



**Technical Advisory Committee (TAC) Meeting**  
Marion County – Library Headquarters, Meeting Room B  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
3:30 PM

**MINUTES**

**Members Present:**

Steven Cohoon  
Noel Cooper  
Kia Powell  
Loretta Shaffer (*arrived at 3:35pm*)  
Jeff Shrum  
Chuck Varadin  
Chad Ward

**Members Not Present:**

Tom Duncan  
Bob Titterington

**Others Present:**

Rob Balmes, Ocala Marion TPO  
Shakayla Irby, Ocala Marion TPO  
John Scarfe, FDOT  
Melissa McKinney, FDOT  
William Roll, Kimley-Horn  
Aubrey Hale, City of Ocala

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

Chairman Steven Cohoon called the meeting to order at 3:31pm.

### **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 he had been contacted by the School District. Casey Griffith will be taking the school position on the TAC; however, he was unable to attend the meeting due to a scheduling conflict with the school board meeting, which is held on the same day at 3:00 p.m.

Mr. Balmes also reported that there was still no confirmation regarding the Department of Environmental Protection (DEP) position on the TAC.

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

*Mr. Cooper made a motion to approve the Consent Agenda. Mr. Shrum 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.

Chairman Cohoon provided feedback, mentioning past discussions from the TPO board about the need for a clear explanation of efforts to reduce serious injuries and fatalities. He suggested creating a one-page document outlining current actions and strategies, such as utilizing signal data in road projects to address issues like lane departures and curve corrections. This document could also include education and enforcement efforts, helping to demonstrate the TPO's impact. Chairman Cohoon recommended that the document be added as a goal moving forward.

Mr. Cooper inquired whether a similar list had been put together recently.

Mr. Balmes confirmed that a similar list was created last year at the request of Chairwoman Dreyer. The document, about a page and a half long, highlighted safety efforts from various partners, including programs, education, and projects. He offered to bring it back to the next meeting for updates and refinement if needed.

Chairman Cohoon suggested bringing the document back and improving it by adding data, such as the number of issues or correctable crashes in specific corridors, and detailing the results of investigations and efforts to meet safety goals. He expressed support for the document created last year and recommended enhancing it by including more data and possibly adding elements of beautification.

Ms. Shaffer asked Mr. Balmes how the information was shared with the community, specifically through workshops and social media, and how it was shared with the public.

Mr. Balmes explained that the document was only shared with the board and committees. He acknowledged the idea of making it more illustrative and professional-looking to share with the public.

Ms. Shaffer agreed with Chairman Cohoon's suggestion about producing the informational document, proposing that a press release could be issued through the public relations department. She suggested reaching out to local media to highlight the progress made, and the beautification efforts that had been supported by FDOT in the community.

Ms. Shaffer asked Mr. Balmes if he had a preference between Option A or B, or if either option was more suitable in terms of funding or other parameters needed for success.

Mr. Balmes explained that there is no penalty for setting aggressive targets that may not met. He mentioned that integrating these into the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) helps guide how the issue is approached. He added that Mr. William Roll would address how this is factored into the goals and objectives during the LRTP presentation.

Mr. Shrum made a motion to recommend Option A: a 5% reduction to the prior year targets for the 2025 Safety Performance Management Targets, with the addition of statistical information on how the goals are being addressed. Mr. Cooper 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. Shrum inquired about CR 484, noting that it is the only non-state road in the discussion. He asked how it was considered in terms of funding implications.

Mr. Balmes responded that he believed it could be a beneficial funding situation, providing more options for CR 484.

Mr. Shrum asked how CR 484 was scored, given that it is a local roadway. He inquired whether there were any deficiencies that would require immediate action, and if the adopted standards might necessitate a project to address those issues.

Mr. Jon Scarfe with FDOT said he would take the question back and provide an answer to the committee.

Ms. Shaffer 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. Mr. Cooper 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 11-26 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

Mr. Shrum asked whether the bridge would be included in the S.R. 200 project from the Citrus County Line to C.R. 484.

Mr. Balmes responded that the bridge belonged to District 7 in Citrus County and was their maintenance responsibility.

