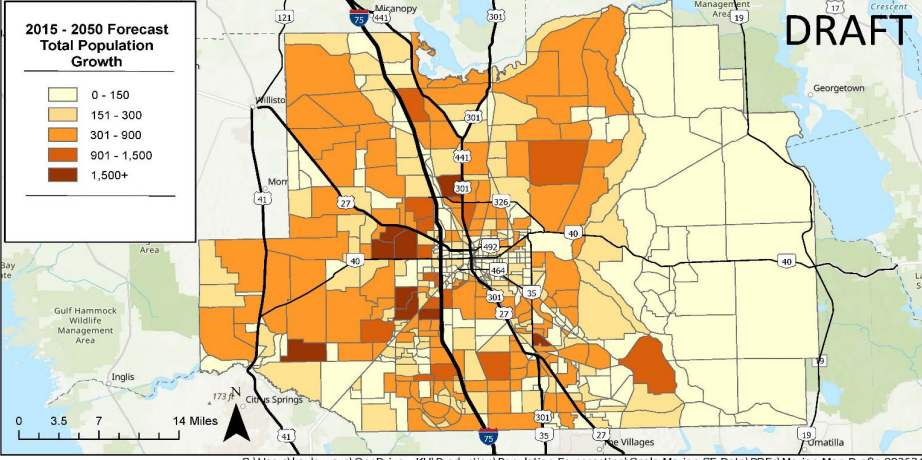
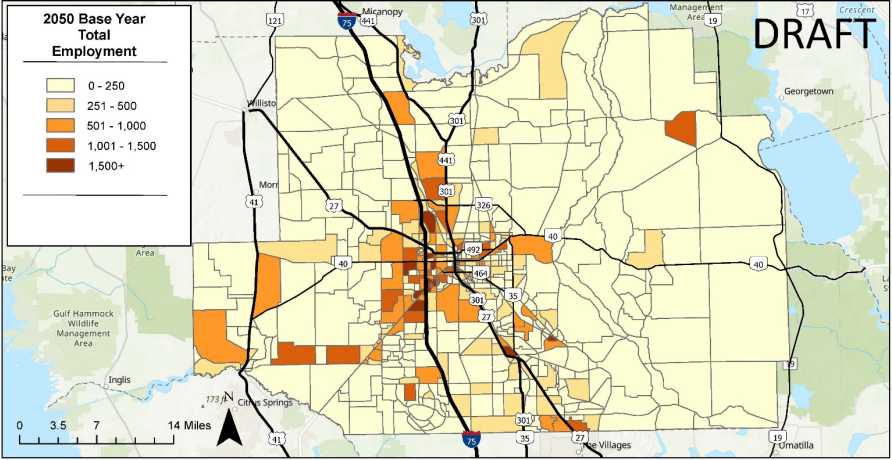
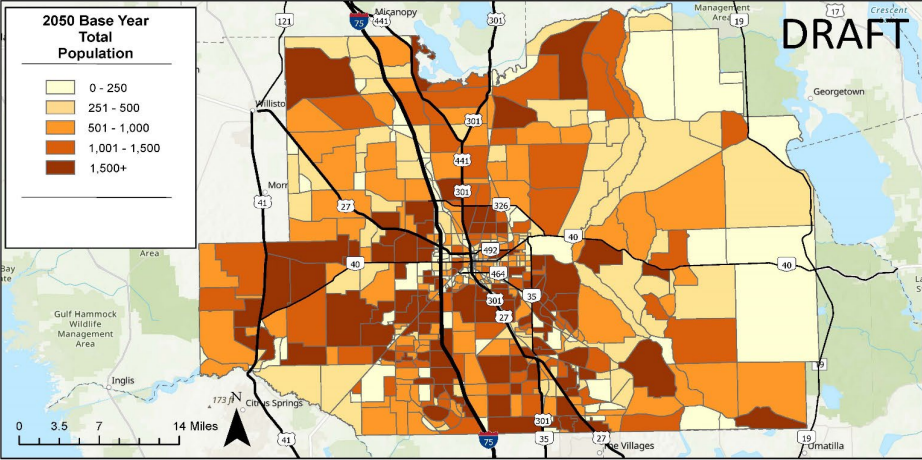
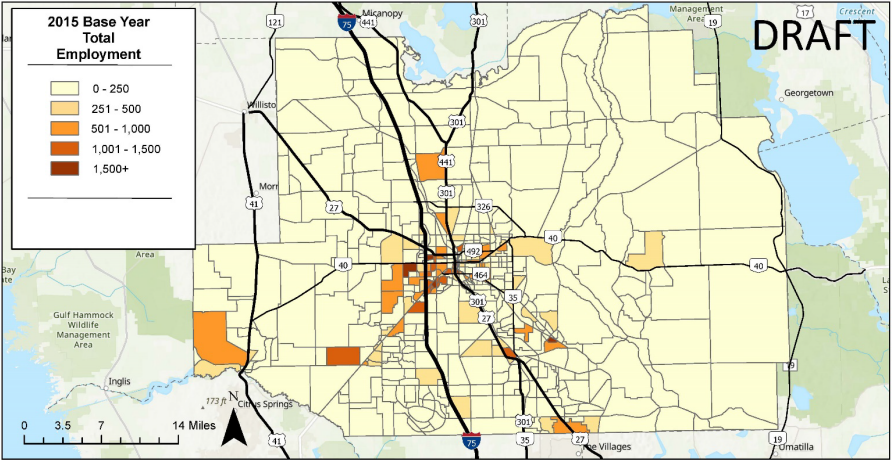
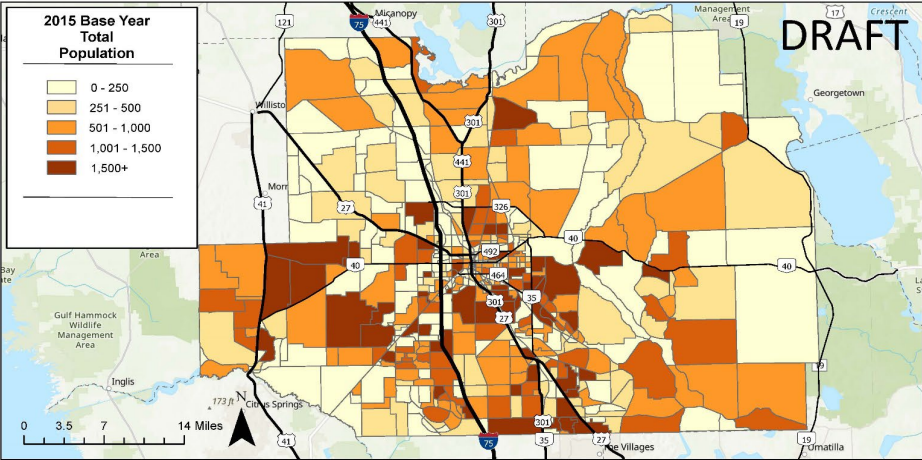
*\*Based on SIS Second Five Year Plan FY 2028/2029 - FY 2032/2033 and SIS Cost Feasible Plan 2035-2050*

# 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