- Roadway/ Intersection
  - C.R. 475-A Lane Departure – Local agency project with Marion County
  - SE 100<sup>th</sup> Avenue – Local agency project with Marion County
  - S.R. 40, from U.S. 441 to 25<sup>th</sup> Avenue
  - Interstate 75, from S.R. 200 to S.R. 326
- Aviation
  - Marion-Ocala International Airport Fuel Farm
  - Marion-Ocala International Airport Runway
- Pedestrian/ Bicycle
  - Belleview to Greenway Trail from SE 102<sup>nd</sup> Place to U.S. 441

Mr. Shrum asked whether the Belleview to Greenway bike path trail was located along U.S. 441.

Mr. Scarfe said it was a shared-use path on SE 102<sup>nd</sup> Place.

Deferred projects included the following:

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

Deleted projects included the following:

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

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.

Ms. Shaffer commended FDOT and its team for their efforts during the hurricanes, recognizing their often-unsung contributions. She then asked about the financial outlook, noting the state's increasing population despite projections of declining tourism revenue. She inquired whether higher sales and gas tax revenues could help offset budget constraints amid other legislative funding priorities. Additionally, she asked if surplus or contingency funds at the end of the year are considered for supporting county funding programs identified as key priorities.

Mr. Scarfe clarified that funding decisions are not necessarily made at the end of the year and noted that project planning is not his area of expertise. He explained that during project development and scoping, resurfacing efforts are often coordinated with municipalities. When additional or discretionary funding is available, FDOT conducts "smart scopes" to incorporate safety enhancements. However, when budgets are tight, projects focus primarily on resurfacing, with added features requiring local partnership funding. He mentioned that planning occurs two to three years in advance and that he would be working with Mr. Balmes during the next scoping cycle. He also acknowledged concerns about declining gas tax revenue due to more fuel-efficient vehicles and the rise of electric vehicles, though no definitive solution currently exists.

Ms. Shaffer received clarification that budget projections have decreased in every district statewide, not just in District 5. Mr. Scarfe acknowledged the statewide impact and noted that FDOT, like other agencies, waits each year for its appropriations.

### **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 pages 27-53 for reference.*

### **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 (Bellevue, 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.

Chairman Cohoon expressed support for the current LOPP schedule and suggested that the Ocala Marion TPO move away from the Top 20 list and create its own list of priorities. He pointed out that District 5 has nine counties, and two different MPOs and TPOs follow the Top 20, putting Ocala Marion TPO in the minority. He recommended focusing on a list that includes state, bridge, and trail priorities, as well as other important projects that might be excluded by the Top 20 list.

Mr. Cooper asked if the Top 20 list is what FDOT uses when selecting and funding projects.

Mr. Balmes explained that all seven lists are presented in one package to the district. After meeting with the secretary and staff, they sit down and review all the projects as part of the LOPP process.

Mr. Scarfe confirmed that Mr. Balmes point was correct. He explained that FDOT works with various TPOs, and while projects don't necessarily have to be on the Top 20 list, they do need to be on the TPO's priority list. He used bicycle pedestrian projects as an example, noting that a project might be listed in a specific subcategory, like "Bike/Ped number six," rather than strictly following the Top 20 list. He further clarified that different TPOs handle their priority lists differently, with larger TPOs like Metroplan Orlando often dealing with more complex categories, while smaller TPOs tend to maintain the Top 20 list approach.

Mr. Cooper mentioned that communication on this matter is important, as he feels that when the board discusses projects, there is a belief that the higher a project is listed on the Top 20, the more aligned it is for funding.

Chairman Cohoon expressed that he believes the TPO is limiting itself by sticking to the Top 20 list. He suggested that individual lists, specific to the projects being pursued (such as bike/pedestrian projects or road/bridge projects), would be more effective. He emphasized that each project could fall into its own category, with no set number of priorities per list, as done by other TPOs and MPOs. He noted that the current approach might be creating unnecessary conflict, as everyone is trying to fit into the Top 20, rather than aligning projects with the appropriate priority list for their category not to exceed five categories.

The committee continued to discuss potential changes to how projects are prioritized, exploring options used by other TPOs and MPOs.

Mr. Balmes offered to bring forward an LOPP agenda item for the March meeting to discuss the matter further. Any proposals for changes to the list would then be presented to the board for review and decision.

#### **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](http://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.

#### **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 TAC Members**

Ms. Shaffer announced that a date for the ribbon-cutting ceremony for the gateway signage has been set for the morning of April 7<sup>th</sup>. She mentioned that a meeting invite would be sent to everyone and encouraged all to attend, acknowledging that the project would not have been possible without everyone's help.

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

*There was no public comment.*

### **Item 13. Adjournment**

Chairman Cohoon adjourned the meeting at 5:11pm.

Respectfully Submitted By:

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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



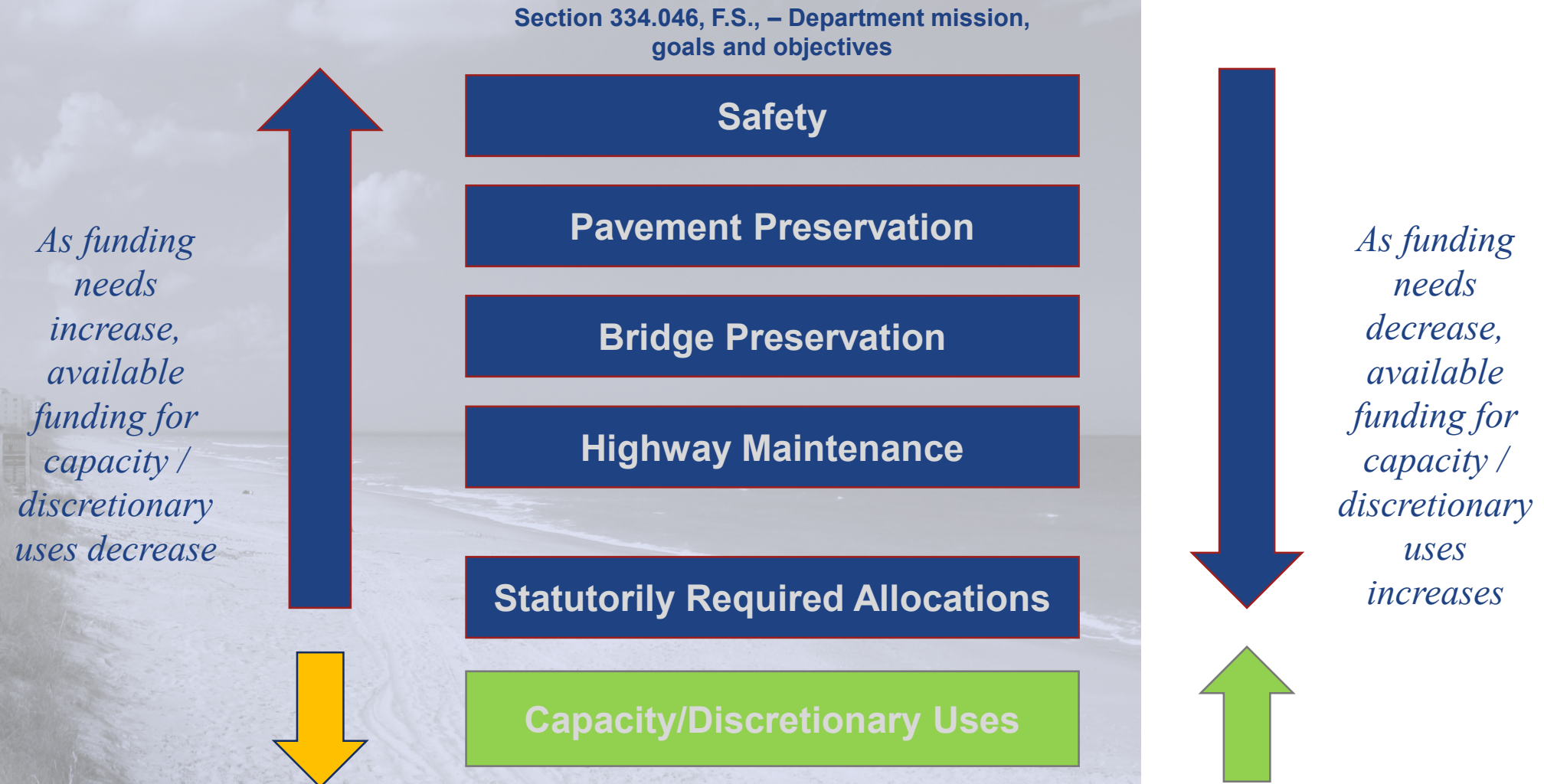
Districts submit TWP to Central Office  
(Jan. 15<sup>th</sup>)





# 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

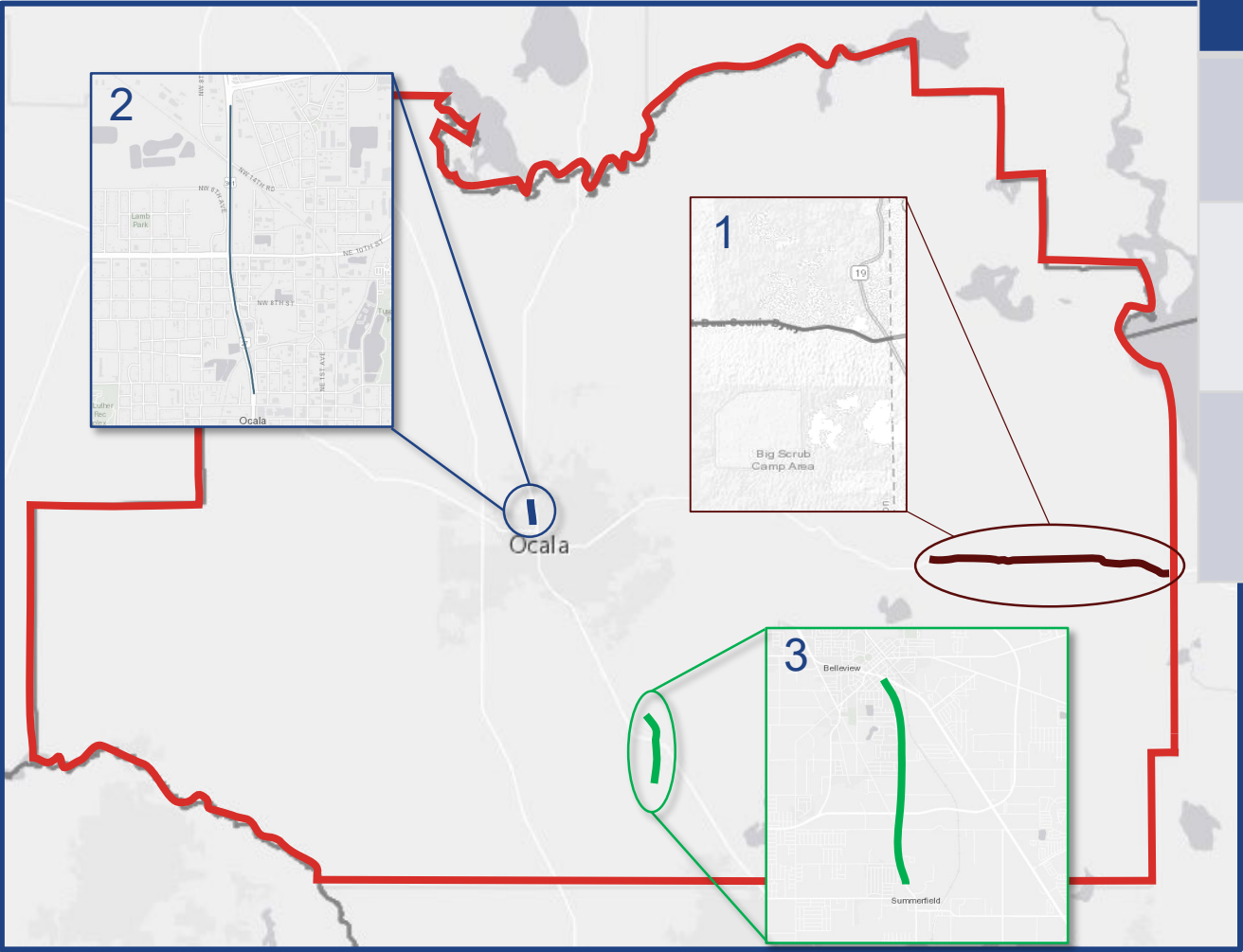


*If a previously programmed project is NOT mentioned, there have been no changes.*



# Additions

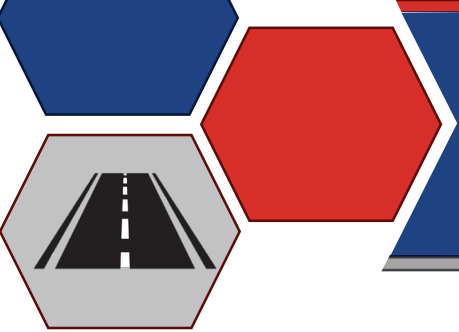
TENTATIVE  
FIVE-YEAR WORK PROGRAM  
FISCAL YEAR 2026 TO FISCAL YEAR 2030



#	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

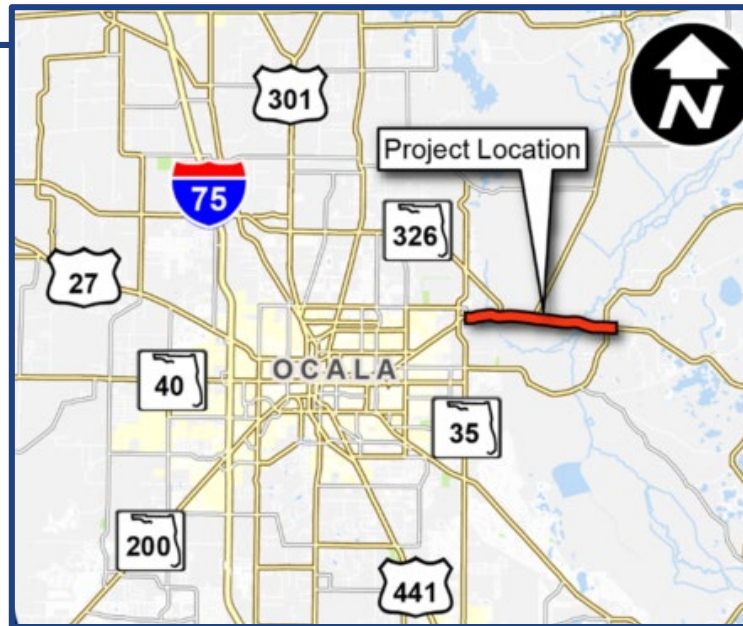
**S.R. 40, from end of 4-lanes to east of C.R. 314**

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

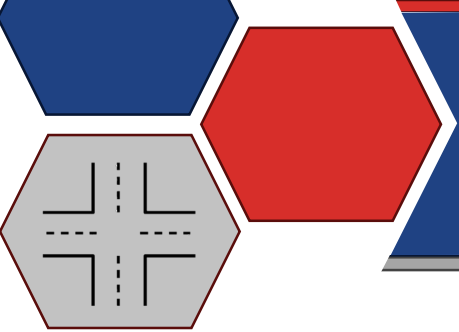
## FM# 238651-1

**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

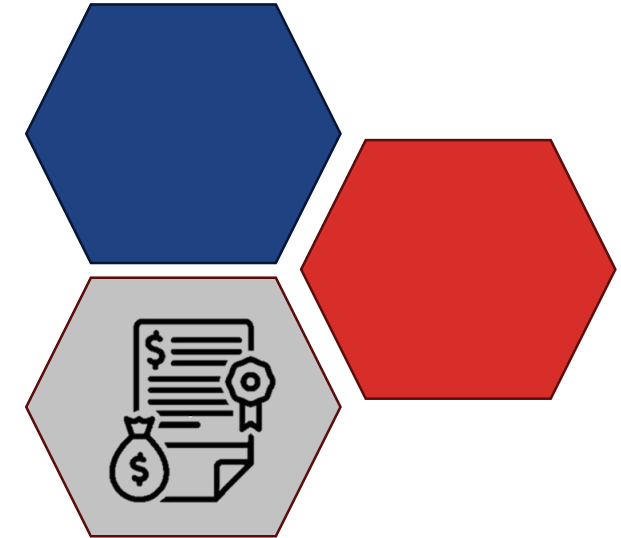
- Safe Streets for All (SS4A)
  - City of Ocala
  - \$104,000

## 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

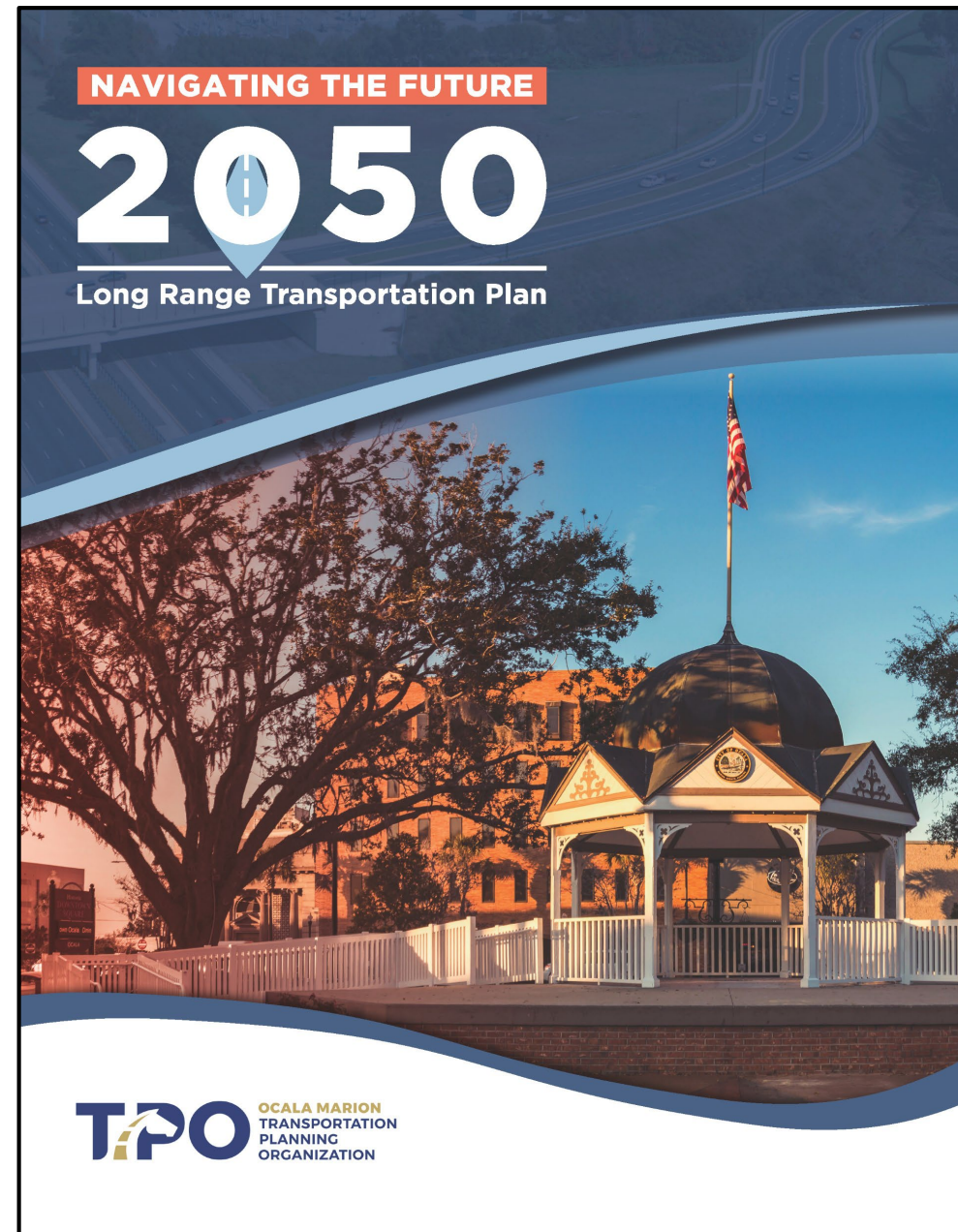
CAC/TAC Meetings  
January 14, 2025





# Introduction

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





# L RTP Goals & Objectives

## Development Process

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

# LRTP Goals & Objectives

## Federal & State Requirements

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



# IIJA (Federal) Planning Factors

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

# FDOT FTP Goals

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



# Vision & Goals

## Ocala-Marion 2050 LRTP Vision

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

Prioritizing <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*

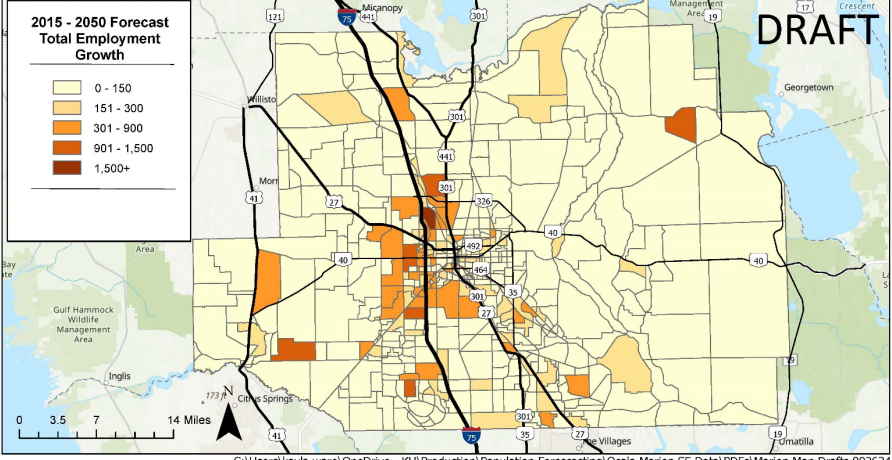
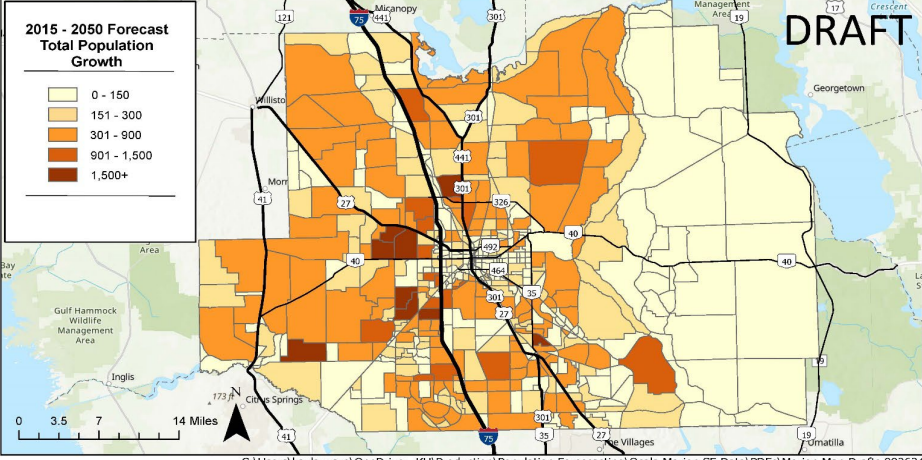
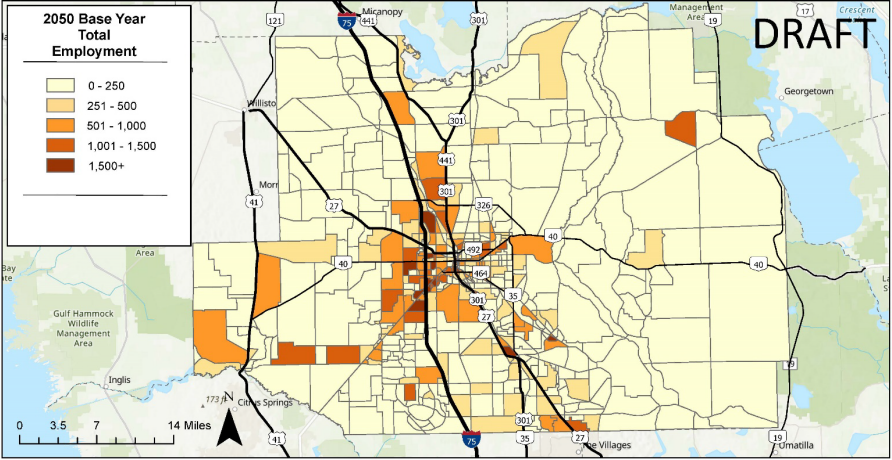
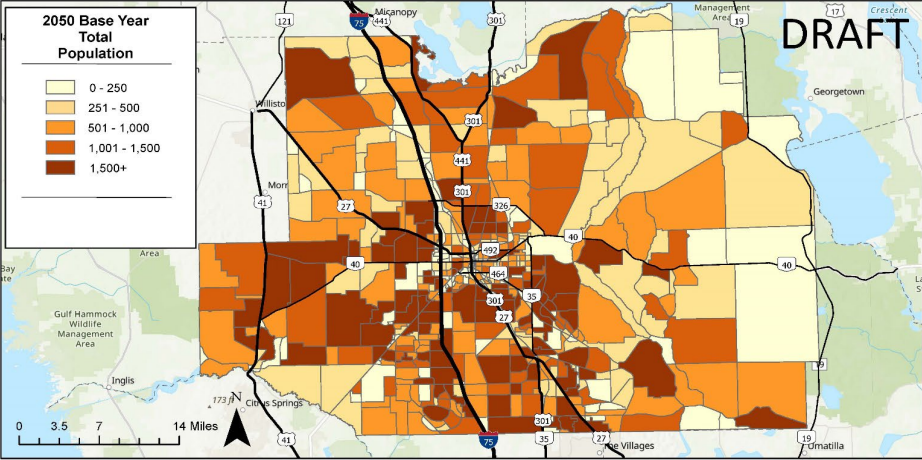
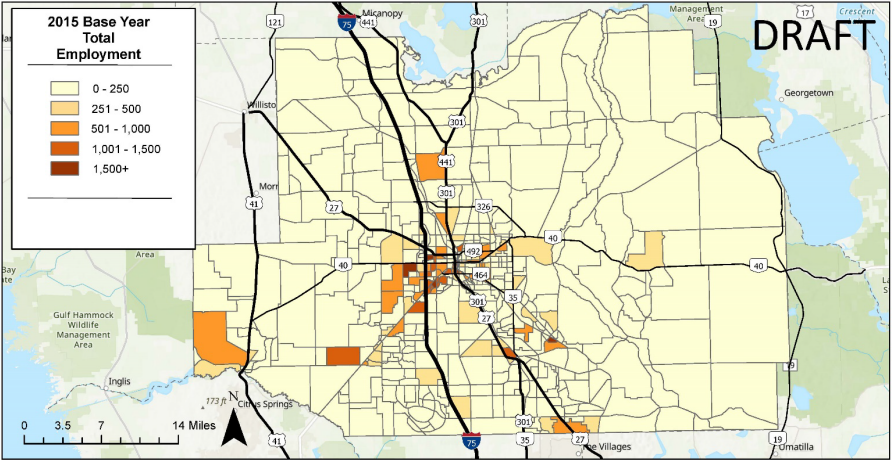
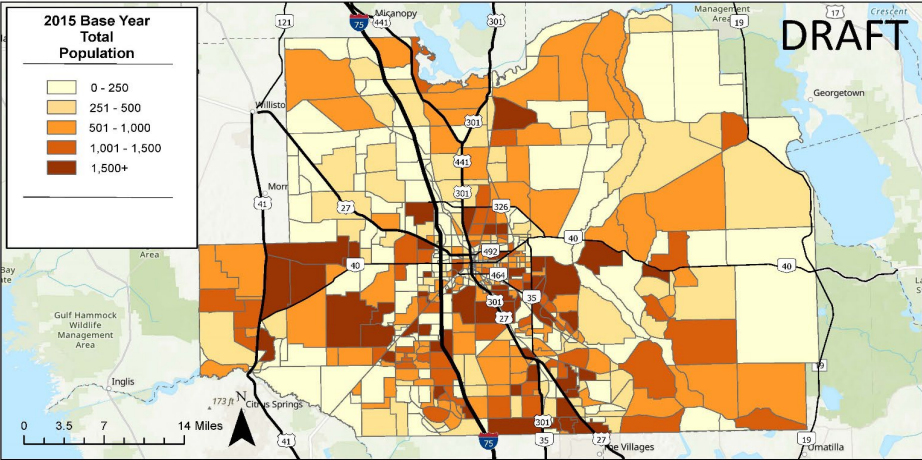
# Socioeconomic (SE) Population Forecast

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